American cities become a leading example of how major transportation; infrastructure and civic improvements can be carried forward through a return to planning. Today many cities are working to encourage populations to return to their urban core through the creation of revitalization efforts to distressed neighborhoods and old downtown centers. Given the importance of cities as significant social, political and economic centers, the resurgence of planning comes at a principal moment when urban policy must be able to plan for a sustainable future in relation to the individual needs of neighborhoods, individuals and established urban systems. The 53rd Annual ACSP Conference will also draw attention to dynamic issues, changing the way in which planners develop investigative and pragmatic approaches towards planning in regional contexts. The conference will address how joint governance surrounding regional issues can provide the basis for lasting regional partnerships. Resurgence in planning is shifting the manner in which cities become places of commerce and economic opportunity toward a shared vision of how integrated systems can come together to create a shared sense of common future. Subthemes that resonate with the idea of “Resurgence of Planning” include, but are not limited to, the following: Resurgence of planning, Effectiveness of planning, Civic participation, From neighborhoods to region, Urban indicators, Multivariate nature of comprehensive planning, Relationships between distinctive and often opposing urban systems, Adaptive planning, Joint governance toward a shared sense of equal opportunity and common future, Best (and Worst) Practices: Informing Future Possibilities, Visualization Methods for Planning, Beyond Sustainability: From Punitive to Restorative Planning Strategies (e.g. from Land Use Zoning and Growth Boundaries to Performance Zoning, Form-based coding, and Design Guidelines), Moving Backwards into the Future: Historic Preservation, Adaptive Reuse, and Historic Placemaking, Planning for Public Health, Arts, Culture, and Creative Placemaking, Urban Ecology as an Emergent Planning Paradigm...
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Track 1 - Analytical Methods And Computer Applications

Abstract Index #: 1
THERE'S AN APP FOR THAT
Abstract System ID#: 4023
Roundtable or Informal Discussion Session

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The number of worldwide mobile device users is increasing rapidly, as are the number of applications to serve these devices. Urban planners have the opportunity to use a wide array of mobile applications to increase productivity, share information, and engage with the public. This informal discussion session explores a number of mobile applications that can add value to the work that urban planners undertake. It also considers the types of applications that could be developed to assist planners in their efforts to understand cities and engage with the public. The session will demo prototype applications that can be used in the education and practice of planning. Discussion will focus on future R&D directions and reflections on what this means for the future of the discipline.

References

Abstract Index #: 2
DESIGN AND IMPLEMENTATION OF THE GUAM LAND USE MODEL (GLUM)
Abstract System ID#: 4032
Individual Paper

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Integrated land use and transportation forecasting models add significant policy and infrastructure alternatives analysis capabilities to the urban planning process. Historically, the financial and staff requirements to develop one of these
models has put them beyond the reach of most small to medium sized urban areas. The purpose of this paper is to present a land use model—founded upon Economic Base Theory—that is reasonably accurate and can be developed with minimal time and financial resources. The island of Guam is used as the case study/proof of concept implementation for this model framework. Guam was chosen as the case study area for this project due to its relative economic isolation, closed automobile transportation network, and relationship with the United States. These three factors greatly simplify several critical components in the implementation of an economic-base driven, integrated land use and transportation forecasting model. In addition, Guam is facing a more than 20% “boom” (roughly 37,000 people) in to the island’s population due to the relocation of US troops from Japan to Guam. Guam is facing significant environmental challenges ranging from eleven endangered species, to the reduction and pollution of its natural environment due to human development, and the introduction of non-native species. By the 1980’s, Guam had experienced the extirpation of eight of the island’s eleven native bird species. The Guam Land Use Model was validated against a horizon year with known data for zonal level population and employment totals together with control totals for the island as a whole. The Guam Land Use Model was able—across two base years and one validation, horizon year—to produce reasonably accurate outputs, including properly locating all jobs and a high percentage of the population on the island. In addition to helping Guam, the model presented here, or a derivative of it, could be implemented within the staff and budgetary constraints of most planning agencies.

References

Abstract Index #: 3
A SPATIAL PANEL MODELING APPROACH FOR THE ASSESSMENT OF SEISMIC LOSSES AND LAND-USE PLANNING
Abstract System ID#: 4072
Individual Paper

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Hazard mitigation is becoming an important component of urban planning. Seismic hazard and urban vulnerability are the two major factors in the assessment of seismic risk. A seismic loss statistical model is developed, using pseudo-data generated by an earthquake-engineering simulation model. The Peak Ground Acceleration (PGA) is the principal measure of seismic hazard, the Peak Ground Displacement (PGD) represents minor impacts, and land-use patterns characterize urban vulnerability. The results demonstrate the need to be concerned not only by the PGA at a specific location, as caused directly by the earthquake, but also by PGA spatial interactions (neighborhood effects), and the resulting economic losses to buildings. A PGA model based on earthquake magnitude, source-to-site distances, epicenter depth and site geology is formulated as a spatial lag panel (SLP) model to account for such neighborhood effects. A PGD model is also specified to account for soil liquefaction effects. Finally, a seismic loss model is formulated, relating monetary damages to seismic hazard (PGA and PGD) and vulnerable urban land uses (residential, commercial, industrial, etc.). Pseudo-data are generated for the city of Taichung, Taiwan, and are used for model estimation. By combining the three models, monetary damages can be estimated as a function of land-use patterns,
PGA, neighborhood PGA effects, PGD, and the other seismic characteristics, and can be used for creating seismic hazard maps and allocate new land uses while minimizing future economic losses due to seismic hazards.

References

Abstract Index #: 4
QUANTIFYING THE IMPACT OF URBAN FORM ON SPACE-COOLING ENERGY USE: THE CASE OF SACRAMENTO, CA
Abstract System ID#: 4080
Individual Paper
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Urban form, spatial pattern and the density of urban physical objects, such as: buildings, streets, vegetation, and surface coverage in general, has been recognized as affecting the solar access of houses, thus influencing the space-conditioning energy demand (Olgyay 1963; Owen 1986; Givoni 1998; Littlefair 2000). Since the late 1970s, researchers in planning and design have developed energy efficient site layout guidelines (Erley and Jaffe 1979; Hammond et al. 1981, Robinette 1983) and tree planting strategies (McClenon and Robinette 1977; Moffat and Schiler 1981). These design principles are evaluated through simulation studies (Paradise et al. 1983; Littlefair 1998) where the effects of vegetation received the most attention (Huang et al. 1987; McPherson et al. 1988; McPherson and Rowntree 1993; Simpson and McPherson 1998). However, because of the lack of data and rigorous methods to model complex urban environments, the impact of urban form on residential energy savings is rarely quantified using empirical data.

Given this gap in scholarship, we investigate the relationship between urban form and residential energy use, particularly space-cooling demand. We employ spatial analysis within a GIS that includes Light Detection and Ranging (LiDAR) data to quantify urban form variables. Multivariate analysis including urban form, property, and demographic data is then applied to examine the relationship between each urban form variable and space-cooling energy use for each urban form typology. We develop urban form metrics that classify the neighborhoods along a spectrum of energy performance within a region of the City of Sacramento (about 50 km2, 13K parcels), California.

Our method enables planners and designers to understand and quantify how cooling energy demand interacts with the built environment in urban systems. The result of this study is an energy audit schema mapping energy consumption. Our scheme adds a quantitative element to visual neighborhood descriptions, allowing more rigorous assessment of current energy consumption based on urban form.

Abstract Index #: 5
COMPUTER MODELING FOR SOCIAL LEARNING IN LAND USE PLANNING
Abstract System ID#: 4083
Individual Paper
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The use of GIS-based planning support tools in land use planning has expanded rapidly in recent years (Walker and Daniels 2011, Brail 2008). These tools, such as CommunityViz, INDEX, What If?, and Envision Tomorrow, are used to facilitate negotiation and deliberation among participants as well as to foster social learning. Professional uses of these tools include introducing spatial data into the process, creating indicators to compare options, and for visual communication.

This paper will present the theoretical framework completed for dissertation research on GIS-based land use planning tools for social learning, as well as preliminary results from research that is underway. The concept of social learning includes processes that result in factual knowledge and skills, changes in views, relationships, and actions (Wenger 1998; Muro and Jeffrey 2008). At the organizational level, Argyris and Schön propose two types: single-loop learning which does not question underlying values and assumptions, and double-loop learning that results in changes to values and assumptions (Argyris and Schön 1996). The research questions are organized at increasing scales, starting at the participatory workshop and ending with long-term considerations. The research questions are (1) How do GIS-based land use planning tools contribute to social learning in participatory workshops, in light of evolving technology and infrastructure? (2) How does the structure of the process of participation and tool development explain the effectiveness of GIS-based land use planning tools for social learning? (3) What characteristics of the sociotechnical process facilitate single loop versus double loop learning? (4) How do metropolitan regions develop a sociotechnical infrastructure for social learning in land use planning?

This study will explore several hypotheses, as well as alternative theoretical perspectives. At the workshop level, Wenger’s theory of social learning proposes three dimensions of learning architectures that will be explored through an experimental design: engagement, imagination, and alignment (1998). At the scale of the process, the robustness of the sociotechnical modeling system, not necessarily either the analytic accuracy or technical flexibility, will influence the type of learning achieved. Finally, the cases will explore alternative routes for metropolitan regions to develop infrastructures for information-rich planning.

The proposed research design includes two primary cases in metropolitan Boston, as well as three secondary cases. Data will be collected using a participant survey at participatory workshops, and from project planners in semi-structured interviews. In addition, the primary cases involved participant observation, document review, and supplementary interviews. Significant data collection on the two primary cases will be completed before September, including survey data collection at two workshops.

References

Abstract Index #: 6
ASSESSMENT OF THREE DIFFERENT METHODS TO MEASURING REGIONAL SPATIAL ACCESSIBILITY: A CASE STUDY OF HEALTH CARE SERVICES IN FLORIDA
Abstract System ID#: 4101
Poster

MALLOW, Peter [University of Cincinnati] p.mallow@gmail.com
Access to health care services is a multi-faceted concept. It can be used as both a noun and a verb, which often results in its definition being unclear or assumed (Guagliardo 2004). Access usually takes the form on one or more the following connotations: affordability, acceptability, accommodation, accessibility and availability (Penchansky and Thomas 1981). The first three are the most commonly studied (Guagliardo 2004, Khan and Bhardwaj 1994). However, they are aspatial in nature and fail to address whether or not the location health care services are having an effect on health outcomes.

Advances in geographic information systems (GIS) allow the spatial study of access to health care to inform the geographic distribution of health care services - hospitals, clinics, and primary care. The most common method, Population to Provider Ratios, while easy to compute and understand are fraught with problems of border crossings, do not account for internal variations, and finally do not account for travel costs. With the use of GIS four methods have recently been developed to address these problems. The two-step floating catchment area and kernel density methods require data that is very difficult to obtain due to HIPAA laws and do not respect administrative boundaries. This leaves travel impedance measures and gravity models as methods to measure spatial accessibility in a region.

This study seeks to evaluate and compare travel impedance and gravity model measures of spatial accessibility to Provider to Population ratios. Easy to compute, reliable, and accurate measures are necessary for researchers to understand the role of health care services in health outcomes and policy makers tasked with allocating health care services in a region.

Health care services in the State of Florida in 2008 were the unit of analysis for this study. Population to Provider ratios, nearest and average travel impedance measures, and a gravity model was constructed for primary care physicians, registered nurses, clinics, and hospitals for each county in Florida. County level data for Florida was acquired from the Florida Division of Emergency Management and Department of Health and Human Services Area Resource. ArcMAP and Microsoft Excel were used for all calculations.

The study is ongoing, however, it is expected that the results will vary greatly based on the choice of measurement (Talen and Anselin 1998). Each method has its particular strengths and weaknesses highlighting that great care must be taken to understand what measure is appropriate.

References

As land use simulation technology has become more approachable, a broad range of dynamic land use change models have been developed and applied to support various planning practices. However, little attention has been paid to the importance of model calibration and simulation settings, although prior research often synthesizes, compares, and
evaluates the models in terms of theoretical foundations, modeling strategies, data requirements, and some other criteria (see e.g., Briassoulis 2000; Veldkamp and Lambin 2001; Iacono et al. 2008).

This study examines how land use change simulation outcomes can vary by the way the models are calibrated and simulated, with an attempt to support planners’ informed model choices and model applications. This is accomplished through a series of experiments (with the use of hypothetical grid systems) that represent a wide range of dynamic land use change modeling environments, such as cellular automata and agent-based modeling. In the experiments, consideration is given to the sensitivities of the simulation results with respect to the following four calibration and/or simulation settings – 1) spatial scale, 2) temporal scale (i.e., simulation increment), 3) probability distribution, and 4) extent of the influence of stochastic factors – along with multiple growth scenarios (i.e., high vs. low growth and steady vs. fluctuating growth).

The experiments show that all of the four factors, particularly the temporal scale and the extent to which stochastic factors are involved in the model, can generate substantial variation in simulation outcomes. It is also found that the magnitude of the variation can be amplified by an increase in the growth rate (i.e., a greater amount of the total demands for development to be allocated) or the level of fluctuation. The findings may suggest that to the extent possible, model applications need to be made with appropriate growth projections at the right spatiotemporal scale. At the same time, given the difficulties in determining the right scale and obtaining accurate growth projections, planners may want to employ a range of simulation outcomes rather than relying on a single, baseline result, to achieve more robust planning (Chakraborty et al. 2011).

References

Abstract Index #: 8
WIKIFYING GOVERNMENT INFORMATION SYSTEMS: CITIZEN/PROFESSIONAL CO-CURATION OF NEIGHBORHOOD HISTORIES
Abstract System ID#: 4211
Individual Paper

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Visions for the good governance of cities rest upon the premise that local governments should maintain and use in-depth, accurate, and up-to-date information and fully engage citizens in planning processes. Recent years have brought a plethora of approaches to engaging citizens using a variety of participatory methods and web technologies. There are a growing number of emerging on-line tools to facilitate citizen participation, including the potential to pair direct data collection, such as volunteered geographical information, with opportunities for direct deliberation in government decision-making. While web experimentation and social media are promising areas of innovation in planning practice, there remains a considerable gap between highly technical information systems and citizens' local knowledge and participation on-line. Furthermore, there are substantial challenges to use of web technologies in local government participatory processes given the unevenness of citizens' use and confidence with information technology and the limited nature of their time and attention to participate.
This paper provides a discussion of the process, outcomes, challenges, and lessons learned in a case study of the Austin Historical Survey Wiki in Austin, Texas. This university-based project set out to find a practical, economical, and participatory means to support the comprehensive survey of historic resources. This effort was set against a background of a publicly contested historic preservation program and a diverse set of neighborhoods engaged in sometimes tense battles over local community preservation, gentrification, and property rights. Students and faculty at the University of Texas at Austin School of Architecture historic preservation and community and regional planning programs and School of Information set out to create an on-line tool that would serve as a municipal information system that provides citizens with a direct line of participation in the City of Austin's Historic Preservation Program. The result was a highly customized web tool developed for the City of Austin to engage diverse communities in historic preservation. It was envisioned as a means of stitching together and maintaining information from a patchwork of professionally conducted historical surveys and citizen initiatives in heritage and history. It was created as a working model for local government support for citizens and professionals to work together to document historic places and incorporating this information into planning processes. It offers a means for sharing local knowledge and deliberating on preservation and planning issues in an open system.

Local government are increasingly engaging in web-based sharing of geographic information systems, open sharing of government information in data.gov portals, and voting and polling in government decision-making process. On the other hand, there are few examples of local governments that are using volunteered data from citizens or that use crowd-sourced solutions to directly maintain municipal information systems. The Austin Historical Survey Wiki case is unique in that it provides a direct two-way on-line portal into a new kind of information system. Similar in some ways to the enormous effort of the City of Los Angeles to engage citizens in historical survey in their SurveyLA initiative, the goal of the Austin Historical Survey Wiki is to create an inventory of historic places that can be fully incorporated into planning processes. The Austin Historical Survey Wiki seeks to re-envision historical surveys as an ongoing process of engagement with an open-ended information system based on continuing survey efforts rather than a single survey with an end-date. It provides a platform for documenting both the changing fabric of the city and changing understandings of historical significance.

References
businesses can exhibit larger structural changes and patterns in tandem with changing neighborhoods, such as the conversion of gas stations and discount shops to independent business zones comprised of restaurants and niche retail. These commercial strips are intimately tied to narratives on place and change in Austin. Ever-changing and yet exhibiting durable patterns that persist through time, these older commercial strips are central to the recent history of urban change in Austin.

This dissertation research seeks to understand the following central question: How do acts of preservation and adaptation of existing properties within older commercial strips relate to broader processes of social and physical transition? This mixed methods research unites spatial analysis of building permits, building records, land use, and business composition with interviews and oral histories of the network of actors who have shaped the continued use and adaptation of existing commercial properties. This poster presentation brings together maps from the spatial analysis of Austin's commercial strips with photos and short narratives from interviews and oral histories of the actors who have influenced them. The poster is intended to highlights discoveries at multiple scales of inquiry, from the individual commercial property, to the single commercial corridor, to the network of corridors and surrounding neighborhoods. It illuminates the dynamics of designers, business owners, property owners, and residents who not only find creative means to reinvestment in properties, but who contribute to an overall choreography of change along corridors. This change occurs both within the structuring forces of the market and land economics and through the individual and collective actions of private and public agents of change.

This research draws from and extends Howard Davis’ work on the Cultures of Building and Stewart Brand’s How Buildings Learn to understand cultures of adaptation of existing properties. The methodology was influenced by Actor Network Theory and uses Bruno Latour’s insights into understanding actors from their own perspective and routine activities. It considers not only the agency of property owners and business owners, but the importance of understanding existing buildings and parcel configurations as durable patterns that structure and influence future patterns. While planners often focus attention on new development, this research shows that attention to incremental changes in the form of everyday acts of preservation and reinvestment in commercial properties count toward the continued life and remaking of the city.

References

Abstract Index #: 10
BOLSTERING ENVIRONMENTAL (IN)JUSTICE CLAIMS WITH SPATIAL ECONOMETRIC SITE SELECTION MODELS CONTROLLING FOR IRRELEVANT ALTERNATIVES
Abstract System ID#: 4233
Individual Paper

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Empirical tests of the environmental justice hypothesis are insufficient in making causal claims because they tend to focus on one of two relevant questions: what happened before or what happened after the selection of the site? Analysts may “rule in” a finding of unjust site selection, given the spatial association between locations of undesirable land uses and the distributions of political and economic power at the time of decision. They may then proceed to “rule out” the confounding possibility that the location of the disamenity caused in-migration of people with little power or out-migration of powerful people, leaving behind a concentration of the former. Environmental injustices arise in both
contexts of urban and regional planning decisions. Cost-minimizing site selection decisions disproportionately impact people who impose less political cost on decision makers and the location of the disamenity concentrates people with little recourse, which reinforces the ability to use the site for its unwanted purpose and locate additional unwanted uses nearby. We propose a test in this paper that controls for possibly multiple directions of causality both temporally and spatially. Our approach accounts for spatially optimal locations from a transport cost-minimization standpoint and controls for irrelevant alternatives that would otherwise confound the choice set and hence construction of the counterfactual. We examine the performance of the test in the context of refuse incinerators constructed in towns throughout France between 1965 and 2004.

References

Abstract Index #: 11
THE USE OF ONLINE PLATFORMS AND MOBILE APPLICATIONS BY VARIED COMMUNITY MEMBERS AND ORGANIZATIONS IN GENERATING NEW DATA AND DESIGNS
Abstract System ID#: 4294
Individual Paper

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Cities are faced with rapid change affecting our urban lives. Therefore, they need to develop the capacity to deal with complexity of the future changes in socio-economic, scientific and technological changes (Landry, 2000; Florida, 2003). While Florida (2003) argues cities require attracting the creative class to produce new forms, designs and knowledge that are easily transferable, broadly useful, and reproducible, cities would be more productive if they provide opportunities for a larger and more diverse community to collaborate in this process (Castells, 2004). The use of computers can aid in the discovery of new ideas and productive changes driven by large, varied and uncoordinated audiences (Zittrain, 2008).

Building off of previous research on the role of Internet in creating generative systems (Zittrain, 2008), our study explores ways in which online platforms and web applications can provide opportunities for collaboration of varied community members in generating transferable and reproducible data. Based on Zittrain's theory, a generative system allows users to create new designs or data that are easy to distribute. It provides opportunity for further innovation by various community members to collaborate on building upon openly distributed data. Zittrain (2008) introduces five factors for evaluating a system as generative: (a) how extensively a system leverages a set of possible tasks; (b) how well it can be adapted to new tasks; (c) how easily users can master its use; (d) how accessible it is to those ready and able to build upon it; and (e) how transferable any changes are to others. Our research is focused on three questions: (1) How can online platforms and web applications, as generative systems, make possible collaboration of varied community members and city infrastructure systems in reproducing and transferring new and valuable data and designs? (2) What are the benefits and constraints of using generative systems in this process? (3) How should the features of generative systems be reframed for application in urban-planning contexts?
This exploratory study employs qualitative analysis of a neighborhood portal (e-democracy) and a mobile application (SFpark) to examine and compare their ability in (1) meeting the characteristics of generative systems, (2) fostering collaboration of varied community members and organizations in generating data and design. In addition, for better understanding of the opportunities and constraints of using generative systems in a planning context, I will interview the founders of these two platforms.

While this research is ongoing, my preliminary findings based on analysis of the two cases show that open online platforms, as generative systems, have great potential for transformation and reproduction of data by varied community members and organizations, such as citizens, web developers, businesses and local governments. However, generative systems can bring with them some privacy issues and the possibility of information misuse.

References

Abstract Index #: 12
MAP VERSUS VISUALIZATION: AN EVALUATION OF VISUAL COMMUNICATION TOOLS FOR PLANNING
Abstract System ID#: 4351
Individual Paper

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Widely available for more than two decades, GIS systems provide planners with a powerful tool for spatial data generation and analysis. However, communicating the information contained in the GIS system through non-verbal means has received little attention (Few 2009). Data visualization methods have garnered attention in recent years as technology and data collecting have become democratized. Data visualization is an effective tool for displaying complex spatial data into easy to comprehend maps for the public.

Yet, the principles of data visualization often are ignored in the communication of planning. This may be due to lack of education on the principles of data visualization, or users not understanding their data, or the tools commonly available do not allow the user to intuitively visualize and communicate their data. Talen (1998) presented in Visualizing Fairness – Equity maps for Planners a vital approach on equity issues based on access to public parks while pointing out that software such as ArcGIS can help in the effort of mapping those issues. Whereas her focus was the importance on the methods how to measure this access inequity and how GIS could ease a planners mapping efforts, the critical need of better visualization was not addressed. Drummond and French (2008), describe the potential future of GIS and how the planning discipline will adapt to new technologies such as web-based GIS or mapping portals (influenced today by social media). In addition, new technologies and lower costs for computing power have led to widespread use of these tools from small communities to the largest of cities.

This paper focuses on the role GIS tools incorporate the principles of visualization to create better means of non-verbal communication by planners. The assessment considers set up, ease of use and handling, and quality of output. Further we consider additional features such as modeling or analysis capabilities, costs and training efforts as relevant but weight is given to the visualization components.

A multi-tier and interdisciplinary evaluation matrix is conceptualized to evaluate common spatial visualization tools. The matrix is built on criteria found in literature reviews and supported by expertise in planning, design, and visualization techniques found in business intelligence and other disciplines (Brusndon et al. 2007). Using a dataset on food desert research five software tools are assessed on the visualization capabilities ArcGIS, Quantum GIS (QGIS), Tableau, MATLAB, and Spotfire. ArcGIS is an ESRI product and widespread in the US. QGIS is very common in the
European GIS open-source community. Tableau in its most recent version has added mapping and spatial features. MATLAB has found its way from engineering and medical sciences to planning research. Spotfire is business intelligence software with spatial capabilities.

Based on preliminary results we anticipate a significant distinction between the objectives of data generation and analysis, and the visual output capabilities of the examined software. However, the research is currently ongoing and it would be too earlier to comment on respective strengths or limitations.

The proposed presentation will present the background and structure of the study, include an in-depth discussion of the evaluation matrix, and demonstrate how better visualization can support planning academia and profession.

References

PLANNING-LEVEL PARKING DEMAND ESTIMATIONS FOR MIXED USE DEVELOPMENTS

Abstract Index #: 13

Abstract System ID#: 4413
Pre-organized Paper Session (Symposium) “Envision Tomorrow +”

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The parking demand model estimates the peak parking demand for a proposed development area. The model estimates parking demand based on the land use amounts for each of the land use types in ET: residential, commercial, office, and industrial. Peak parking demand is estimated from two nationally recognized sources that are commonly used by traffic engineers and transportation planners across the US: Parking Demand from the Institute of Transportation Engineers and Shared Parking from the Urban Land Institute. Parking demand rates, equations, and temporal demand distributions from Shared Parking provides the basis for a hypothetical situation shared parking demand estimation. Mixed-use development trip reduction factors and household vehicle ownership factors, both from the 7-D research, have been used to estimate a reduced peak parking demand.

A peak parking demand was estimated for each land use in ET using data from Parking Demand. The individual parking demands were summed to a total peak parking demand for the development area, which represents the parking demand assuming that parking supply for each land use type is segregated and exclusive. The peak parking demand was then reduced for each land use type given the characteristics of the mixed-use development to influence the amount of internal trips, walking trips, and transit trips. Parking demand was reduced for each land use type depending on the mixed-use development home-based work, home-based other, and non-home-based trip characteristics.

A shared parking evaluation was conducted for the development area to account for a situation where parking supply would be shared by complementary land uses. The shared parking evaluation was conducted consistent with methodology presented in Shared Parking. The peak shared parking demand represents a theoretical minimum in parking demand as the evaluation assumed a convenient dispersion of parking supply that would be available to all uses and within easy walking distance by patrons and employees. The shared parking demand was then further reduced by the amount of internal trips, walking trips, and transit trips due to the mixed-use development characteristics, similar to the reductions applied to the peak parking estimated from Parking Demand.
The residential components of the parking demand estimates were reduced further by assuming a lower household vehicle ownership rate. The 7-D research has determined that households within mixed-use developments own fewer vehicles than other households. To account for lower vehicle ownership, the peak parking demand for residential land uses was reduced based on the estimated household vehicle ownership rate for the mixed-use developments.

References

THE USE OF HOT-SPOT ANALYSIS TO IDENTIFY URBAN DEVELOPMENT OPPORTUNITIES

This paper utilizes GIS’ hot-spot analysis function to analyze real estate value in Collin County and the City of Dallas in Texas. The purpose of this specific use is in relation to looking at possible TIF implementation from a regional perspective rather than at the city level. In order to determine where the values are increasing or decreasing, hot-spot analysis provides a way to analyze large property datasets for different types of land uses. From a regional planning perspective, it provides insight into how to best capture value as well as possible planning policies targeted toward areas of transition between high value and low value areas to minimize further deterioration. In looking at regional policy, it can help answer the question “Where do we begin” in relation to implementing policy.

This specific case study analyzes 700,710 parcels in the Dallas area to determine peaks and valleys related to property value change between 2004-2008. Ultimately, the purpose of the analyze was to estimate the amount of value that could have been captured if TIF was implemented around a variety of transportation infrastructure existing in the geographic area. The take away from this paper is that it provides a methodology for analyzing property values or any related property-level indicator to look at things on a regional level. In order to plan regionally, we have to know what is in that region and, more importantly, where to begin to implement successful regional policies.

References
In the wake of the 2010 Haiti earthquake, planners have focused greater attention on the need to prepare for seismic risks in the Caribbean, where traditional mitigation efforts have aimed primarily at hurricanes, landslides and flooding. Disaster mitigation is now viewed as an integral part of sustainable development in the region. Responding to this new mandate for Caribbean disaster planning requires communities and governments to obtain knowledge of people and inventories at risk so that they may steer growth to safer areas and incorporate evidence-based disaster resilient practices in planning and construction (Burby 1999 & 2006).

A key part of any risk assessment is to understand what is at risk to the hazard, but data to build urban hazard inventories is fragmented in the U.S. (French and Muthukumar 2006) and much more so in the Caribbean. Disaster inventory modeling software, such as HAZUS-MH, is not presently common in the developing world. This requires the development of methods to predict building and property inventories indirectly. In this context, we try to answer three questions: (1) What data is available regarding hazard inventories and how does this vary among jurisdictions, (2) What are the similarities and differences among at-risk inventories in different Caribbean jurisdictions, and (3) How can GIS and Remote Sensing technologies help create building inventory estimation models when direct data sources are scarce or incomplete. Given our focus on developing areas with inconsistent disaster planning backgrounds, particular attention will be given to methods for identifying inventories of critical facilities including hospitals, police and fire stations and potential shelter facilities, as well as transportation infrastructure.

This project will create a detailed inventory of the people and property at risk to earthquakes, hurricanes and other hazards in Caribbean locations, including Puerto Rico, Belize, Trinidad and Tobago, Dominican Republic, and Haiti. In addition to demographic data that describes the population, the inventory should include a tabulation of the buildings, transportation networks and infrastructure systems and the characteristics that determine their vulnerability to specific hazards. To develop the inventories we use a combination of aerial photography and GIS databases prepared by planning agencies, country specific censuses, public works departments and tax assessors. These data sources provide a base for the integration of remote sensing methods, such as image synthesis, regression techniques and neural network algorithms (Steelman et al 2007, Sahar et al 2010). Our work will extend research advances in the U.S. to planning contexts in less developed jurisdictions, which will aid in creating more universally valid models and also testing existing practices. Such knowledge should contribute both to understanding of general methods for indirect estimation of urban hazard inventories, and also to the specific critical infrastructure vulnerabilities in each of our study jurisdictions.

References

Abstract Index #: 16
TOPOGRAPHICAL AND SEASONAL VARIATIONS OF INTRAURBAN EXPOSURE TO AIR POLLUTION: SO2 DISPERSION ASSESSMENTS OF THE CRAWFORD AND FISK COAL-FIRED POWER PLANTS IN CHICAGO, ILLINOIS
Abstract System ID#: 4489
Individual Paper

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Intraurban air pollution exposure has been modeled in multiple ways in risk analysis and environmental justice research. While most first generation models were primarily proximity-based, more recent or later generation models utilize spatial statistics and integrated emission-meteorological models of air dispersion. This study employs the US EPA’s AERMOD—a steady-state plume model that incorporates air dispersion, scaling concepts, and simple and complex terrain—to examine the spatial, topographical and seasonal sensitivity of modeled sulfur dioxide emissions arising from two coal-fired power plants located in central Chicago. Specifically, this study compares air pollution exposure outcomes of different elevation regimes that vary the scale and character of terrain. The study uses 30-meter and 10-meter base elevations and two-feet resolution LIDAR images (that incorporate building heights and other urban topographical information) to develop a series of exposure scenarios. We also compare the seasonal variation of ambient air concentrations across the urban area to better understand how the distribution of pollution differs over time. Preliminary results suggest that the magnitude, geographic extent and demographic character of air pollution exposure vary significantly with the modeled terrain type. This study concludes that a thorough accounting of urban topographical features and seasonality provides a more nuanced, contextual assessment of air pollution transport and exposure.

References

Abstract Index #: 17
THE ROLE OF DESIGN REPRESENTATION IN THE RESURGENCE OF PHYSICAL PLANNING PRACTICE
Abstract System ID#: 4490
Individual Paper

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This paper demonstrates the importance of graphic visualization and three dimensional representation in the resurgence of contemporary urban design and physical planning practice. Historically, the regulatory intent of zoning code in
cities in the United States have focused on negating the impact of incompatible land uses and less on the performance of the build environment. In the past decade however, cities have begun to revise zoning regulations from codes that are based in the regulation of land uses to codes that are designed to regulate urban form and generate improved urban performance. A case study analysis of form based code of the Cities of Denver, Miami, and Arlington Virginia are examined in this paper to exemplify the shift in the regulatory intent of graphic visualization in its conceptualization. The demand of new graphic media to represent and visualize the impact of land use regulation is becoming standard practice in cities interested in the revitalization of neighborhoods and the urban core. The objective of the paper is to develop a pedagogical approach for instruction and academic preparation in the technical training of three dimensional representation and visualization for students and professional planners relevant to contemporary planning practice in the United States.

References

New data is changing the ways that urban planners conduct research and practice. Abundant new data is being captured by many new technologies and practices, such as mobile sources, citizen-researchers, remote sensing, and social networks. The data is being aggregated and made available by the government, by companies, by advocacy groups, and by individuals themselves. Accompanying the growth of this data are many increasingly powerful analysis tools for visualization, modeling, and prediction: see any number of articles about "Big Data", "data analysis", or "predictive analysis". Many researchers are already working with new datasets in all areas of planning.

Two roundtable discussions will address the challenges of new data for planning. This discussion will focus on the particular methodological challenges of working with many new sources of data in urban planning, and will be complemented by a panel on visualizing and communicating this new data.

In order to stimulate discussion from the attendees, the session will first present a number of very short presentations, each organized around introducing an application of new data that illustrates a more general issue arising from working with the data:

Jason Cao, UMN – travel behavior and land use – causal inference
Larry Frank, UBC – health data – confidentiality and spatial identification
David Hsu, UPenn – building energy data – assessing data quality
Jinhua Zhao, UBC – transit data – the gap between potential and reality

The session will then engage all attendees in discussing how to: get this new data; maintain privacy and security; learn new techniques; interact with practicing planners in this area; and how we can attract and train students for research.
COMMUNITY RESILIENCE: A METHODOLOGICAL CONTRIBUTION TO MEASURING COMMUNITY

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This paper is part of a larger project that makes an important methodological contribution to scholarly debates about community resilience, a concept currently popular in policy and planning circles (Kahan, Allen & George 2009). The literature on community resilience is unsettled, with researchers struggling to define and operationalize this complex concept. Top scholars are working on definitional and measurement issues, but these are far from resolved, as evidenced by current research in the field (e.g., Cutter et. al. 2008; Goldstein 2012). This study borrows from Cutter et. al. (2008, p. 600) to distinguish between resilience-as-process, defined “in terms of continual learning and taking responsibility for making better decisions to improve the capacity to handle hazards” and resilience-as-outcome, or “the ability to bounce back or cope with a hazard event.”

One important aspect of community resilience that has received scant attention is how to empirically establish the boundaries of the community whose resilience is in question. While network concepts are invoked in the community resilience literature, an extensive search found no related studies that apply social network analysis methods to measuring the community-related aspects of resilience. Most researchers use administrative units like county and municipal jurisdictions to establish those boundaries (e.g., Cutter et. al. 2008). However, making the boundaries of community coterminous with city or county borders may mask important community boundaries within those borders, as well as inequities in access to resources, opportunities, and power. Leaving those inequities masked may hinder important insights about differences in the resilience of various communities, with important implications for planners and policymakers concerned about social justice.

In order to better inform policy and planning debates related to community resilience, scholars must address two core methodological questions: (1) how can communities of resilience within city or county borders be empirically defined? and (2) what measures can be used to describe the characteristics of these communities of resilience and assess the relationships within and among them?

This paper begins to address those methodological questions by reporting on a pilot project that uses social network analysis to empirically define communities of resilience in San Francisco, California. Social network analysis offers a number of ways to define community boundaries empirically. In this study, the sample is identified by combining a position-based approach (restricted only to organizations) and a relational approach (based on organizations’ work together) (Johnson, Honnold & Stevens 2010). The sampling frame begins with the organizational members of established collaborative groups in neighborhoods throughout San Francisco. Each organization is surveyed and asked which organizations they work with along various dimensions of community resilience identified in the literature (e.g., health access, employment opportunities). Each respondent is then asked to select from a list of organizations provided and to nominate organizations not on the original list. Organizations not on the first list will then be contacted and asked to complete the same survey. In analyzing this data a number of measures of network characteristics will be applied to establish community boundaries and to begin to assess their resilience, by estimating ‘structural equivalence’ between communities or identifying ‘structural holes,’ for example (Borgatti & Foster 2003; Johnson, Honnold & Stevens 2010). The analysis will help shed light on inequities between communities by depicting how relationships among organizations in and across those communities are patterned, and how those patterns “influence both the flow of resources and the actions, opportunities and power” for the communities of which they are a part (Johnson, Honnold & Stevens 2010, p. 495). The paper will provide scholars and practitioners with an opportunity to learn more about how they may apply this methodology in other cities.

References


Abstract Index #: 20

ENHANCING CITIZEN ENGAGEMENT IN COMMUNITY ASSESSMENT WITH MOBILE GIS

Abstract System ID#: 4525

Poster

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Neighborhood vitality is an important issue for local governments. In many communities, it is not uncommon for local leaders and citizens to assemble together to try to make their community an even better place in which to live. The beginning point is focused on the various problems, needs and opportunities existing in the community. In order to strengthen the community by improving opportunities and quality outcomes, appropriate information is crucial. Various studies aimed to develop an instrument and assess various aspects of the community. However, relatively less attention was given to public involvement process. This study attempts to enhance citizen participation in their community assessment using innovative mobile-GIS technology, with aspects of the street-scale environment.

The main objective of this work is to develop a community assessment framework and tool with which people in a community can examine crucial and otherwise unavailable information on residential conditions and other environmental characteristics for use in improving and strengthening their neighborhoods. The physical condition of a neighborhood environment significantly affects the quality of life for residents. This work provides pro-active tools to address the neighbourhood conditions.

This work also aims to enhance citizen engagement. The ultimate success of community planning is heavily dependent upon public support. Thus a process that enhances citizen engagement is important. This study includes local experts, stakeholders and residents in all phases of the project including the process of assessment tool development, data gathering, analysis, and appropriate neighborhood improvement goal setting. Three modes of communication are used: presentation of information to the public; receipt of information from the public; and exchange of ideas and opinions that build upon shared information. To design and facilitate the resident participation process, we collaborated with the City, residents, and community based organizations. The increased community engagement in the process leads to stronger community interest and investment in future actions.

Methods adopted in this work include both of quantitative and qualitative approaches such as literature survey of community assessment research, in-depth expert interview, resident survey of subjective indicators, comparative case study and spatial statistical analysis with GIS. To develop reliable tool, this work involves use of innovative mobile GIS technology in a field survey method that involves residents’ use of GIS-enabled PDAs (Personal Digital Assistants) with customized user-friendly forms to compile information in the field that is useful to both their neighborhood and the City. As a case study, four economically disadvantaged neighborhoods – Clinton, University Place, Everett, and Irvingdale - in Lincoln, Nebraska are examined. In order to measure perception and behaviour change of residents, structured survey is conducted. Using the collected information this work conducted spatial analysis to find hot spot and cold spot. This type of analysis is important to indentify priority areas to be addressed with limited resources available.

Given the explicit spatial nature of GIS, community assessment using GIS seemed to be well suited for identifying community issues. Community assessment framework and tool shows the signs of potential to allow researchers and
planners to better understand the interconnectedness among elements of the built environment, social environment, neighborhood characteristics and residents behavior. The cell based raster analysis and statistical analysis clearly shows spatial relationships among important factors contributing livable and sustainable community design.

This study contributes to the methodological improvement of community assessment, and the knowledge of the interconnectedness of physical and social environment of a community. This study also provides policy implications for local government’s strategies to enhance the feasibility and the attractiveness of a community by reducing physical and social barriers.

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VISUALIZATION OF NEW DATA
Abstract System ID#: 4600
Roundtable or Informal Discussion Session

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The proliferation of “new” data driven by mobile communications, the internet, crowdsourcing, and a growing number of open government initiatives provide powerful insight into issues of importance to urban planners and the general public. Unprecedented access to new forms of data has led in turn to new challenges in terms of data analysis, and the ways in which data are communicated to the public. The uptake of such “new” data is evident within planning practice, yet conversations about the challenges and considerations of working with such data are just beginning.

Two roundtable discussions are planned to engage with the challenges of new data for planning. This discussion will focus on the particular challenges of visualizing and communicating such data to multiple publics (and will be complemented by a panel on the methodological challenges of working with such data in urban planning).

To facilitate a discussion of general interest for planners from a variety of areas, we will focus less on individual data sources, and more on the potential issues and solutions for the challenges of working with and visualizing new data. This roundtable will consist of a series of short (5 to 10 minute) presentations, each focused on a particular challenge or solution regarding new data visualization. Roundtable participants will address the following topics:

Paul Waddell, Berkeley- 3D Visualization
Michelle Thompson, UNO- Participatory GIS
Sarah Williams, Columbia- Spatial Information Design and Visualizing of Mobile Data
Andrew Greenlee, UIUC- Implications of Self-Service Data Systems

This will be followed by a general informal discussion about some of the problems and opportunities presented by new data.
MEASURING URBAN DESIGN QUALITIES: BEYOND 2D MEASURES USING GIS  

Abstract Index #: 22  
Abstract System ID#: 4610  
Individual Paper  

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The interest in building walkable and healthy cities and communities has generated many studies that measured built environment characteristics subjectively and objectively (Ewing and Handy, 2009; Roemmich et al., 2007; Raja et al., 2010) to help understand the association of built environment and public health. Robert Wood Johnson Foundation funded and published several tools that combined subjective and object measures to help communities study built environment. Many existing studies and tools, however, focus on the land use, transportation, and safety measures of built environment characteristics that influence walkability. There are fewer studies or tools focusing on urban design measures of walkability. In most existing tools and studies, urban design features are generally measured subjectively as "attractive", "pleasant", or "interesting". Some tools and studies include "aesthetic" measures such as trees, street amenities, cleanliness, street maintenance, and architecture design (Jago et al., 2005; Day et al., 2006). Studies have found that subjective measures such as "attractiveness" or "aesthetic" tend to yield lower reliability comparing to land use or transportation features because of their subjective nature. Lin and Moudon (2010) “showed that objective measures of the built environment had stronger associations with walking than subjective measures” and suggested future studies to include objective measures.

Many existing tools start with a clear qualitative definition of urban design features that is followed by quantitative physical measures. These tools, however, were designed and developed as observational tools that require trained observers on-site. Although comprehensive manuals were developed to guide field observation, many features are difficult to estimate and relatively less accurate because of broad measurement scale and observation difficulties, especially view assessment features such as sky across proportion or street wall proportion. With the aid of 3D-GIS based analysis, these features can be measured objectively and more accurately.

This study built on Ewing and Handy (2009) and Purciel (2009) using 2D and 3D GIS to objectively measure and examine urban design qualities in selected study areas across the City of Buffalo and tested their correlation with walkability. Pedestrian count data was collected in the spring and fall for the years between 2007 and 2011. Data on parcel, street width, building footprint, building type, building style and number of stories were collected. Photos of building facades were collected from field work and from Google Streetview and Bing Map. Photoshop was also used to correct the distortion and adjust perspective to build 3D GIS models. Nineteen variables that describe imageability, enclosure, human scale, transparency, and complexity will be calculated and used to generate scores to predict walkability. The scores will be verified by pedestrian counts. Findings from this study can help us better understand urban design features that influence walkability and help us design more walkable and healthy cities.

References  
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Abstract Index #: 23
EXAMINING THE IMPACT DYNAMICS OF URBAN SPRAWL ON TRANSPORTATION
Abstract System ID#: 4628
Individual Paper

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Most of the previous studies examining the impacts of urban sprawl have taken a cross-sectional approach by evaluating the alternative development patterns and their outcomes, without considering the impacts in a time-series framework to evaluate how the outcomes change over time. This study helps to fill this gap by evaluating the transportation impact dynamics of several key dimensions of urban sprawl: density, land use mix, centrality and street connectivity. The central hypothesis is that the impacts of urban sprawl are dynamic rather than static and are accelerated in more sprawling cities relative to less sprawling cities.

This study applied a hybrid modeling framework (Allison, 2009) which combines the strengths of both fixed effects models and random effects models to estimate the effects of time-invariant variables, but are less prone to bias due to other unmeasured variables. Data for the sprawl measures were taken from Ewing et al. (2002) and transportation data were collected from 2010 Urban Mobility Report by the Texas Transportation Institute (TTI). Specifically, three transportation measures were considered in this study: daily vehicle miles of travel (million) on arterial streets, annual passenger-miles (million) by public transportation and peak period travelers (thousand). Data for the demographic and economic control variables were collected from American Community Survey and the Survey of Current Business (by U.S. Bureau of Economic Analysis). Applying the hybrid modeling framework to the data from 65 large Metropolitan Statistical Areas (MSAs) over the years 2000-2008, this study found a dynamic influence of urban centrality or strength of urban sub-centers on urban transportation. It was found that MSAs with strong sub-centers, compared to MSAs with weak sub-centers are having a significantly lower increase in daily vehicular travel and significantly higher transit ridership given population growth over time. However, such significant influence was not found for the other sprawl dimensions. It suggests that for reducing the negative impacts of sprawl on urban transportation we should focus more on improving the vibrancy of sub-centers within the metropolitan areas.

This study applies a new methodological approach to evaluate the dynamics of urban sprawl impacts on transportation. Hybrid modeling framework applied in this study will open up new avenue for urban planning researchers for exploring other aspects of cities and regions. It also contributes valuable input to the discourse on urban form and transportation and further studies in this vein will yield important policy guidelines for planners.

References

Abstract Index #: 24

ESTIMATING ECONOMIC BENEFIT OF URBAN GREEN SPACES USING SATELLITE IMAGERY AND SPATIAL HEDONIC MODELS

Abstract System ID#: 4642
Individual Paper

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A number of cities in the U.S. and around the world have been implementing large-scale city greening projects to benefit from the various environmental and social amenities provided by urban green spaces, and especially urban trees. To justify and evaluate the economic benefits of these programs, the hedonic pricing method (HPM) is the approach of choice but its application has been hindered by the cost of generating high-resolution land cover images. This paper contrasts estimates of the economic impacts on the Los Angeles single family housing market of urban green spaces using a Cliff-Ord spatial hedonic model applied to land use datasets with two different resolutions. The first dataset is a high-resolution (2 feet) but relatively expensive land use map of Los Angeles generated by McPherson et al. (2007), who combined high-resolution QuickBird remote sensing data with aerial photographs. The second dataset provides urban land use measures based on the Normalized Difference Vegetation Index (NDVI), which relies on low cost satellite imagery but offers only a 30 meter resolution. After controlling for structural and neighborhood characteristics and for spatial dependence, we find that the area of urban green space in the vicinity of a home has a similar impact on property values with both datasets. This result suggests that using NDVI is appropriate for estimating the economic impact of large-scale urban greening projects.

References

Abstract Index #: 25

CONSTRUCTING AND IMPLEMENTING A MULTI-ATTRIBUTE DECISION SUPPORT TOOL FOR THE ATLANTA BELTLINE: INTEGRATING STAKEHOLDER INVOLVEMENT AND TECHNICAL DESIGN

Abstract System ID#: 4653
Individual Paper

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This paper examines the potential for decision support tools (DSTs) for promoting more effective participation in complex, multi-attribute decision making in planning. The paper examines the five-year effort to design, construct, and implement a DST for one of the nation’s most multifaceted planning efforts: the Atlanta Beltline. The paper focuses on the technical and stakeholder process challenges faced in developing the tool, the impact of the tool on stakeholder-professional interaction, and lessons learned on the design and impact of this effort.

A DST is a consistent and reproducible process for guiding decisions by providing a detailed picture of impacts related to the implementation of a plan or policy. DSTs provide a structure for investigating potential benefits of alternative scenarios, comparing between scenarios and with baseline conditions, and identifying trade-offs amongst stated goals. Despite these benefits, DSTs have not been broadly applied to long-term planning projects. The analytic rigor of DSTs too often lead to processes that are overly complex and that subordinate political values to technical considerations.
Recent efforts, however, indicate that properly designed DSTs can enhance participation while also clarifying tradeoffs amongst alternatives.

This paper examines the process for designing and implementing a DST for the Atlanta Beltline. This project, a redevelopment of the historic railroad corridor that encircles Atlanta’s downtown and in-town neighborhoods, is among the largest redevelopment projects in the US. Funded by a tax allocation district that includes 7 percent of the city in 45 neighborhoods, the Beltline project will construct 22 miles of transit, 33 miles of multi-use trails, 1,300 acres of parks and greenspace, and 5,000 affordable housing units, remediate 1,100 acres of brownfields, and generate an expected $20 billion in new economic development. Almost half of the city lies within one mile of the proposed transit and trails.

Central to this ambition is the capacity of the Atlanta BeltLine Inc. (planning/implementing agency) to work effectively with a wide range of partners, especially the legislated citizen advisory committee, the nonprofit Beltline Partnership, residents and businesses from the 45 neighborhoods, and a wide range of city and other governmental agencies. The complexity of both the project and its array of stakeholders requires a systematic approach to decision making, one that encourages effective dialogue around its goals, objectives, and choices, while providing a shared analytic structure to help rationalize the decision process. The DST provides a process for working through priorities and decisions, and a GIS-based multi-attribute analytic system for comparing alternatives across a wide array of desired outcomes, integrating a common set of indicators with variable weights that can be altered to accommodate varying priorities. The implications of changes in these priorities can be examined on the fly, by stakeholders as well as agency officials.

The paper, authored by the team that designed the DST, builds on research conducted to identify stakeholder and organizational needs, the communication process amongst stakeholders and the planning agency, the dynamics of stakeholder interaction during the design process, and the specific technical challenges associated with building the tool. The paper uses this data to firstly examine the role of technical analysis in the deliberation process, exploring approaches to maximize its potential to empower stakeholders to engage issues more critically without increasing their dependence on a technical tool. Secondly, the paper presents the structure of the DST, examining the choices made and their rationale. Finally, the paper assesses the initial (first six months) implementation of the DST and its impact. The paper therefore provides a framework for understanding the potential uses of multi-attribute analysis in complex planning processes and for designing such tools so as to strengthen stakeholder involvement processes.

References

Abstract Index #: 26
CITY-SIZE DISTRIBUTION AS A FUNCTION OF SOCIOECONOMIC CONDITIONS: AN ECLECTIC APPROACH TO DOWNSCALING GLOBAL POPULATION
Abstract System ID#: 4702
Individual Paper

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In this study, we introduce a new method of downscaling global population distribution, for which purpose conventional approaches have serious limitations in application. Our approach is “eclectic,” as it explores the intersection between an optimization framework and the empirical regularities involved in rank-size distributions. The novelty of our downscaling model is that it allows city-size distributions to interact with socioeconomic variables. Our contribution to the urban studies literature is twofold. One is our challenge to the conventional view that the proportionate growth dynamics underlies empirical rank-size regularities. We first show that the city-size distribution of a region can deviate substantially from a log-normal distribution with cross-regional and time variations, and then demonstrate that such variations can be explained by certain socioeconomic conditions that each region confronts at a particular time point. In addition to expanding academic debates on city-size distributions, our study can pave the way for various academic and professional research projects, which need spatial distribution of global population at fine grid cell levels as key input. Our model is applicable to the entire globe, including regions for which reliable sub-regional population data sets are limitedly available, and can be extended easily to function as a forecasting model.

Abstract Index #: 27
A RETROSPECTIVE ASSESSMENT OF SOCIO-ECONOMIC FORECASTING FOR MEDIUM AND SMALL Sized METROPOLITAN PLANNING ORGANIZATION (MPO)
Abstract System ID#: 4713
Individual Paper

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Travel Demand Forecasting Model (TDFM) is a principal tool for a metropolitan planning organization (MPO) in identifying the future transportation deficiencies in the area and proposing transportation projects and improvements to address those deficiencies. The model is essentially used for long range transportation plans, major highway and transit studies, and transportation project environmental analyses.

As part of the MPO’s regional transportation planning process, socioeconomic data and forecasts, such as population and employment information, are primarily developed by area local governments and MPO staff at a relatively small geographic level such as traffic analysis zones (TAZ) for use in various State DOT, MPO and local plans and studies. Therefore, socioeconomic forecasts provide essential input not only for TDFM, but also for corridor studies, air quality conformity analysis, transit studies, etc. The importance of the accuracy of socioeconomic forecasts cannot be overly emphasized, because it is eventually the basis for funding allocations of all transportation projects.

Although socioeconomic forecasts are the foundation for the travel demand forecasting models used for transportation planning, relatively little attention has been paid to socioeconomic forecasting methodologies, compared to those of travel demand forecasting. Methodologies are various and there is no clear cut guideline. Large sized MPOs are often use technically intensive large scale urban models. However, small and mid-sized MPOs often have difficulties to come up with reliable socioeconomic forecasts. Often, they simply put together local projections based on county/city’s comprehensive plans which still lack a complete projection for the target year for the regional perspective.

In this context, the purposes of this paper are to analyze the socioeconomic forecasting practices currently used by MPOs through literature reviews and surveys, reveal chances and obstacles, develop a typology of those practices, conduct case studies of various sized MPO and their methods, and identify essential components and structures for the process which can be easily transferrable to other MPOs. A case study also is conducted to compare the magnitudes of different forecasting results of different methodologies utilizing base year 2000 and target year 2010 data retrospectively and simulate how differently the methodologies can lead to different decision making in project prioritization and funding allocations and reveal a caveat that different approaches can lead transportation planners to produce a completely different set of travel demand forecasting volumes and thus lead policy decision makers to support a completely different set of project development and programming for their funding allocations.
The results from this paper identify major issues associated with opportunities and challenges in developing regional socioeconomic forecasts and emphasize the importance of developing a solid methodology for the forecasting process.

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Across the country, one of the main reasons commuter trips are increasing and traffic conditions are deteriorating is because of a widening jobs-housing imbalance (Cervero 1989). The distance between the location of jobs and housing can be significant. As a result, people must drive large distances to get to work and back each day. Congested freeways and rush hours provide ample evidence of this spatial mismatch.

The jobs-housing balance is a ratio between a measure of employment and a measure of housing in a given area of analysis (Weitz 2003). However, when striving to provide employment opportunities for local residents, a community has to do more than achieve a comparable count of jobs and housing units. There also has to be a match-up between skill levels of local residents and local job opportunities (Cervero 1989). A high-tech computer development office may have difficulty hiring residents in a blighted neighborhood, just as a small coffee shop may struggle to staff local residents in resort communities where housing is expensive.

The necessity for a skill and pay balance is demonstrated in research that found that San Francisco Bay Area workers in professional-managerial occupations enjoy the highest job access, in part because high housing prices often displace lower-paid employees to outlying neighborhoods (Cervero, Rood, & Appleyard, 1999). These findings are similar to Horner's (2004) observation that job accessibility in Atlanta, Baltimore, and Wichita "tapers off as one moves from the central urban area out toward peripheral location. Workers cannot benefit from jobs in their neighborhood that are suited to their skills, no matter what the numerical balance.

Therefore, this present study examines both the numerical measure of employment and housing as well as the income balance across the entire U.S.

I collected data from the Census Transportation Planning Package (CTPP) 2000. The CTPP data is a tabulation of responses from households completing the decennial census long form. It contains tabulations by place of residence (Part I), place of work (Part II), and journey to work (Part III). I used the journey to work data.

The data from Part III included the state, county and census tract FIPS code for respondent’s place of residence. Furthermore, the data included the state, county, and census tract FIPS code for the respondent’s place of work. The data indicates how many total workers live in a census tract, as well as the average income of workers in the census tract. From the data indicates we calculate how many people live and work in the same census tract.

From this database, we are measuring the relationship between jobs housing balance and income balance to internal capture, which is the number of people who live and work in the same census tract. The analysis is weeks away from being complete, however results from all census tracts in Utah indicate that there is a statistically significant positive relationship between both jobs housing balance and income balance and internal capture.
Achieving a jobs-housing balance is one of the most important ways land-use planning can contribute to reducing motorized travel (Cervero & Duncan 2007). When jobs and housing are located in close proximity, the need for long commutes can be reduced. This research likely provides empirically evidence that reveals the strength of relationship between jobs-housing balance, income balance, and internal capture.

References

MODELING ENERGY CONSUMPTION FOR HOUSING UNITS WITH DIFFERENT CHARACTERISTICS IN THE UNITED STATES
Abstract System ID#: 4793
Pre-organized Paper Session (Symposium) “Envision Tomorrow +”

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When it comes to urban energy use, the residential sector uses the biggest share of energy after the transportation and industrial sectors (EIA, 2009). The balance between energy supply and demand is more volatile than ever because of the reduced supply of and increased demand all over the world. In the United States, dwindling supply has been addressed almost exclusively by technological advances. However, despite increasing energy efficiency, per capita primary energy use has been increasing since the early 1980s. This trend is likely to continue and technology alone will not achieve sustainable growth in energy use (Ewing and Rong, 2008). Hence, demand-side measure will be required to keep supply and demand in reasonable balance.

While the residential sector accounts for about a quarter of total energy use in the United States, residential energy use remains less studied than industrial and transportation energy use. The reason for this is a lack of detailed data on residential energy demand. Other difficulties include: wide variation in housing characteristics, climatic conditions, and behavioral patterns for the nearly 128 million households in the United States (Swan and Ugursal, 2009).

Consequently, there are few studies that have estimated the energy use of residential units (Ewing and Rong 2008; Min et al, 2010, Kaza, 2010). All of them used the Residential Energy Consumption Survey (RECS) for 2005 database which until recently was the most recent year for which a complete dataset was available. RECS 2005 reports on energy use by 4,382 households in four states. The U.S Energy Information Administration (EIA) released the 2009 dataset in October 2011 which reports on energy use by 12,083 households from 16 States, a much bigger sample from many more states compared to the past rounds of RECS. RECS 2009 also includes some additional variables for each end use.

This study aims to develop models of space heating, space cooling, and all other energy end uses using Residential Energy Consumption Survey (RECS) microdata for 2009; and compare it with previous models in the literature to find out the pattern of change in energy consumption from this sector.

Ordinary least squares (OLS) regression analysis is used to examine the effects of individual household characteristics, housing unit characteristics, and ambient temperatures on household energy use. Models are estimated separately for three end uses—space heating, space cooling and all other uses. We control for many variables including insulation,
age of heating and cooling equipment, availability of central cooling, and whether someone remains at home all day on
a typical weekday. These models can be used as predictors of residential energy consumption in the United States.

References

Abstract Index #: 30
A GIS BIKEABILITY/BIKESHED ANALYSIS INCORPORATING TOPOGRAPHY, STREET NETWORK, AND STREET CONNECTIVITY
Abstract System ID#: 4812
Individual Paper

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In recent years, bike planning has been garnering attentions from the public as a sustainable mode of transportation and as a means to exercise and reduce health risks. In addition, following the success of bike-share program in Paris and Lyon, France, and Montreal, Canada, several US cities, such as Washington DC, Minneapolis, Minnesota, and Irvine, California, also initiated similar programs. With this background, GISs have been applied to conduct a spatial analysis and produce “heat maps” of bike-travel demand and “suitable areas” of bike-sharing program. Such studies include a variety of factors, such as demographics of residents, land use, street types, and available bike facilities and transit services. However, there have been few studies that carefully take into account topography, street network, and street connectivity in an analysis.

The study will propose a method to combine topography with estimates of energy used to bike, and incorporate the resulting travel-impedance factor, as well as street network and connectivity, into a GIS analysis. Specifically, the digital elevation map (DEM) obtained from U.S. Geological Survey’s National Elevation Dataset is processed in combination with the Census TIGER street network file to obtain average slope (gradient) for each street/trail segment with the median length of about 1/16 mile. The slope/gradient and distance are used to compute the amount of calories consumed in biking. In addition, following street network indicators proposed by Clifton et al (2008) and Knaap et al (2007), type of intersections (i.e. three- and four-way), dead ends, and cul-de-sacs are identified among all network links and nodes, multiple measures of connectivity, including intersection density, connected node ratio, and link-to-node ratio will be calculated.

Using the case in Montgomery County, Maryland, USA, where elevation and street connectivity varies substantially among neighborhoods, the study first demonstrates how bike-shed analysis results vary with or without taking into account these critical factors. The initial analysis shows a large variation of average slope, energy consumption to travel, and street connectivity in different neighborhoods, all of which result in different extent of bike-sheds from proposed light rails stations. A further analysis can include an analysis of potential cyclists within bike-sheds, taking into account demographics of residents (gender, age, income, car availability, etc.) and existing infrastructure, services, and conditions (bike paths, trails, bike shops, traffic volume, speed limits, and shoulder width) in order to demonstrate the way the proposed method could assist a suitability analysis of new bike facilities.
Besides data mentioned above, other data and data sources include the geographic data on bike lanes, bike paths, and trails from the Montgomery County Bikeway Map Viewer, transit station locations from the Washington Metropolitan Transportation Administration, and socio-economic demographic data from American Community Survey and Census 2010.

References

Abstract Index #: 31
MODELING THE BUILT ENVIRONMENT AND PHYSICAL ACTIVITY
Abstract System ID#: 4815
Pre-organized Paper Session (Symposium) “Envision Tomorrow +”

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Faculty members at the University of Utah have pioneered research into the relationship between urban form and public health. The public health app will use results from the 7-D app to generate walking, bicycling, and transit use associated with different urban forms at different locations and with different transit options across the study area.

Traffic congestion, air pollution, and physical inactivity pose significant threats to quality of life and physical health in the United States. Active modes of transportation are possible solutions to these problems. The active modes are walking, bicycling, and transit (which generally involve a walk at one or both ends of a trip). Because of its potential benefits, communities across the country are adopting policies aimed at increasing active transportation.

There is a strong relationship between obesity, physical activity and health and it is commonly recognized that even a moderate amount of physical activity can result in significant health benefits. Obesity has reached epidemic proportions in the United States and current research indicates that physical activity levels have declined with many adults (43%) and children (18%) failing to meet the recommended physical activity requirements (C.D.C., 2009). The fundamental cause of obesity and overweight is an imbalance between calories consumed and energy expended and the two main modifiable risk factors are unhealthy diets and physical inactivity (The Surgeon General’s Vision for a Healthy and Fit Nation, 2010; Trost, S., Kerr, Ward, & Pate, 2001; Trost, S. G., Owen, Bauman, Sallis, & Brown, 2002). Research indicates that the built environment is strongly associated with active travel (Ewing & Cervero, 2010; Ewing & Cervero, 2010; Ewing et al., 2010).

The data set is generated from household travel surveys from Austin, Boston, Houston, Portland, and Sacramento. The research design is quantitative and cross sectional. Our data and model structure are hierarchical. We will use HLM 7(Hierarchical Linear and Nonlinear 119 Modeling) to estimate the likelihood (log odds) of walking, bicycling, and transit use as a function of individual, household, and regional characteristics. The resulting coefficients will be used to predict the potential for different types of active travel under different development scenarios.

References


Abstract Index #: 32

**E-PLANNING FOR SENSING COMMUNITIES: BRINGING TOGETHER PHYSICAL AND VIRTUAL SPACES**

Abstract System ID#: 4869

Individual Paper

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Historically, inner-cites have been the ‘genius loci’ of cities, the core of human activities that includes meetings, commercial and strategic sites. However, many inner-cities have been experienced an unequal development, and inner-cities have become physical spaces of emptiness as opposed to spaces of interaction. In addition, the impacts of instant communication technologies (ICT) have been changing the spaces where people interact from physical spaces to virtual spaces. ICT propose then a double face debate about: space and community.

In 2011 people used instant communication technologies to spread information in real time and develop collective actions, which have taken place in cities such us Tunisia, Madrid, New York and Santiago de Chile and have involved carrying on by local, global or ‘glocal’ mixed motivations. Many inner-cities have been ‘re-occupied’ by means of public meetings and activities organized by users via instant technologies. Those collective actions had reveled the still-persistent ‘sense of place’ (Mitchell, 2000), and the ‘genius loci’ of cities as places of visibility. However, these collective actions showed us that historical public physical space have turned into private space, and have emerged the public virtual spaces under the ‘logic of user’ (Sassen, 2011). Considering the technological advances, social changes and their linkages in the context of the new real-time scenario based on collective action, in planning we need to explore new approaches, interactions to communities and decision makers because instant technologies can create new opportunities in planning by transparency and potential social opportunities receiving services anywhere and any time (Kim, 2008). From this approach emerges these research questions and hypothesis:

Research questions: Beyond temporal collective actions, how can we catalyze collective actions into becoming collaborative actions in the context of the city? How can we bring together physical and virtual spaces?

Hypothesis: e-planning can help sensing communities in a collaborative manner.

This paper conducts an exploratory approach by the e-planning perspective by building linkages between physical space and virtual spaces, considering that ‘e-planning’ will require to promote collaboration and community participation enabling real-time access and feedback switching the old paradigm from ‘planning for people’ to ‘planning with people.’ It involves building bridges for understanding among planners, decision makers and communities. I will do this study using a qualitative method and will consider analyze some highlighted study cases. The paper will explore a definition for this new space (physical and virtual), sensing communities, and its interactive practice as a potential form of collaborative communities expression that can be used to define potential applications in planning.

References

KISS OR KILL: A COMPARATIVE STUDY OF LAND USE-TRANSPORTATION SIMULATION MODELS

Abstract System ID#: 4931
Individual Paper

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In recent years an increasing number of Metropolitan Planning Organizations (MPOs) has been developing and applying urban modeling tools (Lee, 2010). The tools range from sketch level and spreadsheet methods to complicated quantitative models. Currently used modeling tools in this spectrum include, but not limited to, INDEX, UPLAN, i-PLACE3s, Envision, Whatif?, CommnunityViz, MetroQuest, DRAM/EMPAL, SLEUTH, CUSIM-M, PECAS, and UrbanSim. Selection of an appropriate modeling tool is an important decision to many MPOs for the reasons such as MPO’s budget and time limitations, MPO’s modeling capability, and the model’s effectiveness of public outreach.

Under the Sustainability Solutions Initiative (SSI), a research partnership between academia, public and private sectors in Maine, an effort to develop an integrated land use-transportation model was initiated in 2010. Two land use modeling tools with heterogeneous modeling philosophies are being developed and tested for the Greater Portland Metropolitan Area in Maine. The first tool being tested is CommunityViz by Placeways, a simpler GIS-based land use scenario testing and decision support tool. KISS (keep it simple, stupid) principles were applied in this modeling approach: keep the model as simple as possible without sacrificing the necessary degree of complexity to capture the core of the problem under investigation. Our KILL (keep it lengthy, labyrinthine) modeling tool is UrbanSim by Paul Waddell, a sophisticated simulation modeling framework which reflects a full range of demand and supply conditions in urban land markets. UrbanSim simulates choices of millions of agents: households, businesses, and developers, based on individual dynamic discrete choice model.

Same historic data were fed to the two models for the same geographic locations, and both models were simulated to predict current land use pattern. Model outcomes were compared with real land use data to evaluate the model performances. A set of model evaluation indices was adapted from the seminal Douglas Lee’s requiem to large scale models article (1973). Models were evaluated by their comprehensiveness, required amounts of data, details of outcomes, understandability of underlying theories, capacity to handling emergent properties, easiness of running, and the total costs of modeling efforts. Additionally, each model’s ability to generate and evaluate scenarios and indicators, and the ability to visualize model outcomes was also discussed.

While there are large amounts of theoretical comparisons between urban models (Brail et al, 2008), empirical studies comparing different urban modeling tools applied to the same geographic area are very limited. The comparative outcomes from this study will be a meaningful contribution to both practitioners and academics communities.

References
Abstract Index #: 34
DEVELOPING A REPLICABLE, STAKEHOLDER-BASED, QUALITATIVE-QUANTITATIVE LANDSCAPE SCENARIO PROCESS
Abstract System ID#: 4992
Individual Paper

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Scenario planning, which involves exploring multiple, plausible future conditions, has become a common tool for both academic researchers and professional planners. Yet, scenario construction is often poorly documented, resulting in limited transparency and reduced legitimacy in the process (Cash et al. 2003; Hulme and Dessai, 2008). This lack of consistent documentation limits comparison of scenarios from one region to another region, impedes the replication of scenario processes for scientific purposes, and can reduce the trust stakeholders have in the process (Reed et al., 2009; Mahmoud et al., 2009). Furthermore, methodologies for combining formal modeling and subjective perceptions from stakeholders are currently limited (Pahl-Wostl, 2008). To these ends, this paper presents a clearly documented process of scenario construction which combines qualitative stakeholder-based landscape scenarios with quantitative spatial allocation models.

Incorporating stakeholders in scenario planning processes is increasingly important, as stakeholders can provide both local knowledge about a system and support to enact outcomes. This paper builds upon previous work by our research group on stakeholder-based land use suitability modeling in the lower Penobscot River watershed, Maine. We held multiple stakeholder focus groups, each representing expertise in a specific land use (i.e., agriculture, development, ecosystem conservation, and forestry). Together, participants and researchers co-developed land use suitability models in a Bayesian belief network format with an iterative process. These suitability models form the basis for the quantitative portion of our scenario process.

Here, we use the term scenario to describe plausible, exploratory narratives about how external driving forces could affect land use distributions in the future, and how local and state governments, organizations, and citizens could respond to these scenarios. We make use of the story and simulation (SAS) approach, which combines a qualitative narrative of the scenario with quantitative modeling (Alcamo, 2001). Qualitative narratives and quantitative models have been developed for four scenarios, based on drivers of landscape change and spatial policies identified by our focus group participants.

Our modeling approach combines 1) our land use suitability models; 2) a level of change over time, as defined by the scenario narrative; 3) scenario-customized rule-based spatial allocation models; and 4) scenario-specific spatial policies. Through this approach, we are able to fully document the development of each scenario narrative, the amount of change applied to a scenario, and the specific assumptions in spatially distributing the scenario-specific landscape change. The result is a spatially explicit, replicable tool that engages stakeholders at multiple stages in the scenario planning process. This method also fully documents the translation of qualitative scenario narrative to quantitative spatial model to enhance transparency of the process.

References
AN ANALYSIS OF RESIDENTIAL LOCATION CHOICE BASED ON THE UTILITY OF HOUSING CONSUMPTION – A CASE STUDY OF SUWON, KOREA

Abstract System ID#: 4995
Individual Paper

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For the past decades, planners and policy makers have attempted to deal with a housing shortage issue in Korea. In particular, a majority of housing policies have focused on the huge housing supply through large residential land development and the construction of new towns in order to settle the problem. In spite of such efforts, there still remain many housing related problems including extremely increase in housing price, housing affordability and imbalance of housing supply and demand. One of the reasons is that those supply-oriented policies do not reflect the characteristics of actual housing demanders and disregard the fact that most housing demanders tend to choose their living environment based upon their social and economic conditions. This requests that a more practical approach which accommodates a wide range of household characteristics and actual housing demand is needed for housing policies and new housing development considering the context of Korean housing market.

Residential location model is an effective tool to analyze the actual household demand for housing and living environments (Waddell, 2006; Guo and Bhat, 2006) and many researchers have developed various residential location choice models. Recently, the most popular approach of residential location choice modeling is basis on the discrete choice framework which is developed by McFadden (1978). One of the most important advantages is that this approach enables to consider the physical and social characteristics of the surrounding environment as well as housing attributes based on random utility theory. In this paper, a residential location choice model using discrete choice modeling framework is developed in order to 1) investigate factors affecting residential location choice, 2) forecast the change of household residential location, and 3) derive policy implications considering the context of Korean housing market.

An extensive database of parcel, households, jobs, building prices including residential, commercial and industrial building, and transportation networks is geocoded on the basis of grid cells of 150 by 150 meters. Integrating transportation demand model with residential location choice model can improve a result of estimation and prediction of household residential location change. In this study, job accessibility is measured with 2005 Korean Household Travel Survey (HTS) data using EMME2. The estimation results show that different age groups and income groups have different residential location preferences. In particular, the results show that the probability of household residential location in city center is significantly low due to lack of available housing, even though the utility of household residential location is considerably high.

Forecasting the change of household residential location is effective for local housing and transportation policy. In this study, UrbanSim which is highly disaggregated microsimulation model developed by Waddell (2002) is employed in order to forecast the change of household residential location using the estimation results. To verify the feasibility of the model, we simulate the model from 2005 to 2006 so as to observe the changed numbers between 2005 and 2006 household residential location based on administrative districts (Gu-level). The results present that different income groups show different migration patterns; high income households tend to move to the Youngtong new town located in the peripheral area of Suwon, while the low income group tend to move to Ingye-dong which is close to the center of Suwon.
The simulation model has some limitations; it could not reflect a 2006 local redevelopment policy which substantially influenced the change of household residential location in Suwon; and it needs more dataset to forecast long-term change of household residential location. Nevertheless, it is expected that this study gives important future directions for housing policy in Suwon, Korea.

References

Abstract Index #: 36
AN ASSESSMENT MODEL FOR CHOICE AND DELIVERY: SUSTAINED HOUSING AFFORDABILITY IN CENTRAL URBAN AREAS
Abstract System ID#: 5028
Individual Paper

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The recent focus on sustainable development, for the present and future generations has been discussed in depth after the 1987 Brundtland Report and the Rio Earth Summit of 1992. In these reports, environmental, economic, and social equity are the agreed upon “three pillars” of sustainable development, more commonly known as the “Three Es” of sustainability. It is also currently acknowledged that the environmental and economic components of sustainability have received more attention from scholars and practitioners. However, the missing “equity” component has diminished the level of sustainability in the built environment. Policy makers and planners, at the state and local levels of government, who implement socially inclusive growth development policies, still fall short in creating sustainable housing for the more moderate income groups. This has resulted in social injustices and inequities based on the decrease in the net number of affordable units.

Building of the theoretical foundation of the new paradigm in planning, sustainable housing development, this research addresses a serious housing problem nationwide faced by low and moderate income households with obtaining affordable rental units or homeownership, especially in the central urban areas (CUAs). This research investigates this trend over a thirty year time period, starting in 1980, with a focus on two major Texas cities (Houston and Dallas, which are comparable to other major U.S. cities) to identify and assess the differences, as they have evolved, in each city’s built environment.

This research paper focuses around three questions (1) What are the factors that contribute to housing affordability more consistently in large cities over time? (2) How different are the contributing factors in a large city without zoning? (3) How does planning preserve affordable housing for low and moderate income groups?

A mixed method approach was designed to measure how much equity has been gained or lost by quantifying and measuring housing affordability over time. Using a housing affordability ratio (housing cost/ family household income) as the dependent variable for measurement, a principal component factor analysis and a step-wise regression analysis was utilized. Regression models were chosen for a central urban comparative of each city’s independent factors as contributors of housing affordability. The secondary data from the Census Bureau provided a longitudinal socio-economic perspective of the CUAs evolvement over time. A content analysis was also used to establish what was the most important and consistent language used in the consolidated plans, from both cities, over the 30 year time
The qualitative data was needed to assess how the delivery of affordable housing was measuring up in preventing unsustainable outcomes for future generations.

This research shows the development and testing of an assessment model for housing affordability over time (sustained housing affordability) to add to the lack of discussion regarding the equity component of sustainable housing development. The findings show that homeownership is shown to be a more consistent responding factor to housing affordability over time in a city with strong land use regulations, whereas female single parent household with children is a more consistent responding factor to housing affordability over time in a city without strong land use regulation. Income groups, target areas, and the extent of work to be performed on housing units were housing targets used to preserve housing affordability in central urban areas of the two large cities.

References

Abstract Index #: 37

REVIEW OF PLANNING SUPPORT SYSTEMS CAPABILITIES AND DEVELOPMENT
Abstract System ID#: 5055
Individual Paper

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There are a multiplicity of efforts to develop software tools to aid planning efforts. They are intended to serve a wide variety of planning purposes and emerge from a variety of planning paradigms. They also vary widely in degree of development--from initial efforts to operationalize a theory to well-developed systems with dozens of implementations across the globe. This research seeks to identify, analyze, and classify these systems in order to better understand the state of the practice in Planning Support Systems (PSS). It examines the latest developments in models to see to what extent these systems are being adopted and to what extent they are informing the planning process.

The research method will be a two step process. First, it will building off recent research on the status and nature of Planning Support Systems (Brail 2008 & Geertman 2010), and provide a general overview of the development level and existing capabilities of the different PSS's over the past few years. It will survey the different functions and capabilities of different systems. Secondly, in depth case studies of the history and development of the most applied PSS's will be prepared. While the existing literature provides a broad overview of planning support systems, it does not do so in sufficient detail. Using a case-study approach on a limited number of PSS will make it possible to focus in more detail on the capabilities of each.

By providing a compare and contrast overview of the functionality and purpose of different planning support systems, as well as a historical review of the development process for each, this research will provide guidance to similar development efforts, as well as identifying pitfalls and barriers to their development and adoption.
PSS are an emerging and growing area of planning. As planning switches from a techno-rationalist paradigm to a communicative paradigm focused on public engagement, the nature of modeling changes. PSS are changing in response to this, become more oriented not only to the analysis of information but the display and communication of information not just to decision makers, but also to major stakeholders and to community members with limited technical capacity. Reviewing the 'best practices' of existing PSS will aid in their promulgation across the field.

The key scholarly sources will be the existing literature on planning support systems. This literature will be supplemented by non-scholarly sources such as developer websites. Case studies or plans documenting applications of the most significant PSS software will also be used. In some cases, it will be necessary to do minor primary research by contacting model developers or users with specific questions not otherwise answered in existing literature.

A detail analysis of design intent and existing capabilities of each PSS will be useful to two different groups: Potential users, and potential developers. By reviewing the development history of different PSS, potential users users will know the design scope and scale of each PSS and be able to make informed decisions on the appropriateness of applying or adapting that PSS to heir own use. Potential PSS developers will have an improved understanding of state of the practice as well as forewarning of potential hazards and existing competition. Many planning firms are entering the software development arena from a planning background and are thus unfamiliar with the difficulties associated with software development. Reviewing the development history (and associated costs) should serve as warnings to others seeking to duplicate those efforts.

References

ARTS AND CULTURE AS NEIGHBORHOOD AMENITIES
Abstract System ID#: 5099
Pre-organized Paper Session (Symposium) “Envision Tomorrow +”

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While arts and culture are presumed to provide both economic and social benefits to communities, their role as neighborhood amenities is not well understood. A large portion of analysis on arts and culture originally focused on how to effectively measure regional levels of economic impact in relation to investments in non-profit cultural organizations. (Brooks 2004, McCarthy et al. 2004) The research field has, however, shifted focus and made an effort to capture more connections between art and development. (Stern and Seifert 2007) For example, recent research has led to a better understanding of the influence of informal arts-based amenities, whose effects are usually analyzed at the neighborhood scale. (Stern and Seifert 2010) The intent of our analysis is to build on the research of arts and cultural entities within a neighborhood context.

Hedonic analysis is frequently used to measure and evaluate the influence of various goods on residential housing markets, yet the technique is not often used in relation to arts and cultural amenities. (Sheppard 2010) Using hedonic methods, this research focuses on two related questions: (1) Is the value of arts and cultural entities in neighborhoods reflected in willingness to pay for residential accommodations? (2) Assuming that the reflected value exists, do different types of arts and culture command different values in their role as amenities?
Using their NAICS (North American Industry Classification System) codes, we classify a dataset of geocoded businesses within the boundaries of Salt Lake County, Utah and create a subset of arts and cultural entities. The value of residential properties, determined using 2011 county assessor information, is evaluated as a function of the distance to different types of arts and culture entities. Our model includes standard hedonic analysis controls for individual property features, as well as physical and demographic neighborhood characteristics. The model results will provide planners with a basis for understanding how arts and culture entities can benefit sustainable place-making strategies at the neighborhood level.

References

Abstract Index #: 39
VISUALIZING ACCESSIBILITY FOR MODEL DIAGNOSING AND PLANNING APPLICATION
Abstract System ID#: 5092
Individual Paper
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Accessibility measures have gained wider uses in urban and transportation research and application, with growing literature documenting indicators and indices for measuring accessibility, but less so on how to present this abstract concept intuitively for use in planning. As the travel modeling research and practice move toward activity-based models, an ever greater amount of data are being generated from these models with ever more finer-grained information. How to make sense of these huge amount of data for model diagnosing and planning application becomes a challenging and pressing question. Visualization can be a part of the answer to this challenge. A complicated, multi-dimensional concept, accessibility can be visualized in ways that make it easier to see the patterns in the data, more straightforward to compare results from different scenarios, and more intuitive for general public to grasp, which makes it an ideal tool for diagnosing model results and engaging public.

Traditional techniques for visualizing accessibility have largely been built for aggregated place-based accessibility measures: accessibility measures are usually aggregated to origin or destination geography, most commonly Traffic Analysis Zone (TAZ); to visualize them is to plot each measure by geography onto a map. To create these aggregated measures, dimensions of person-based accessibility, such as person characteristics, mode, and time-of-day, are usually aggregated out or ignored, and thus are not presented in visualization, however important they may be for diagnosis and application. Microscopic nature of person-based accessibility and huge number of dimensions involved make it hard to be visualized with traditional visualization techniques. Progress in interactive visualization techniques make it feasible to visualize microscopic data that increasingly become available from surveys and modeling exercise.

In this paper we first develop a conceptual model for visualizing microscopic accessibility, incorporating dimensions in accessibility measures. Based on the conceptual model, we then develop an interactive visualization system that builds upon statistical software R. With large volume of micro data and interactive technique, it makes possible to simultaneously visualize multiple dimensions of the travel characteristics, each with its appropriate graphic type (histogram, bar chart, scatter plot, line graph, and map, etc). These visualizations are linked together, so various
accessibility measures can be quickly visualized: for example, travel time, travel modes, trip origin and destination of a certain group of persons/households (e.g. low income households) can each be visualized in their own graph, but automatically updated depending which group of persons/households is selected.

We demonstrate the visualization system by first applying them to examine 2-day travel diaries for about 15,000 households surveyed in the Bay Area Travel Survey Dataset, which showcases how the system help reveal travel pattern from real data. We then apply it to examine person-trips data from the simulation results of SF-CHAMP, an activity-based model travel model operated by San Francisco County Transportation Authority (SFCTA), which would demonstrate how it works with simulation results from activity-based travel models for model diagnosing and planning application.

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References
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ANALYZING INTEGRATED DECENTRALIZED INFRASTRUCTURE SYSTEMS FOR A DEVELOPMENT SITE
Abstract System ID#: 5123
Poster

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Given global trends in population and consumption, resilience has become a necessary component of development. Each site must implement infrastructures designed to minimize globally sourced water, energy, and nutrient inputs. New decentralized technologies are available in the water, energy, solid waste and wastewater area. However, localities are not currently in a position to evaluate the best configuration of systems for a particular development site.

Designing such systems is complex, and requires a careful analysis of the bioregion, municipality, and neighborhood hierarchies. Key to the process is an analysis of the appropriate scale for these infrastructure systems/

This paper develops an analytical process that can be used either by a developer or a local government to process, called Vertically Integrated Infrastructure begins with the quantification of hierarchical resource flows and systems for water, wastewater, energy and solid waste. Next, this data is combined with site-specific resource interfaces, allowing for daily and seasonal modeling needed to optimize design. The final stage of VII leverages the output of chronological resource modeling, along with contextually appropriate technologies, financing mechanisms, and regulations, to generate advanced infrastructure designs. This analytical tool recognizes there is no “one-size-fits-all” solution. Instead, it provides an integrated design process capable of enabling developers anywhere around the globe.

For demonstration purposes, this paper applies this technique to a 17 acre site in Springfield, Oregon, the home of a former lumber mill that the city wishes to redevelop as an eco-district.

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Costs of residential segregation in the U.S. are increasing (Carr and Kutty 2008). The high school dropout rate at St. Louis City School District in 2009 was 25.87 percent while the national average dropout rate during the same period was 3.4 percent. Incarceration rates have jumped four times since 1980s according to U.S. Department of Justice. It is often believed that these social costs are associated with pervasive residential segregation in the U.S.

While our understanding of residential segregation processes has improved over the years (Clark 1986; Charles 2003; Schill and Wachter 1995), quantitative methods for analyzing residential segregation (or differentiation) have not make much of breakthrough with a few exception of segregation indexes (Massey 1988; Reardon and Firebaugh 2002). Given limitations of segregation indexes that are not robust to scale, and are not in sync with theory (Duncan and Duncan 1955), recent development in the concept of housing submarkets (Grigsby 1963; Watkins 2001) and methods of spatial analysis that account for spatial nonstationarity present opportunity to advance the understanding of residential segregation.

The purpose of this paper is to demonstrate the utility of spatial analysis of housing submarkets in elucidating processes of residential segregation. St. Louis and Cincinnati are selected for case study because these two metropolitan areas exhibit different spatial pattern of residential segregation in contrast to similarity in economic history and income distribution. Differentials in spatial residential segregation can be used to infer differentials in processes of residential segregation in conjunction with archival analysis.

Research method consists of the following three steps. First, I identify market factors influencing residential segregation by drawing from hedonic theory of housing markets. Second, I examine how those market factors affect housing market processes at a local scale by mapping spatially varying regression coefficients using geographically weighted regression (Fotheringham et al 2002). Third, I present spatial housing submarkets empirically delineated using fuzzy clustering (Hwang and Thill 2009). I gather relevant variables at the level of census tract from American Community Survey 5-year estimate 2005-2009 for this analysis.

Analysis finds the followings. First, this study confirms that residential differentiation occurs across the fault line of race, life cycle, and job skills; 60 percent of variation in housing value is explained by these three underlying factors in St. Louis and Cincinnati. Second, the extent to which these factors play a role in price-setting process of housing market varies spatially; for instance, race factor plays a significant role in suburbs, but not in central cities. The effects of job skills and life cycle on housing valuation (and further residential segregation) often reflect the presence of local land use policies. For example, suburbs west of St. Louis City exhibit significantly high valuation of life cycle in housing market process, where vast majority of residential areas are exclusively zoned for single family home. Third, housing submarkets are spatially clustered in St. Louis while they are spatially dispersed in Cincinnati. In other words, St. Louis exhibits a greater extent to which a metropolitan housing market is spatially differentiated than Cincinnati.
This paper attempts to compare different street connectivity measures that have been used in the literature (Ewing and Cervero, 2001; Handy, et al., 2005; Frank, et al., 2008; Hillier, 1996, 2003), against pedestrian counts on 487 street segments scattered in the City of Buffalo. This study will compare the relative effect of the three commonly used connectivity measures of walkability used in the U.S. such as intersection density, block size, percentage 4-way intersections, with Space Syntax based connectivity measures such as integration, node count, and intelligibility that are more widely used outside the United States. Space Syntax is a set of theories and techniques for measuring the spatial configuration of street network; and street connectivity is the main component of their algorithms.

Space Syntax has not been as widely used in research and practice in the United States as other parts of the world. Noah Raford explored the social and technical barriers to the acceptance of space syntax in the United States (Raford 2010). He identified four technical barriers and four social barriers. One of the social barriers is the common usage of other connectivity measurements in the United States, particularly amongst built environment - physical activity researchers (Ewing and Cervero, 2001; Handy, et al., 2003; Frank, et al., 2001). Although these conventional planning measures are not based a sophisticated theory such as Space Syntax, the simplicity of generating and comprehending these measures made them the standard measurement of street network characteristic. This study aims to find out, despite complexity of Space Syntax, whether the correlation between street network characteristics and pedestrian movement can be explained much stronger through space Syntax measures than the conventional planning measures. To distinguish which connectivity measures, if any, attract pedestrian, other urban form measures, known as D variables, was applied as control variables. In a large set of studies, the D variables - density, diversity, design, destination accessibility, distance to transit, and demographics - have been used to explain pedestrian mode choice or walking frequency. Street connectivity measures are under the category of design variables. To control for the other D variables, we used the average floor area ratio and the average population density within a quarter mile buffer of the street segment for density, entropy index for diversity, Walk Score for destination, distance to the nearest rail station for distance to transit, percentage of white population and the average income within a quarter mile buffer of the street segment for demographics.

The results of this study showed that as a predictor of pedestrian counts, node count is more significant than any other D variable. The closest variable in urban planning to node count is intersection density. But instead of counting street intersections in a radius buffer, node count counts the intersections of axial lines – space syntax’s unit of analysis – in a topological buffer. While all space syntax measures prove significantly related to pedestrian activity, only intersection density among the conventional urban planning measures prove to be related to walkability. Control variables that prove significantly related to pedestrian activity include the average floor area ratio within a quarter mile buffer of the street segment, entropy index, and distance to the nearest rail station.

References
THE INFLUENCE OF URBAN QUALITY IMPROVEMENTS ON BUSINESSES AND ECONOMIC ACTIVITY IN CBDs

This paper is concerned with the influence of urban quality improvements on businesses and economic activity located in downtown areas of cities and towns. A key question is whether improvements in the urban environment which might be achieved, for instance, through pedestrianisation and other public realm improvements will affect business location choices, for example, are retail or office businesses particularly keen to locate in more pleasant places? These questions are explored through research on congestion charging cordons that may be implemented around city and town centres in order to improve liveability. The United Kingdom’s Transport Act provides the legislative basis to implement charging cordons around city and town centres provided that the revenues are hypothecated into environmental and public transport improvements. Within this context, the main proportion of issues are established in the paper and the processes of economic change that congestion charging may set in motion and the direction and magnitude of impacts are explained. The principal findings show that economic impacts on downtown businesses may be modest and mostly positive, occurring incrementally as the positive amenity effects brought about through recycling charging revenues into environmental improvements and public transport take hold. These findings are obviously important for the concept of urban renaissance which posits improved urban environments as a necessary condition for urban revitalization and the paper will also contribute to the debate about the wisdom of public expenditures directed at improving the urban quality and liveability of town and city centres.

THE ECONOMIC BENEFITS OF BICYCLING IN URBAN NEIGHBORHOODS

There has recently been an explosion of bicycling in Western developed countries. In some European cities nearly half the people now commute by bicycle. (Gilderbloom, 2012), and there has been a surge in biking in U.S. cities as well (Pucher, 2010). The increased interest has been tied to health concerns, recreation, environmentalism, and home economics. While health and environmental benefits have been covered extensively, little attention has been paid to how cities that become more “bike friendly” by improving infrastructure for bikes can enhance the economic development of neighborhoods and cities. This paper seeks to explore the relationship between economic development and investment in bike friendly infrastructure. What kind of return can a community expect by making a downtown or college neighborhood bike friendly with bike lanes, signage, bike safety courses, rebates on bikes and helmets, secure parking facilities and bike repair shops? Our study uses survey data of nearly 2,000 persons who work or attend school at a downtown university. We look at not only the return on community development but also the benefits of having cleaner air in a neighborhood.
THE PROCESSES AND POLITICS OF MUNICIPAL SCALE PUBLIC-PRIVATE PARTNERSHIPS IN ONTARIO, CANADA

My paper traces recent innovations in public-private partnerships (PPPs) in Ontario, Canada through the application of alternative finance and procurement models (AFPs) at the municipal scale. I work to situate this expansion of the use of AFPs into existing literature on public finance innovations (such as Bradford 2003, Wall and Connolly 2009, Murphy 2008) and to explore the ways in which municipal scale applications of such models work to challenge and expand contemporary arguments about the potential strengths and limitations of PPPs.

In Canada, public private partnerships and projects funded through alternative procurement and financing models have largely been concentrated to projects planned and managed at the provincial scale. Through the establishment of special purpose agencies such as Infrastructure Ontario and Partnerships BC, provincial governments have worked to develop an expertise in structuring, implementing, and evaluating PPPs/AFPs with the goal of protecting the public interest and ensuring the highest possible value for money (Vining and Boardman 2008).

More recently, municipalities have begun to explore the potential of using PPPs/AFPs to fund infrastructure projects under their jurisdiction. In tracing this innovation in the financing and management of municipal public infrastructure, this paper works to understand the motivation behind the use of AFP models at the municipal scale. Additionally, the paper examines the relationships between provincial level agencies with expressed expertise in AFPs and the municipal committees and agencies now tasked with structuring, implementing and evaluating such projects. I am keenly interested in the mechanisms of policy learning and innovation transfer both from province to municipality as well as from project to project.

This paper draws insights and data collected through a series of in-depth, personal interviews with a wide range of stakeholders involved in municipal AFPs in Ontario. I ground my analysis in a case study approach that examines the use of an AFP model to finance a $52-million renovation of North Toronto Collegiate. This innovative and controversial project involved the reconstruction of a deteriorating high school building in mid-town Toronto, paid for by the sale of public land and the development of two high-rise condo towers directly integrated into the new school building. This project provides insight on the motivations, planning processes, community consultation, and policy learning and innovation transfer taking place in municipal uses of AFP models. One of the challenges is ensuring that lessons learned from this project are appropriately integrated into frameworks for future projects.

Beyond just tracing the mechanisms of the expansion of AFPs to the municipal scale, I consider how the pursuit of private partnerships works to alter already existing planning processes and expectations around the issues of governmental transparency, the role of politics, public consultation, intergovernmental relations, and value for public money. In other words, I argue that the use of AFPs needs to be situated in broader discussions about governance that go beyond a narrowly concentrated conversation on procurement mechanisms.

References
After witnessing the success of Canadian strategies to attract US film production in the 1990s, states and localities began offering financial incentives in an effort to lure film and video production away from their traditional hubs in California and New York (Christopherson & Rightor, 2010). This effort increased dramatically in the 2000s, both in scope and in scale. Production activity can now locate in states offering rebates of up to 40 percent of costs, even if this exceeds their actual tax bills, and all but a handful of states offer some form of direct cash incentives (Christopherson & Rightor, 2010; Katz & Rosenthal, 2006; Vock, 2008). While some states may be reducing incentive packages in the current climate of fiscal austerity, others are doubling down on that strategy as an effort to stimulate job growth and increased economic activity. And while most states tout many successes from these programs in both metrics, the question of whether or not such policies promote long-term sustainable economic development has not been fully answered.

In this, the first of three related studies, we will use data from the Economic Census (EC) and American Community Survey (ACS) over the years 2002-2008 to view changes in economic activity by state by the level of incentives offered. Using cross-sectional and panel data for industry employment and occupational employment as dependent variables, we will use a variety of regression models to view the relationship between the presence of incentives and the outcomes for the film industry.

Based on the theory behind industrial economic incentives generally, we would expect that the number of firms and employees in each state would be positively correlated with the level of the tax credit offered. However, we also hypothesize that since the states are competing for this business, that the relative rate and direction of the subsidies would also contribute to the employment and firm frequency outcomes.

The key independent variable will be the incentive level, but adjustments will be made for the type of incentive (rate, transferability, and sales and use tax exemptions), the number of months in effect, the state’s relative ranking of incentive levels offered, and the direction of the incentive (whether it was raised or lowered from the previous year). Other independent variables will include total employment and firms for the state in all industries and the national growth in each for the film industry.

Dependent variables will be the number of firms and employees in the film industry from the Economic Census, and from the ACS, the number of individuals employed in the film industry and the number of individuals employed in film-related occupations.

It is important to note that this study will not consider employment and firms working in projects in states other than their home states. But while this may be an important consideration for the overall economic impacts of film industry incentives, my purpose here is only to view the impact on sustainable economic development of the industry cluster, which we are defining as the growth of in-state workers and firms.

References
Cities contend with fierce competition for fiscal and creative resources to answer the needs of an ever demanding populace. Recently, place branding has been identified by city administrators as a way to attract new residents and businesses while maintaining current dwellers satisfaction by communicating and marketing the distinct strengths of cities (Baker and Cameron, 2008). In particular, many cities are adopting green branding initiatives and programs to market city-level ‘green identity.’ Marketing of ‘green image’ include implementation of green infrastructure (GI) and other green features to answer the needs of potential and existing residents and employers (Moilanen and Rainsto, 2009). GI can be defined as an interconnected network of land and water that contributes to the health and economic well-being of communities and people (Benedict and McMahon, 2002). In the urban planning realm, GI elements are often implemented within a broader sustainable development agenda, climate change initiatives, or other projects which contribute in a broad sense to the marketing of a green city.

Well planned and advertised natural features and sustainable initiatives can give cities a competitive advantage in a global economy, allowing aging industrial and manufacturing cities to transform themselves into profitable centers of green jobs and green initiatives (Konijnendijk, 2010). The viability of a green branding campaign, however, depends on effective communication and relationship building as well as the level of success of green projects. A city’s green branding initiative must clearly communicate its mission and progress as well as forge and support relationships with key stakeholders that bolster the goals of the brand (Kavaratzis, 2005). This raises questions about what actually is being done in practice, and how we can measure the effectiveness of branding strategies in terms of fulfillment of the sustainability and economic development goals.

This paper examines green branding campaigns in five mid-sized cities with populations between 100,000 and 249,000 in order to measure the ability for each city to effectively communicate and develop key relationships to sustain a city’s green status, as well as the ability to complete green infrastructure and other green initiatives. In-depth interviews with key stakeholders, document analysis, and archival research are combined to determine the impact of each branding campaign on a city’s reputation and economy. Due to the prevalent scholarship on large city green branding initiatives, this work contributes to the literature by considering the viability of green branding campaigns conducted on a smaller scale to achieve similar outcomes of economic development and sustainability (Konijnendijk, 2010).

Findings from the five case studies reveal the dynamics between city branding and green initiatives including the diverse group of stakeholders required to conduct a successful campaign. While this research is on-going, our preliminary findings based upon document evaluation for the city of Chattanooga, TN, reveal the importance of communicating a strong vision supported by the community, and how properly managed green branding initiatives can boost local economy by attracting businesses and increasing property value. Although some of the facets identified in this study may be place-specific, general findings reveal a set of best practices for executing green branding initiatives that deliver on the ground results and strengthen a city’s brand identity.

References


Abstract Index #: 48

IS IT JUST HOW THE MARKET WORKS?: REGIONAL SCALE JOB LOSS PATTERNS AND WHAT THEY MEAN TO JOB QUALITY AND INCOME INEQUALITY

Abstract System ID#: 4076
Pre-organized Paper Session (Symposium) “New Patterns in Employment & Workforce Development”

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This paper explores job loss patterns and their effects on changes in job quality and income inequality. Some economists argue that “the increase of the unemployment rates during the economic recession is not because corporations bump people out to the street, but simply because there aren’t enough jobs”. But the reality tells us otherwise: the 2008 Great Recession is marked by an unprecedented, high rate of displacement of workers. Job loss is costly not only for individuals and families, but also for government and localities because of government spending on unemployment insurance and slowed economy. Moreover, it has also been noted by scholars that the labor market mechanisms tend to push those workers who have experienced job loss down to lower grade jobs and less earnings. The earnings depreciation stemming from job loss is something that can hardly be compensated for in the long run.

Thus, understanding the regional job loss patterns and the post-job loss dynamics may concern local and regional policymakers, scholars, and non-profit organizations as to how the job loss experience affects income inequality and occupational path. For instance, labor market opportunities, such as the movement from high-end industries to low-end ones, from fulltime jobs to part-time positions, and a stretched period of unemployment periods, are one of the important conditions for individuals’ career development and regional economic resilience. However these aspects remain less explored in the economic development and regional planning context. One reason for this might be the lack of data readily available to researchers in economic development and regional planning.

This gap can be bridged by combining the Current Population Survey Displaced Workers Supplement (CPS DWS) data and the Quarterly Workforce Indicators. These data contain more detailed information on those who have experienced job loss, including personal attributes (gender, race, age, educational attainment), industry and occupation categories as well as other job-related attributes. This paper analyzes region specific job loss rates, post-job loss changes on job quality and earnings changes. Job quality is measured by the change of the employment arrangement (fulltime and part-time) and inter-industry mobility (between high-end and low-end sectors). The earnings change is measured by the real earnings change between the previous and current job. These important measures are analyzed against workers’ individual characteristics such as age, race, marital status, gender, and educational attainment and by industry sectors. While there are previous studies that have reported on these aspects at the national scale, they are not nuanced enough to account for region-specific industry structures and the existing economic development path that conditions the job loss patterns. For instance, the job loss rates in Detroit, San Jose, and Miami would vary by industry sectors.

The paper contributes to the economic development and regional planning fields by highlighting the labor market dynamics that shape workers’ career development opportunities as well as affect the job quality and income inequality, and by introducing new data sources that enable one to investigate the patterns of job loss and their regional consequences.
References


Abstract Index #: 49
WALKABLE ART: AN EVALUATION OF ARTISTS’ CONTRIBUTION TO NEIGHBORHOOD SUSTAINABILITY
Abstract System ID#: 4090

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In recent decades both sustainability and city competitiveness have become focal points for local communities. The evolution of the economy from a manufacturing to a service orientation has placed increased emphasis on the attraction of highly mobile knowledge and creative workers (Florida 2002). The desire to attract these individuals and the increased competition between cities has elevated the use of arts and culture as a way of attracting business professionals and tourists and enhancing their competitive position (Jackson, Kabwasa-Green, and Herranz 2006).

A concurrent but distinct trend in the U.S. is an increased emphasis on the sustainability of cities, and research is beginning to outline environmental initiatives in cities across the country in an effort to inform community leaders about the various initiatives possible to ensure cities remain vital, yet sustainable for years to come. Studies suggest a key aspect of sustainability is the degree to which neighborhoods are walkable. Research on artists and the creative class suggests that economic competitiveness stemming from a rich arts and cultural scene, and sustainability may be connected.

Although no research has explicitly addressed this question, studies of the preferred locales of creative people suggest their location preferences are tied to the urban design of places. Landry and Bianchini (1995) suggest walkability is a key feature of creative cities that can increase shop traffic and the vitality of city centers. Arts organizations too have realized the unique role that urban design can play in arts-based revitalization efforts. The design of urban infrastructure presents an opportunity to leverage the elements of communities to creative a unique sense of place (Hodgson and Beavers 2011).

To date, research has not connected these trends in economic development and city planning and asked the fundamental question: to what degree are arts activities and “walkability” connected? To what degree do artists contribute to walkability? Our study will enhance the current state of knowledge about the ways in which arts-related activities are inter-connected to neighborhood livability, also referred to as neighborhood sustainability by answering the following questions:

1. What role do artists play in the promotion of liveable – which we measure as walkable – neighborhoods?

2. Where – in what parts of the country, in what kinds of neighborhoods, and under what conditions – is the linkage between artists and neighborhood livability strongest?

3. What factors predict these associations?
Specifically, our study will explore the contribution of the arts to sustainable communities by analyzing the linkage between arts-related activities and walkability. Using artists’ business locations obtained from ESRI’s Business Analyst, a national point database of all businesses in the United States, we will look at the association between artists and walkable, sustainable neighborhoods. For a measure of livability, we will use the Street Smart walkscore, which includes a variety of measures of urban quality, including transit access.

The importance of neighborhood context – defined here by pedestrian-scaled access to services, transit, and a well-connected street network – is a key policy goal at all levels of government, as well as community and arts-based institutions. Our study will help policymakers further their dual objectives of supporting the arts and supporting the formation of sustainable communities by uncovering the linkages between these two key dimensions of a positive and enhanced urban quality of life.

References

WE (RE) BUILT THIS CITY ON ARTS AND CULTURE: CREATIVE ECONOMIC DEVELOPMENT POLICY IN NEW YORK AND TORONTO

Abstract Index #: 50

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Cities throughout the world are exploring the ways that arts and culture can serve as an economic engine, build name recognition and become a source of civic pride. Through a mix of policy, branding and economic development, these municipalities have the opportunity to create economic growth and a more vibrant quality of life by incorporating public art, theatres, festivals, cultural districts, the repurposing of buildings and land, and other amenities into their planning and policy implementation.

This paper explores the relationship between cultural policy and arts and culture options on the economic development agendas in Toronto and New York over the decade of the 2000s, and examines the ways that both cities chose to adopt creative city strategies. Through a comparative case study of New York and Toronto, I investigate how municipal cultural policy became part of the economic development lexicon in each city. Informed by 42 semi-structured interviews and archival and historical research, this analysis offers options for policymakers, cultural stakeholders and policy entrepreneurs, both in the cities under study and elsewhere.

During the 2000s, both Toronto and New York were successful in articulating new, economic arguments for arts and culture. As a result of this integrated agenda setting, cultural districts were built in both cities, creative workers were attracted and retained, and financial investments in the cultural built environment were made both by the government and the private sector. The findings from this investigation provide policymakers and urban stakeholders with recommendations on utilizing arts and culture as viable options in today’s municipal economic development toolkits.

In each city, the new focus on arts and culture within the economic development agenda developed in response to a shock experienced during the early part of the decade. For Toronto, this was the endogenous shock of the center city’s amalgamation with surrounding areas, and for New York it was the exogenous shock of 9/11. The priority for Toronto was the reimagining of its potential as a culture center in order to enter the knowledge economy; while for New York the focus was on recovery from a disaster. In both cities, arts and culture were employed as a part of the economic
development toolkit to revitalize decaying areas, attract residents and tourists, and distinguish themselves from other cities.

There is increasing recognition by policymakers of the efficacy of arts and culture as a valuable potential component within the economic development toolkit. However, gaining a place for arts and culture on the economic development agenda often remains a challenge. Housing, transportation, the environment, the economy, and jobs creation and retention are among the other topics competing for the attention of elected officials and the public. In addition, while economic development priorities include the strengthening and sometimes rebuilding of city centers as magnets for leisure, work and tourism, the focus often is on more immediate forms of revenue creation. Finally, differences in goals and priorities among stakeholders in the public, private and nonprofit sectors can make collaboration between them a challenge.

Analyzing how arts and culture have penetrated the clutter of policy options on Toronto and New York’s economic development agendas has produced three key principles for policymakers: 1) Strategic integration: integrate arts and culture into a broadly focused economic development framework that incorporates both economic and social benefit; 2) Partnership development: build and cultivate relationships and stakeholder partnerships across policy domains and throughout sectors, and 3) Research and planning: use research and strategic planning to analyze how arts and culture interventions could support the municipal economic development agenda and subsequently be integrated into a variety of key policy interventions.

References

Abstract Index #: 51
A TAXONOMY TO RECOVER FROM AN ECONOMIC DISASTER
Abstract System ID#: 4102
Poster

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In many rural communities on one large employer dominates the local economy and defines its industrial specialization poses a problem for rural communities. A community would never spurn an offer to bring thousands of jobs and millions of dollars in investment to a community. Often the community will commit scarce resources on economic development incentives to attract the large employer. However, companies are footloose can leave just as quickly as they arrived. This leaves the question: how does a rural community minimize the costs of the loss of a major employer, shield itself from economic devastation, and set itself up for an expeditious recovery?

One example can be found in Clinton County, Ohio a rural community about an hour from Cincinnati. DHL acquired airborne express and consolidated its North American operations in Clinton County in 2004. It brought thousands of additional jobs and invested over $300 million in the community. To attract DHL the county and the state committed well over $100 million dollars in incentives to DHL. DHL employed nearly 10,000 people at its peak. It was the largest employer in six counties and attracted employees from nearly 40 different counties in Ohio. In 2008 DHL announced its departure from Clinton County and laid off nearly every employee.

In the three and half years after the announced departure of DHL, Clinton County has been able to obtain the 2200 acre Airpark from DHL as a donation, over $20 million in economic development assistance and workforce retraining grants, and assist over 7,000 people in with the education and workforce training.
This article seeks to develop taxonomy of the necessary characteristics of a community to mitigate the results of an economic disaster and rapidly begin the recovery process.

We conducted a literature review and semi-structured interviews with decision makers in Clinton County, Ohio. The literature review focused on how rural communities recover from natural disasters and military base closures. From this review, a taxonomy was developed explaining the recovery process of more successful communities. The taxonomy was then tested in Clinton County, Ohio to determine if the findings fit in the case of a community widely considered a model for dealing with an economic disaster. Semi-structured interviews were conducted with 12 decision makers in Clinton County, Ohio to determine the fit of the taxonomy.

The results of the literature review indicated that there are three main characteristics of the taxonomy. The three characteristics are: (a) regional jurisdictional cooperation/governance; (b) local leadership capacity at the time of the disaster; (c) a vibrant civic infrastructure. These characteristics formed the basis of the taxonomy that was then tested in Clinton County, Ohio. Through the interviews, we found the taxonomy to be a good fit and indicator for the success Clinton County had in dealing with an economic disaster.

References


Abstract Index #: 52

PLANNING IN SUPPORT OF SMALLER AND ETHNIC/MINORITY/HERITAGE ARTS ORGANIZATIONS
Abstract System ID#: 4105

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In the new excitement about creative placemaking (Markusen and Gadwa, 2010), the special role of small arts and cultural organizations, especially those serving ethnic, immigrant and traditional folk arts forms, has not been well analyzed. Some excellent studies document contributions to community development (Alvarez, 2005; Jackson, Herranz and Kabwasa-Green, 2003; Stern and Siefert, 1998; Wali, Severson and Longoni, 2002). Yet funding biases still favor large and Euro-American “fine art” organizations. Recently, new research addresses the intersection of smaller arts organizations with place and space (Grodach, 2011; Gadwa and Muessig, 2011).

Using evidence from dozens of case studies in California (Markusen, Gadwa, Barbour and Beyers, 2011), Minnesota (Markusen and Johnson, 2006), and elsewhere, I show how smaller arts organizations contribute to placemaking and how planners can support their efforts. I explore the special features of these organizations, including heavily reliance on volunteers and contributions of materials and space, participatory governance structures, community embeddedness, and involvement in broader planning and community development agendas, often contestatory. The cases include for-profit and informal organizations as well as nonprofits.
The paper critiques widespread “bigger is better” and “quality” narratives in the arts funding and advocacy community, contrasting these to a narrative that celebrates smaller community-serving organizations. It documents how the collection and dissemination of nonprofit arts organizational data, spatial and size-related funding patterns, and heavy reliance on financial, formal employment and attendance metrics support the former narrative and whose interests are served in the process.

The paper pays close attention throughout to the Implications for planners, who must rely on the nonprofit, informal and for-profit arts and cultural organizations to create and present arts and cultural offerings central to quality of life and economic development. It reflects on specific cases of creative placemaking that demonstrate accomplishments and challenges for planners’ working with organizations in these sectors across agency and mission areas.

Jackson, Maria-Rosario, Joaquin Herranz, Jr. and Florence Kabwasa-Green. 2003. Art and Culture in Communities: Systems of Support. Policy Brief No. 3 of the Culture, Creativity and Communities Program, the Urban Institute, Washington, DC.

See others below

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Abstract Index #: 53
DIFFERENTIATING THE IMPACTS OF ENTERPRISE ZONE POLICY ON BUSINESSES
Abstract System ID#: 4114
Individual Paper

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Urban enterprise zone (EZ) policy is a place-based people strategy. It has been one of the most popular governmental tools for revitalizing economically and residentially distressed areas. Such a policy often utilizes various incentives (such as job/investment credit, tax credit, and loan interest exemptions) to encourage local businesses to hire and serve local residences. For instance, the Louisville EZ policy in the State of Kentucky (1982-2003) offered exemption of sale and uses taxes of building materials, equipment, and vehicles. It additionally provided tax credits equivalent to 10% of wages paid to targeted workforce. To qualify, local firms had to have 25% employees meet the targeted workforce criteria and had to continuously make investments. This paper focuses on whether different businesses react towards such a policy differently and how.
The study investigates the employment dynamics of ten industries in both EZ and non-EZ areas at traffic analysis zone (TAZ) level over 1980-1990 and over 1990-2010. The average size of a TAZ is smaller than a census tract and similar to a block group. These ten industries are Construction, manufacturing, transportation, communication, and public utility (TCPU), wholesale, retail, finance, insurance, and real-estate (FIRE), business repair and personal services (BRPS), entertainment and related services, professional and related services, and public administration. The designation of Louisville EZs was initiated in the 1980s and finalized in early 1990s and the program was terminated in 2003. This provides a naturally designed experiment, with 1990-2000 and 1980-1990 representing periods with- and without-policy. Considering that the EZ policy potentially strengthened the interaction between people and jobs (by encouraging firms hire and serve qualified local people), a structural equation model is constructed with ten equations representing the ten types of businesses and another focusing on population dynamics. 1980, 1990, 2000, and 2010 population census data are collected to compare demographic dynamics between EZ and non-EZ areas. The Census Planning Transportation Package (CTPP) data are obtained at the TAZ level for 1990, 2000, and 2010. Preliminary tests of 1990-2000 dynamics reveal that the Louisville EZ policy had little effect on attracting population in distressed areas. However, the policy did have impacts of firms. Different firms had different responses toward the EZ policy. Overall, EZ designations had stronger retention and attractive effects on small-size firms, which were often service oriented such as finance, insurance, and real-estate.

Abstract Index #: 54
KEEP DENTON BEARD: TEXAS’ OTHER MUSIC SCENE, CREATIVE CAPITAL THEORY, AND ECONOMIC DEVELOPMENT
Abstract System ID#: 4126

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Creative capital theory suggests that a thriving music scene, as an amenity attractive to a young, highly skilled workforce, can help drive urban growth and economic development. Cities such as Austin, Texas, Seattle, Washington, and Chapel Hill, North Carolina are often used anecdotally to represent this concept, but little research exists examining the dynamics of music scenes in terms of urban growth and economic development. This gap in research leaves unexamined how music scenes develop, what roles they play, and what their ultimate value is to a city. Denton, Texas is a city of just over 100,000 in the Dallas-Fort Worth metropolitan region and home to an internationally recognized music scene. In examining Denton’s music scene through qualitative research, this paper helps further articulate creative capital theory by detailing how a music scene acts as a catalyst for economic development and the additional roles it plays beyond being an amenity. This research also adds to the fledgling body of consumption base economic development literature and contributes to the existing knowledge base for cultural planning practitioners and students.

References
This paper examines a little-known and little-documented program called the Immigrant Investor Pilot Program and the role of regional centers in financing economic development projects throughout the United States. This program is one avenue for cities to seek out partnerships overseas for the financing of urban renewal and related projects either wholly or as gap financing. This examination of the Immigrant Investor Visa Pilot Program provides an overview of the role of regional centers and project financing in an era where federal, state, and local funding is largely non-existent due to budget issues. The regional centers highlight an underutilized existing approach to finance projects while demonstrating the continued importance of immigrants in shaping the future of America.

This research uses project-level data throughout the U.S. to demonstrate the widespread use of the program in redevelopment of urban areas. As of March, 2012, the dataset contains 150 projects funded to some extent by the program. While additional data collection for case studies in all states is ongoing, this paper highlights case studies from California, Florida, Ohio, Michigan, Texas, Vermont, and Washington related to projects and the role of the projects related to urban development. The case studies focus on employment expansion and retainment, adaptive re-use of existing buildings, enhancing a sector in a city to improve its competitive advantage, and related aspects. Despite the relative anonymity of the program, the program provides a investment vehicle for prospective immigrants to assist in rebuilding American cities.

References

PRIVATE INFRASTRUCTURE FINANCING AND THE UNION MOVEMENT: AN UNCOMFORTABLE COEXISTENCE

Around the world, public-private partnerships (PPPs) have become increasingly prevalent to plan, finance, deliver and operate large infrastructure projects. Between 1985 and 2010, over 1900 transportation, energy, water, health, justice and education projects have been delivered through PPPs. And the model is increasingly being proposed as an innovative way for governments to continue to raise funds for critical infrastructure investment during a period of budgetary austerity (Clark, 2007).

A growing source of private capital for infrastructure investments has come from pension funds. Canadian pension funds in particular have become key investors in the global infrastructure marketplace. For pension fund managers, infrastructure is seen as an attractive asset class because it provides predictable, stable, long-term returns (Torrance, 2009).
2008). In Canada, the pension funds of unionized public sector workers have emerged as major investors in infrastructure PPPs, with over $20 billion directly invested in domestic and international projects (Orr, 2007).

Despite the growing interest in infrastructure as an investment vehicle for pension funds, however, PPPs have been particularly vexing for the union movement. In an ironic twist, public sector unions have been among the most vociferous critics of PPPs. They have consistently argued that the high cost of private capital, the lack of transparency during the project planning process, the shifting of jobs from the public to the private sector, and the loss of government control over long-term project planning means PPPs are not in the public interest. To back up their opposition, public sector unions have organized protests against specific projects, anti-PPP advocacy campaigns and legal challenges to the expansion of private participation in infrastructure finance and delivery. At the same time, construction unions and their private sector counterparts have tended to begrudgingly accept PPPs as a mechanism to create jobs for their members.

The purpose of this paper is to explore the tensions and contradiction associated with the growth in pension fund participation in private infrastructure investment. Through key informant interviews with pension fund managers and senior public and private sector union staff in Canada, I examine whether union opposition to PPPs pose a challenge to the expansion of pension funds as a source of capital for future infrastructure. I also question whether large union pension shareholders might use their investment clout as a catalyst to improve the procedural, social, economic and public interest outcomes of PPPs (Hebb, 2012). Answering these questions is particularly relevant for infrastructure project planners, at a time when pension funds are increasingly being identified as a source of capital for critical public infrastructure, and the challenges associated with PPPs models are coming into sharper focus.

References

Abstract Index #: 57
HOW DO BUSINESS OWNERS PERCEIVE THE BUSINESS CLIMATE?
Abstract System ID#: 4171
Individual Paper

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Many state and local government officials have emphasized the “business climate” as a central factor in determining the ability to create new businesses and promote economic growth. Additionally, there have been several influential non-academic reports that ranked states based on the business climate, such as Small Business Tax Climate Index by Tax Foundation, State Competitiveness Report by Beacon Hill Institute, and Economic Freedom Index by Pacific Research Institute. However, Fisher (2006) harshly criticized those reports for two reasons. First, those reports tend to have weak internal validity. In other words, indicators they employed hardly meant what they claimed to measure. Second, the results of rankings vary so substantially that 35 of 50 states rank in the top 10 for various definition of the best business climate. Thus, those ranking reports are nothing more than ideology-based exercise to campaign for lower taxes, lower wages, and less regulations (Plaut and Pluta, 1983; Buss, 2001). Furthermore, Kolk et al. (2011) demonstrated that, by employing multi-variate analysis, the indicators for the business climate had little correlations with macro-economic indicators, such as growth in employment, wages, or gross state product. In sum, those subjective rankings do not have connections with more objective economic performance indicators.

We argue that the debate over subjectivity vs. objectivity is fruitless. After all, different businesses and industries require different business environment. Moreover, aggregating it at the state level or a selection of a few conditions by
a specific social or economic group will be a subjective process by definition. Thus, asking what the business climate at
the state level is not the right question to pursue. Instead, in this paper, we analyze what affects business owners’
perception of the business climate, with a focus on starting new firms. Therefore, our method does not aggregate the
business climate at the state level, and we test whether factors used for those rankings, as well as economic
performance indicators, predict the business climate perceived at the individual level. This will be the first research to
measure and test the perception of the business climate at the individual level.

Our data comes from a survey of more than 6,000 business owners collected in late 2011. We employ multi-level
regression models to control the state-specific effects. Our preliminary results demonstrate that lower taxes are not
correlated with a perception of the better business climate, but higher welfare spending are associated. Thus, we
recommend that providing the social safety net is more important for creating the perception of the better business
climate.

References
Economic Policy Institute.

Abstract Index #: 58
AGGLOMERATION ECONOMIES OF PRODUCER SERVICE INDUSTRIES IN MANHATTAN, THEIR
DECAY WITH DISTANCE, AND THE 9/11 NATURAL EXPERIMENT IN FIRM RELOCATION
Abstract System ID#: 4176
Individual Paper

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We analyze Manhattan producer service employment by industry and zip code over ten years, 2000-2009. We expect
to identify agglomeration economies in intense spatial clusters, economies that decay with distance and that change
over time. Also we analyze the forced relocation of firms caused by the massive destruction and damage of office and
retail space by the 9/11 attack. That event provides a natural experiment regarding the financial importance of intra-
metropolitan agglomeration economies. Although the long-term metropolitan experiences in the United States are of
dispersion of economic activities, we show that the 9/11 experience is quite different.

Abstract Index #: 59
SPATIAL PATTERNS OF FOREIGN DIRECT INVESTMENTS IN GEORGIA AND THEIR UNDERLYING
LOCATIONAL FACTORS
Abstract System ID#: 4193
Individual Paper

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Foreign Direct Investment (FDI) continues to be regarded as one of the essential components of the regional and local
economy. FDI is often viewed as an ‘engine of development’ that creates new jobs, boosts wages, brings in new
research, technology, and skills and increases tax bases (Jones and Wren, 2006; Dunning and Lundan, 2008). The State
of Georgia has taken an aggressive approach to attracting foreign investments and is one of the largest recipients of FDI
in the United State. Recent data from the Bureau of Economic Analysis indicates that there were more than a thousand
foreign affiliates located in Georgia and they created more than 170,000 jobs in 2008. However, these investments tend not to be distributed evenly across counties. There is a strong spatial concentration of FDI in Atlanta MSA.

Using GIS-based analysis, this paper attempts to look at whether and how much FDI is spatially clustered by refining a firm-level foreign affiliates dataset. In addition, the paper will identify locational factors influencing the spatial patterns of FDI. While much of the literature related to the location of FDI has pointed out several locational factors, there are few studies that attempt to examine these location factors within states (or regions). Most studies compare differences across state (regional) boundaries (Coughlin, Terza and Arromdee, 1991; Friedmann, Gerlowski and Silberman, 1992; Shannon, Zeile and Johnson, 1999). By focusing on county-level comparisons, this paper specifically answers the following questions: (1) What are the spatial patterns (clustered, random, or dispersed) created by FDI? (2) What locational factors are important in determining the spatial patterns of FDI?

To answer these questions, this paper will perform GIS-based spatial analysis with a firm-level dataset on foreign-owned U.S. affiliates obtained from the International Investment Division, Bureau of Economic Analysis. This dataset includes business demographics and locational information. Using Geoda, a spatial statistics program, this paper will also perform a spatial regression analysis with several explanatory variables, including population, workforce, infrastructure (highway, airport), industrial land availability and price, government regulation and incentives, geographic proximity to other affiliates, and so on. The results of the regression analysis will suggest important factors influencing FDI locations and policy insights for economic development associated with the targeting and attracting FDI.

References

Abstract Index #: 60
MEASURING THE IMPACT OF A PARK IN A DECLINING NEIGHBORHOOD: THE BUSINESS PATTERN IN THE HIGH LINE PROXIMITY
Abstract System ID#: 4228
Individual Paper

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Any project, no matter what type it is, naturally involves ripple effects, whether intended or not. Especially in urban revitalization practice, projects are initiated in the hope that they would play the part of seeds to instigate further improvements in declining host areas. New developments, adaptive reuse of obsolete structures and emergence of new businesses are some of the desired indicators of positive impacts. Although not entirely free from controversy, demographic change and income increment of the neighborhood are also anticipated. In the post-industrial era, as the economy relies heavily on the workforce rather than immobile location factors such as infrastructures and natural resources, attracting talented people by furnishing an appropriate environment becomes a new priority. This notion has been addressed by urban economists such as Richard Florida’s “creative class” and Edward Glaeser’s “city of consumers.”

While various types of projects have been deployed to fulfill this task, a few well-conceived parks have revealed the potential to become a new type of urban revitalization apparatus by producing a considerable ripple effect to emulate
the conventional types of projects. The High Line in New York City, a six-acre park converted from a freight railroad, is evaluated as one of the examples in this context. This public-private venture was deemed to not only be a conventional welfare public realm, but also to catalyze the area to transform it from a manufacturing hinterland to an art and cultural district. However, quantitative analysis has not been fully conducted to illuminate the magnitude and quality of this change attributable to the High Line.

This research investigates socio-economic impact of the High Line project with a detailed focus on industrial and employment restructuring of the host neighborhood. To be more specific, the questions to be answered are: does the High Line make an attractive environment for specific classes or businesses? If so, 1) what types of businesses has the High Line attracted? 2) how has the employment pattern changed in the High Line proximity. On both these counts, cross-sectional and longitudinal spatial statistic analyses are adopted. The former enables us to analyze the performances of the High Line as an urban revitalization medium. Using the geo-coded business data in New York City, the spatial business pattern in the vicinity of the park is examined with Ripley’s K, Hot Spot analysis and Moran’s I. These statistical tools detect spatial clustering as opposed to random arrangement, and investigate the extent of spatial auto correlation between those clusters linked to the spatial feature as a host. This cross sectional analysis serve as a snapshot of industrial and employment patterns that had been naturally agglomerated around the decently sized parks (over one acre) and the High Line, in order to evaluate whether the High Line indeed produced a distinctive ripple effect in the urban revitalization context. The latter part of the analysis adopts a time series econometrics to illustrate the employment pattern between ex-ante and ex-post of the High Line vicinity and to infer its causality, fair to be said as the level of impact the High Line contributed to the current status quo. In addition, the comparison of normalized sales volume of identical industry before and after the park could suggest not only the change in employment pattern but also the improvement in awareness of the district.

The study area is Manhattan, below the Central Park, New York City. Geo-coded Park data is from New York City Department of Park and Recreation, Business data is from ESRI Business analyst with variables of industry codes (SIC and NAICS), annual sales volume, and number of employees. Data is collected in 2000 and 2006–2010.

References

FRAMING CULTURAL RESOURCES IN COMPREHENSIVE PLANNING: THE CASE OF WISCONSIN
Abstract System ID#: 4239

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In this paper we consider cultural policy as a series of actions by the government in support of the arts and culture. This description is based on Dye’s definition of public policy as “what governments do”. Initially, American cultural policy efforts focused mainly on the development of a national cultural policy. In the 1980s, the discussion moved at the local level focusing on the cultural economy of the city and its strength as a tool of economic and urban development. The interest in the arts as a tool of economic and urban development responded to a crisis in American cities. The
emphasis on the social and economic benefit of arts and culture became the new way of reframing a debate on the need for public support. The interest for these benefit brought also arts and culture in the realm of urban planning.

The purpose of this study is to analyze two urban plans in order to figure out what is the role assigned to arts and culture in the planning process. The intent is to explore what is happening in the field and how planning practice is mirroring the academic rhetoric. How is planning framing cultural resources? What are the issues and opportunities linked to them? Finally, how is this interpretive schema used to build a policy discourse and sustain action?

This analysis is a comparative case study based on qualitative research. The choice of a case study is intertwined with the assumptions of an interpretive approach that values the understanding of complexity and contextuality, privileging the acquisition of detailed knowledge over statistical inference. Our analytic framework is based within sociological institutionalism where we focus on organizations in particular compliance procedures, organizational field, structure, and values, and academic rhetoric. The aim is to reconstruct the situational logic that is not directly observable, unveiling the way institutions frame a specific policy discourse. In particular, the purpose is to research how planning practice is framing a policy discourse for cultural resources.

The documents analyzed are the “Smart Growth Law” of Wisconsin, also known as the comprehensive planning law, and the two sections about cultural resources in the Milwaukee and Madison comprehensive plans. In 1999 the State of Wisconsin passed the Smart Growth Law, requiring that land-use decisions made by towns, villages, cities or regional planning commission be guided by an adopted comprehensive plan. As result of this law, the city of Madison and Milwaukee prepared a comprehensive plan. Madison completed the City of Madison Comprehensive Plan in 2006, whereas Milwaukee released the Milwaukee’s Citywide Policy Plan in 2010.

The choice of two cities – which are the two largest cities of the state of Wisconsin – is meant to highlight the impact that different institutional contexts have on shaping new policies.

Planning practitioners and arts advocates can adapt and transfer these policy lessons from Wisconsin to address the complex relationship of built environment, livable communities and cultural resources through planning reforms.

References
While the benefits of a highly skilled workforce are well documented, little research exists on what characteristics of localities or regions drive human capital accumulation. Well educated young adults state that they prefer to live in built-up vibrant urban areas, but their actions show that wages and opportunity for continuing education are stronger attractors (Cortright 2005; Hansen, Ban, and Huggins 2003). Local and regional economic development policy would benefit from a better understanding of how to translate theories of labor economics into local policies to attract or build human capital. Several policy alternatives, based in different labor theories, include: “the learning region” which espouses growing human capital through links with educational institutions (Piore, 1990); “the consumptive region” which proposes attracting high skilled workers by providing high quality consumptive opportunities (Florida 2003, 2009), finally, “the innovative region” which suggests that by simply attracting fast growing, new and innovative businesses this segment of the labor market will grow (Bartik 1991, 2007; Porter 1998, 2001).

Using data from the U.S. Census, Bureau of Labor Statistics, and U.S. News and World Report, I build multivariate models of human capital in America’s 100 largest cities and all of its metropolitan statistical areas to test these different hypotheses. High-tech and healthcare occupational and industrial cluster variables proxy for the innovative region. Arts, entertainment, and food and beverage service variables are used to represent the consumptive region. Concentrations of postsecondary students and clusters of higher education institutions are used to represent the learning region. The models provide the strongest support to the learning region and the innovative region theories. The models show that high numbers of postsecondary learners were the strongest positive predictor of human capital in regions. Time lags in the model suggest regions begin to benefit from concentrations of students ten years after students are in school.

Coupled with this finding, analysis of the location of national research universities suggests that regions with these institutions are at a distinct advantage over those without them. This could be both because universities fuel concentrations of students and because universities provide and develop new products and ideas, further bolstering both the learning region and innovative region theories.

These findings suggest that policy makers could find ways to connect with students and provide opportunities for well paying jobs post graduation. The role of the university appears to be central as well, as both an educational and research institution. Efforts to assist research institutions in commercializing businesses in the region might also help keep educated workers in the area.

References
Over the last 20 years, labor economists have done extensive research on the impacts of migration shocks on labor market outcomes. The economic law of supply and demand predicts that increased immigration could have negative impacts on native labor markets. However, examinations of the vast amount of empirical data reached different conclusions: many papers do find evidence that an increase in the number of immigrants puts a downward pressure on the native wage level (Borjas, 2003); while many other papers find little evidence that immigration was having this negative impact on native labor market outcomes (Card, 2001). One possible reason that some works of research find no significant effects could be that there are missing components in their research design. For example, the impact of immigration on the cost of housing was not considered in most of the literature. On average, expenditure on housing consists of around 25% of a household’s total expenditure, and the cost of housing is very likely to change in the event that a large number of migrants move to an area. For example, according to Siaz’s (2007) estimation of the impact of immigration on the housing rent level of US cities, a 1% increase in immigrant population share leads to a 1% increase in the rent.

To fill in this gap in the literature, this research will try to find out how the intertwined local labor and housing markets react to additional population. The theoretical foundation of this research is based on a local housing and labor markets general equilibrium model built by Ottaviano & Peri(2007). Ottaviano & Peri’s(2007) model offers two predictions: (1) that there is a strong positive correlation between migration flows and changes in wages and housing rents; (2) that the effects are different for low-skilled and high-skilled natives: with high-skilled native benefiting more than low-skilled natives. This research will empirically test these two predictions.

However, when examining the effects of the labor market caused by migration, it is very difficult to estimate the true effects because of the issue of endogeneity—migrants could be having impacts on local markets, and yet, at the same time, these migrants have been attracted to a particular local market because that area has favorable economic conditions. Therefore, it is very difficult to estimate the true impact of population inflow. One way to overcome the endogeneity issue is to focus on an exogenous labor supply shock in which the migrants are not necessarily motivated by the economic conditions of the destination. This research is going to focus on such an exogenous labor supply shock: the evacuation of hundreds of thousands of people from New Orleans to Houston, Texas, following the humanitarian disaster caused by Hurricane Katrina in August of 2005, which caused the population of Houston to increase 3-4% overnight. Exogenous events induced large populations to move to Houston; however these population flows were not induced by the labor market conditions in Houston. Therefore, this natural experiment is ideal for testing the causal effect of labor supply shocks on both labor market outcome and housing market outcome. This study will have two layers: first, estimating the reactions of the local labor market (in terms of wage level and employment possibilities) after it has experienced an exogenous labor supply shock; and second, estimating the settlement patterns of the migrants and their impact on housing price within the metropolitan areas. This research will use micro data samples from both Current Population Survey (CPS, monthly data, higher frequency with less geographical detail, for labor market study) and American Community Survey (ACS, annual data, low frequency with more geographical detail, for housing market study).

This research will directly contribute to two policy debates. First, this research will provide a more holistic way to evaluate the impacts of immigration. Second, this research will shed some light on the “people follow jobs or jobs follow people” debate existing in regional growth literature.

References
Homebuilding in the United States proceeded at a remarkable pace during the decade from 1997-2007. Much of this was accomplished by a group of large, corporate homebuilding firms. By 2005, the ten largest of these firms constructed more than twenty percent of all new homes built in the United States. Most of these were built in neighborhoods or developments that had some form of private governance. The Community Associations Institute estimates that somewhere between 32 and 34 million residents live in non-condominium communities where rule setting is done through a community association. These communities have had real consequences for the changing shape of suburbia and suburban governance.

The immense building out of metropolitan property was financed primarily through financial instruments like residential mortgage-backed securities. The large homebuilders all had in-house financing divisions that both provided loans and securitized them, in the process circulating capital back to finance further purchases. The expanded metropolis wrought by this system is examined in the context of three literatures: work on the effects of private communities on the public realm (c.f., Le Goix, 2005; McKenzie, 1994); research on the role of new financial instruments in reshaping the public sector, like that undertaken by Rachel Weber (2010); and writings that address the meaning of living under a homeowners association rather than just a municipality, from a public administration perspective (c.f., McCabe, 2005). Through this reading the paper interrogates the political consequences of the homebuilder-mortgage-backed security nexus.

Drawing on financial filings as well as news reports, investor analyses and other relevant data, the paper offers a story that will provide a guide to wary cities and their planners as the housing market begins to revive over the next three to five years. It should also inform efforts to rethink how homeownership is financed in the United States.

References
of both social and private return (Liebman, 2011). The challenge has been how to link positive social returns that accrue to individual client success, to a mechanism that could compensate private investors. Original efforts to securitize investments in young children, through invest in kids bonds, were criticized for invoking 21st century versions of indentured servitude (securitizing pay back from the child once she becomes an adult) (Warner 2009). But as thinking has evolved, private financiers have decided to bank on the potential reductions in future public sector budgets due to lower rates of recidivism, school failure and welfare use as a result of increased investment in preventive social programs. Social Impact Bonds are the new innovation and they are being pioneered in the UK with a project on prisoner re-entry (Disley et al 2011) and in the US by the Rockefeller Foundation and the Center for American Progress (Liebman, 2011). Recently, the Obama Administration allocated 100 million to experiments with Social Impact Bonds. That these innovations cross conservative – liberal regimes shows their broad financial appeal.

But they raise many challenges. Social Impact Bonds are, in essence, a form of outcomes-based contract between public or nonprofit service providers and private investors, in which financiers provide upfront funding for interventions to improve specific targeted social outcomes. SIBs represent a new class of impact investments that operate over a fixed period of time but do not guarantee a fixed rate of return. Investor return is based on the savings government makes once service providers meet pre-determined outcome targets. Thus, in theory, government is able to reduce the costs to the taxpayer of achieving public value, by transferring the financial risk of creating that value to the private sector. SIBs raise many operational concerns for government planners. They assume a level of performance management that is accurate, controls for cream skimming, and assurance that benefits achieved in one social arena are not transferred as costs to another arena. Research has shown that the private sector is often uncomfortable with shouldering the risks associated with public service delivery, especially where the prospect of failure looms large. What will happen to social programs during contract renegotiation or after the onward sale of risk? Will SIBs enhance the ability of cities to address pressing social problems, or further constrain possible solutions to only those that generate high returns – measureable in a performance management framework?

References

Abstract Index #: 66
LOCAL ECONOMIC DIVERSITY AND NATURAL DISASTER RECOVERY: A QUASI-EXPERIMENT BASED ON THE 1993 MIDWEST FLOOD.
Abstract System ID#: 4290
Individual Paper

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Economic diversity has been one of the more frequently studied aspects of industrial structure in developed nations. Considerable empirical evidence supports the contention that diversity strengthens local and regional economies (Malizia and Ke 1993). There are multiple independent mechanisms by which diversity boosts local economic performance, including enhancing cross-industry knowledge spillovers (Jacobs 1969), providing a foundation for the
local production of a wide range of inputs and business services (Scott 1988), and building resiliency through maintaining a portfolio of varied economic activities (Conroy 1975; Frenken et al. 2007). Economic diversity may also entail drawbacks, such as inefficiently heterogeneous labor skill sets and the diversion of private investment and policy attention away from critical industries or sectors that constitute local competitive advantage (Malizia and Ke 1993). This indeterminacy implies that other features of and changes in the economic environment may be essential in determining the extent to which economic diversity is an advantage or a disadvantage for an area. This topic has received surprisingly little attention in the literature, particularly with regard to the long-run dynamics that are key to crafting economic development policies to anticipate or respond to harmful economic shocks (Baade et al. 2007; Chang 2010; Xiao 2011).

In this paper, we employ a quasi-experimental design to study the relationship of local economic diversity to performance both preceding and following the major disruption of a natural disaster. By matching counties in the nine states affected by the 1993 U.S. Midwest flood to control counties that did not suffer flood damage, we are able to isolate the influence of diversity on local economic performance in typical circumstances and after a substantial shock. Our findings begin to delineate the conditions in which economic diversity provides an advantage (or disadvantage) and gauge the value of that benefit through multiple outcome measures, contributing to the literatures on industrial structure and the economic impacts of disasters. We consider the implications for disaster response and recovery policy in a world anticipated to face increasing risks of natural calamities.

References

Abstract Index #: 67
WORKFORCE DEVELOPMENT PLANNING AND THE NEIGHBORHOOD QUESTION: FROM NEIGHBORHOOD EFFECTS TO LABOR MARKET FAILURE
Abstract System ID#: 4333
Pre-organized Paper Session (Symposium) “New Patterns in Employment & Workforce Development”

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The central topic of the “neighborhood effects” literature is how spatial and social isolation perpetuates poverty. However, within the literature there is a notable lack of attention to jobs. This project addresses this gap by setting out to understand the role of neighborhood effects on local unemployment in Chicago, in the context of the 2008-2009 recession. Our research question has both programmatic and evaluation components: Can a place-based intervention in the workforce development system create positive spillover effects on a neighborhood’s level of unemployment. If so, how might those effects be measured?
The neighborhood effects literature tends to view unemployment as a result of individual behavior as opposed to structural and cyclical causes. The literature typically conceptualizes neighborhood as a spatial “container” of individual agents or as a bundle of place characteristics with a mediating effect on individual behavior (e.g. Galster 2010, Sampson 2010). We argue for an alternative explanation of neighborhood unemployment that looks at the neighborhood labor market as a multi-layered and relational system of regulations, institutions, and networks. This system is constantly being “made” by residents as well as organizational, political, and institutional actors, both inside and outside of the neighborhood itself (e.g. Martin 2003, Bauder 2001).

As an object of research and a salient commentary on neighborhood effects studies, we adopt the concept of market failure as it applies to neighborhood labor market systems. Our analysis focuses in particular on the institutional layer of the local labor market system because it is labor market intermediaries that operate within these spaces of market failure. In addition, while these institutions may target a relatively small proportion of residents in a given neighborhood, the un- and under-employed client base of nonprofit workforce development organizations, temporary employment agencies and the unemployment office is precisely where labor market inefficiencies ignite the hypothesized neighborhood effect (Wilson 1996). The contours of market failure are neither limited to extremely poor neighborhoods nor uniform across different neighborhood contexts, and these differences provide essential context for the design of effective place-based employment strategies.

Using a mixed methods approach, we examine the employment context for the city of Chicago and then focus in-depth on three community areas. Relatively new Census data products (ACS and LED) as well as administrative data from WIA providers allow for a GIS-aided analysis of the differential impact of the recession across neighborhoods. Finally, the local labor market system, and the role for intermediaries within that system are analyzed with the help of semi-structured interviews of workforce development professionals.

We find that the dimensions of labor market failure vary by neighborhood. While labor markets are not necessarily bound by neighborhoods, the wheels of labor market failure and intermediation touch down in a manner that is distinct to each neighborhood context. Unemployment and segmented labor markets are produced in each neighborhood in different ways. Therefore the role for labor market intermediaries varies from place to place, with implications for program design as well as evaluation challenges. We conclude with implications for the challenge of foregrounding two conspicuously missing dimensions in the dominant approach to workforce development policy: the functioning (or non-functioning) of a workforce system and neighborhood-level differentiation.

References

Abstract Index #: 68
DISAPPEARING ACT? TOURISM PLANNING IN BULGARIA AFTER SOCIALISM
Abstract System ID#: 4365
Individual Paper

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The purpose of this paper is to evaluate the performance of Bulgarian planning in the tourism sector during the country’s transformation from a state-run, socialist economy to a capitalist democracy over the last 20 years. The goals and implementation mechanisms of planning changed dramatically during this transformation. How did planning adapt to the new market-dominated conditions? Did it successfully guide the Bulgarian tourism sector? This sector offers fertile ground for exploring this topic because it developed very rapidly after 1989 and was subject to more intensive public planning activity during the post-socialist period than any other sector of the Bulgarian economy.

The paper addresses three specific questions:

1. How did the Bulgarian tourism sector develop in post-1989 conditions?
2. What was the role of public planning in tourism development?
3. Ultimately, did planning meet its objectives?

Of course, the idea of a simple dichotomy between government-led public planning and the private-led “free market” may be misleading and outdated. In fact, little can be gained if planning and the market engage in a hostile relationship. Arguably, planning that ignores and suppresses the market generally fails to distribute resources efficiently, as was the case with planning in socialist countries like pre-1989 Bulgaria (Bertaud and Renaud 1997, Hirt and Stanilov 2009). Similarly, markets that develop without sufficient planning and regulation tend to fail in the long term. Thus, many scholars advocate a mutually beneficial engagement between planning and the market. In the words of Adams et al. (2005: 239-240):

[I]t would be mistaken to conceptualize the state and market as diametrically opposed forces in constant conflict over the future of land and property. Relations are far more complex, with the respective interests sometimes conflicting and sometimes complementing each other…by both intention and sheer necessity, the state and market are drawn together in matters of land and property.

Webster and Lai (2003) argue that the relationship between the state and the market is also complex. Each side offers complementary resources and, over time, finds better ways of taking responsibility for land and urban development. Healey states that planners should continuously “explore the interactions between planning regulation and market conditions” (Healey 1992: 420). These efforts should produce plans that neither follow the market nor attempt to fully control it. Thus, in her view, the traditional opposition between “planning” and “the market” should be replaced by a dialogue that reflects both planners’ understanding of the market and developers’ appreciation of environmental and community needs. Each of these writers urges planners to engage the market in a non-confrontational way and to seek optimal solutions to the problems of urban development.

This article examines the degree to which Bulgaria’s tourism planners engaged the market in such a fashion. It focuses on tourism-related planning and other policy documents adopted after 1989, analyzes the development of the sector itself, and juxtaposes the planned and the real performance of the sector over time.

The article is structured as follows. The next two sections briefly review the history of tourism in Bulgaria and the changes in the system of Bulgarian planning since 1989. The article then describes the growth of tourism facilities during the post-socialist period. Next, it evaluates the degree to which planning engaged the market, influenced the quantity and quality of tourist facilities and met the objectives stated in tourism-related planning documents.

Ultimately, the paper argues that planning was extraordinarily weak during the post-socialist period and failed to play a significant role in shaping tourism development. Furthermore, planning’s “disappearing act” now threatens the long-term viability of Bulgaria’s tourism sector.

References


Abstract Index #: 69

PLANNING AND THE GEOGRAPHY OF GREEN DEVELOPMENT
Abstract System ID#: 4369
Roundtable or Informal Discussion Session

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Climate change is a challenge that impacts nearly all aspects of planning and social decision making. In some ways it is viewed as an outcome of unchecked development which emphasizes economic growth and income generation over environmental sustainability. At other times it is viewed as a causal variable itself, as rising sea levels and severe weather events alter the physical landscape and challenge community resilience. Such cross-cutting environmental problems also present a challenge to planning processes and governance systems themselves, as environmental regulation and policymaking occur at a variety of scales—including local government—which are not always aligned with the scale of the problem itself. While daunting, planners have responded to this challenge with a variety of strategies to reduce carbon emissions such as changing land-use patterns to promote compact development, or promoting more effective transit solutions. However, the issue of climate change and environmental quality is framed differently across each of planning’s sub specialties, and as a result, the potential policy solutions offered are not always well integrated. For example, energy efficiency experts and architects tend to focus on the redesign of individual buildings to reduce energy consumption and advocate for policies that encourage stricter building standards such as Energy Star or LEED designation. Economic developers often view the “green economy” as an opportunity to generate new jobs through the growth of new industries that provide clean energy or use recycled materials. While land-use planners focus on the impact of regional development patterns on overall resource usage and travel patterns.

This roundtable will explore the intersection of “green” planning efforts across various sub-specialties in the field and seeks to understand the potential for collaboration around ‘win-win’ policies that serve a variety of planning goals. Specifically, this panel will introduce ongoing research that highlights the connections between policies that promote environmental sustainability and job creation.

Specifically, this roundtable will discuss the following topics:

- The geographic clustering of Energy Star and LEED certified commercial buildings across the US and the potential for agglomeration economies in the production of energy efficient buildings at the metropolitan scale.
- Explaining the geography of green start-ups through an examination of the role of local and state policies and environmental awareness in creating new markets for green industries.
- The potential economic impacts of ecological restoration programs.

Abstract Index #: 70

INFORMALITY AND SCALE ECONOMIES IN AFRICA: THE INFORMAL CITY IS LESS THAN THE SUM OF ITS PARTS
Abstract System ID#: 4377
Individual Paper
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Urban informality is a large part of employment and housing provision in many developing world cities and helps define daily living for many. This research examines the notion that the productivity of informal firms is limited because of reduced ability to generate what economists call external scale economies, also known as agglomeration economies. A wide body of research establishes that important external scale economies are significant to the prospects of urban regions. These concepts are key in the development of local economies (LED) in the West and are the subject of renewed interest to international development scholars and practitioners (see the recent World Development Report on Reshaping Economic Geography). However, the paper demonstrates that urban regions dominated by informality will struggle to foster important agglomeration economies. This work should be considered part of the larger call for better understanding and better policy aimed at local economic processes in the face of informality. This research is focused in Nairobi, Kenya because it is an urban region in which nearly 80% of employment is informal. The handicraft industry is examined because it is an export oriented light industry dominated by informality. The paper concludes that the industry’s experience with local land markets, survivalist livelihood strategies, and its institutional contest not only undermine agglomeration effects but work together to create powerful negative externalities and diseconomies of agglomeration. This research represents the doctoral dissertation of the author. Information on 102 firms was collected using semi-structured interviews conducted between July and November 2011. While the larger project considers many factors in the creation of agglomeration economies, this paper will be limited to results related to intermediate input effects.

Abstract Index #: 71

DEALMAKERS, REGIONAL SOCIAL CAPITAL AND FIRM PERFORMANCE

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Successful national and regional economies tend to be better endowed with social capital (Knack and Keefer, 1995; Helliwell and Putnam, 1995). Social capital, by which researchers mean the attitudes that people have toward each other and the social networks that bind them together, may stimulate aggregate economic performance by lowering the transaction costs that otherwise hinder the creation of new ventures and the improvement of going concerns. Less well understood are the mechanisms by which social capital actually works inside economies. In part this is true because much of the existing empirical work uses aggregate measures of social networks, despite the fact that theorists believe that certain network players matter more than others.

In response, Feldman and Zoller (2012) operationalize the concept of dealmakers - accomplished actors experienced in establishing new entrepreneurial firms, and who have a bias towards making things happen in the local economy. In theory, dealmakers organize locally embedded social capital to form the backbone of the regional entrepreneurial economy. Feldman and Zoller show that the presence of dealmakers in a region – not the size or density of social capital networks – is positively correlated with new firm births in 12 U.S. regional high-technology clusters.

Building on this work, we use data that permits the identification of individual links between dealmakers and firms across a variety of sectors, in order to more closely examine how dealmakers might enhance regional entrepreneurship. We investigate the following lines of questioning:

1. Does the positive relationship between dealmaker networks and new firm births extend to measures of subsequent firm performance?
2. Are direct links between dealmakers and firms significantly related to firm performance, after controlling for the density of the regional dealmaker network? And if both direct links and the overall network density matter, which is more important to firm performance?
3. What is the general association between regional dealmaker networks and entrepreneurship? And to what extent does the relationship between dealmakers and firm performance depend on the sector in which the firm operates?

4. Are there identifiable characteristics of entrepreneurs and their firms that increase the likelihood of linking with dealmakers? How might the presence of dealmakers be expanded in a region?

The primary data source for the proposed project is Capital IQ, a private database maintained by Standard & Poor’s and licensed to over 4,200 clients. Capital IQ has one of the most comprehensive cross-sectional datasets of information on entrepreneurial firms available in the United States. The data capture firms that have received bank, private-equity or venture capital financing. The innovation in the current study is to consider firms as the unit of analysis, in place of regions. This permits closer study of the links between dealmakers and firm performance. It also dramatically enlarges the number of observations, permitting advanced econometrics to better identify the relationship of interest. Models will be estimated primarily using mixed models with random intercepts and slopes. This multilevel approach allows us to properly account for the inherently hierarchical nature of our data, where individual firms are nested inside regional economies.

With this study we hope to better identify the micro-mechanics of social capital’s economic payoff. It also promises to create new opportunities for effective interventions in lagging regions. This is ongoing research – we hope to have preliminary findings to at least some of these questions at the time of the ACSP.

References

Abstract Index #: 72
THE ROLE OF FIRST SOURCE HIRING AGREEMENTS IN AN ERA OF HIGH UNEMPLOYMENT AND REDUCED FISCAL CAPACITY
Abstract System ID#: 4387
Pre-organized Paper Session (Symposium) “New Patterns in Employment & Workforce Development”

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The high unemployment levels caused by the recent recession significantly magnify the enduring need for effective local level workforce development and hiring policies. Prior to the recession, first-source hiring was gaining recognition as an important tool for ensuring that the benefits of economic development incentives and strategies were shared by the local labor market. This is because training and placement programs alone have shown limited success, due to lack of employer participation that constitutes an obstacle in creating effective linkage networks (Goldstein et al 2010). The first-source approach entails formal agreements with participating businesses to use designated employment brokers to access a pool of workers that they agree to give priority to for interviewing and hiring. First-source referral systems depend on the development of “linkage intermediaries” (Molina 1998), and operate as components of the larger employment intermediation toolkit (Garmise 2006). First-source hiring represents a promising strategy for ensuring that employers use workforce development options. Most first-source strategies include binding agreements for local job referrals from local training programs in exchange for economic development subsidies. The idea behind creating these agreements is that employers who are in fixed relationships with local intermediaries will
view them seriously enough to give feedback on expectations for training and intermediation (Molina 1998; Mulligan-Hansel 2008).

Recent studies on first-source hiring have not focused on operational descriptions or in-depth evaluations of program outcomes. Our study helps to fill this gap for two municipal programs in San Francisco and Washington, D.C., as well as three project related programs, including the Los Angeles Airports, the Atlanta BeltLine, and the Cherokee-Gates Project (FRESC-Denver). While some of these programs have previously been studied (Wolf-Powers 2006; Mulligan-Hansel 2008), the research was conducted prior to the post-bubble real-estate realty. Given that many first-source programs focus on the construction industry, the recession has potentially changed the paradigm under which some programs operate while the slow labor market recovery creates an urgent demand for effective local responses. Fiscally strapped local governments may not be in a position to incur the costs of new workforce development programs. First-source hiring is a potential solution to strengthens local workforce initiatives without large programmatic expenses.

In this paper, we provide a current review of the first source hiring literature and integrate it with emerging theory on intermediation networks (e.g. Lowe et al 2008). We employ a case-study methodology to explore and contrast the operational mechanisms of the selected first-source programs, focusing on characteristics of general city hiring politics versus private development-oriented programs. Our research will contribute insights to the effectiveness of first-source hiring programs in meeting local labor force needs, and in strengthening accountability for public investments in training or business recruitment.

References

Abstract Index #: 73
THE CONTRIBUTION OF CONSTRUCTION AND DEMOLITION WASTE RECYCLING TO SUSTAINABLE METROPOLITAN DEVELOPMENT: INSIGHT FROM INPUT-OUTPUT ANALYSIS
Abstract System ID#: 4405
Individual Paper

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Urban development projects consume millions of tons of diverse materials such as concrete, steel, wood, and glass. Consequently, a significant amount of building materials from construction and demolition projects end up in landfills. For example, 1.5 million tons of construction and demolition waste was sent to disposal facilities in the Atlanta metropolitan area in 2009. Consumption of building materials generates environmental burdens, including greenhouse gas emissions. A sustainable management approach for construction and demolition waste such as waste diversion and recycling can lower the environmental burden and provide new local economic development opportunities. However,
there is little analysis of the positive environmental and economic impact of sustainable management of construction and demolition waste at the metropolitan scale. Yet the majority of construction and demolition activities occur in metropolitan areas.

This research identifies the economic and environmental benefits of the sustainable management of construction and demolition waste. Specifically, by establishing a regional environmental input-output model, it quantifies the reduction of energy use and greenhouse gas emissions and growth of output, income, and employment that may be generated from improving regional material use efficiency through re-use and recycling of construction and demolition waste. We will establish a regional environmental input-output table for the Atlanta metropolitan area. The pre-existing regional input-output model provided by IMPLAN will be modified in two aspects. First, the regional-level energy use coefficients and carbon dioxide emission coefficients by industry sector will be augmented in order to measure the environmental benefit from diversion and recycling of construction and demolition waste. Second, new industry sectors will be added to the input-output table that represents industrial activities of sustainable management for construction and demolition waste; that is, waste diversion through deconstruction, re-use, and recycling.

Three groups of data are employed in this research: 1) regional material flow of construction and demolition waste that can be diverted and recycled, 2) economic structure of sustainable management sectors such as deconstruction and recycling (in particular cost and revenue information of a recycling business), and 3) regional energy use and carbon dioxide emission by industry sector. Data are compiled from the prior waste characterization studies, economic studies of recycling processes, and various sources of government statistics for industry-level energy use. Our research will provide insights on the economic and environmental value of diverting and recycling industry specific to construction and demolition waste for job and income creation, and energy and greenhouse gas reduction in a metropolitan framework.

References

Abstract Index #: 74
SUPPORTING ENTREPRENEURSHIP THROUGH THE PUBLIC WORKFORCE SYSTEM: UNDERSTANDING APPROACHES, CHALLENGES AND OUTCOMES
Abstract System ID#: 4408
Pre-organized Paper Session (Symposium) “New Patterns in Employment & Workforce Development”

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Economic changes over the last several decades, including the recent recession, have resulted in a complex reconfiguration of labor markets and the importance of workforce to local development and recovery strategies. One of the most profound changes has been the destabilization of traditional jobs and the rise in contract work and self-employment through the creation of small businesses. Nonstandard and flexible work arrangements are estimated to be growing at least twice as fast as standard employment and representing about one third of the workforce (Belous 1989, Benner 2002). In the current system of flexible production, the line between work and employment is less distinct and wide range of employment arrangements are reflected in the gray area. According to the Bureau of Labor Statistics, the number of individuals whose main income is derived from self-employment has risen to 15.3 million as of 2009. The surge in the number of new businesses (particularly those with no employees) suggests that entrepreneurship has
become a common way for independent workers to link to the job market. However, the public workforce system has been slow to recognize and respond to these significant changes in the labor market. While the Workforce Investment Act of 1998 (WIA) does allow funds to be used to support entrepreneurship, there are no performance measures tied to it and very little guidance in the law regarding this use.

The purpose of this study is to better understand where and how WIA funds are being used to support entrepreneurship in local workforce areas (LWIA). We base our analysis on survey results from WIA administrators in three states (Virginia, Maryland, and North Carolina) and the District of Columbia. Survey data is merged with secondary demographic and regional economic data to control for labor market characteristic and regional economic factors. We use logistic regression to estimate the likelihood of an LWIA using workforce funds for entrepreneurship based on demographic, economic, and institutional (WIB board) characteristics. Survey analysis is complemented with in-depth interview data from key stakeholders in four LWIA to gain more nuanced understanding of how and why local workforce boards decide to use (or not use) their funds for entrepreneurship.

Preliminary results suggest that very few LWIA are using their funds to promote entrepreneurship and that when they do, it is more likely the affluent communities than the disadvantaged and needy ones. This could mean that important opportunities for residents in the most challenging markets to support themselves are being overlooked. This being dubbed the “jobless” recovery means that in general people can no longer wait for the return of traditional jobs that are likely gone for good. They will increasingly have to piece together their own economic survival. The public workforce system can play an important role in helping at least some of the unemployed make the necessary transition to self-employment. Therefore it is critical to shed light on the factors impacting whether LWIAs are including entrepreneurship on their agendas.

References

My research examines the burgeoning “green economy” movement at the sub-national scale. “Green jobs” are arguably a unique window on, a lesser-explored aspect of, a potential indicator of success, and a way of anchoring the discourse of sustainability’s trilogy of equity, economic, and environmental values. Although there is an established literature around sustainability, there is little scholarship and actionable policies around the “green economy” despite a flurry of recent political rhetoric and a myriad of imagined opportunities for mutually-beneficial ends. My research seeks to begin to bridge this gap and to explain differences in the variation of green economic opportunities within cities. Drawing from a predominately institutional perspective, I utilize mixed methods to examine what institutional factors might account for differences in the amount and type of green employment activities within metropolitan areas.

First, I utilize regression analysis of the 55 most populous, domestic cities and corollary metropolitan statistical areas in an examination of the distribution of “green employment” as defined by the recent Brooking Institution study. Among my findings, I show how green employment is closely correlated with the prevalence of environment interest groups as defined by data from the National Center for Charitable Statistics. Through a content analysis, I also provide a quantification of the way in which the term “green jobs” has been increasingly integrated into each city’s municipal
I thereby identify the manner through which “green jobs” have been referenced within the city’s policy platform and also identify specific “green jobs initiatives.” By linking this discussion with “green employment” levels, I provide a typology of metropolitan areas.

Second, I utilize case study analysis of several metropolitan areas to examine the relationship between institutions—including government agencies, policies, and nonprofit alliances—and the prevalence and type of “green employment” within several metropolitan statistical areas domestically. In doing so, I also develop a framework for quantifying and identifying “green economic activities” (including the development of a “green economy” framework applicable to the Standard Occupational Classification (SOC) code and the North American Industrial Classification System (NAICS) code) that I believe is replicable across metropolitan statistical areas. Not all cities are equally positioned for the same vision of “green jobs.” I identify a package of policies and programs that can be employed; I link such a package to the institutional reality of disparate cities.

Through this approach, I identify and explain a compelling range of institutional factors attributing to differences in the quantity and diversity of “green employment.” The research contributes to the theory of sustainable development, as well as provides rigor and depth to the practical application of “green economy” goals for cities and regions aiming to bolster “green employment” and currently faced with a dearth of methods and policies for quantifying “green employment,” identifying areas of opportunity, and developing effective policy mechanisms to bolster “green employment” within their jurisdictions.

This research is based upon my dissertation research at the University of Southern California. I defended the dissertation for a Ph.D. in Policy, Planning, and Development on March 6, 2012. A related piece of research specific to the role of procurement policies as a green employment strategy was featured in Planning Magazine’s 2010 issue on the environment, is published in the most recent volume of International Journal of Public Sector Management, and is forthcoming as an invited book chapter in the Sustainable Cities Handbook edited by Daniel Mazmanian and Hilda Blanco and published by Edward Elgar Publishers. Additionally, I served as the State of California’s adviser on green jobs research in 2009 and 2010.

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References

Urban agriculture in the U.S. is currently undergoing a rapid expansion. The causes for this growth are manifold, and include (among other factors) heightened public awareness of the nutritional and environmental benefits of locally-produced food, concern over food deserts in disadvantaged neighborhoods, and the urgent need in some cities to put abandoned properties into productive (and possibly job-creating) land use. The term “urban agriculture” encompasses a range of activities, from community gardens tended by neighbors for their own consumption and recreation, to school gardens used for purposes of education and provision of healthy food alternatives for students, to what Kaufman and Bailkey (2000) label as “entrepreneurial urban agriculture” --in which farm produce is sold.

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In light of the growth of urban agriculture since 2000, this paper traces the evolution of entrepreneurial urban agriculture (EUA) in five (5) cities: Chicago, Philadelphia, Boston, Baltimore and Detroit. The authors’ data is generated from primary and secondary literature and interviews with key informants in local government, universities and local EUA operations in the five case cities. The paper presents a typology of EUAs and then focuses on four major questions: (1) What kinds of challenges have each type of EUAs faced as they attempt to become self-supporting? (2) Within each type of EUA, what factors explain why some operations are more successful in achieving this goal than others? (3) What roles are city governments and universities playing (and could be playing) in support of EUA? (4) How much emphasis should be placed on having EUA’s become self-supporting, in light of the other positive purposes served by urban agriculture?

References

SOCIAL EQUITY, GREEN JOBS AND LOCAL CLIMATE ACTION PLANNING
Abstract System ID#: 4471
Individual Paper

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Over the past decade, cities throughout the United States have been developing strategies to promote environmental sustainability, in particular through climate action plans (CAPs) that aim to mitigate the local production of greenhouse gases and adapt to the climate change’s impact on natural and built systems. The scope, range and specificity of these plans vary considerably across cities (Bassett and Shandas 2010), but most emphasize the “co-benefits” that are likely to emerge from local climate change mitigation and adaption efforts. These include energy savings for households and businesses, reduced public service costs, and the direct creation of “green-collar jobs” associated with public and private investments in fields like energy efficiency, renewable energy, and green infrastructure.

But to what extent do local climate action plans emphasize social equity goals alongside economic and ecological goals? Some have argued that the framing of local climate planning in terms of “sustainable development” has opened up new avenues for “joined-up thinking” to link sustainability, environmental justice and social equity goals (Agyeman, Bullard and Evans 2003; Finn and McCormick 2011), and to ensure that the third “E” of the “Economy/Ecology/Equity” triad (Fitzgerald 2010, 18) is taken seriously. Under what circumstances are local officials more likely to make social equity an important part of their plans in general, and to focus on social equity and green jobs in particular?

In this paper we examine recently-completed climate action/sustainability plans and implementation materials from 30 U.S. cities. Using an inductive coding scheme, we analyze those plan documents to assess whether and how social equity issues are mentioned and framed, the involvement of equity-oriented stakeholders (e.g., environmental justice organizations, organizations representing low-income communities/communities of color, “green-collar jobs” coalitions) in the planning and implementation process, and the linkages between co-benefits like green jobs and social equity goals. We find that overall, social equity was mentioned in only a small fraction of local climate action plans, but was somewhat more common in plans that were presented as broader sustainability plans. We found no clear
correlation between characteristics such as city size, income levels, racial composition and inequality levels, and the inclusion of social equity goals.

To further investigate the dynamics behind local climate action planning, we present case studies of four cities: Portland, Chicago, San Antonio, and Cincinnati. We find that inclusion (or exclusion) of social equity goals in climate action planning has been a function of the relative strength of local political coalitions to bring issues of economic disparity and inequality into the public discourse, and use of the “sustainability” frame to link social equity issues to environmental plans. For this reason, we conclude that the capacity for local officials to incorporate social equity components into climate and sustainability planning is not a function of structural conditions such as whether the city is in a “strong” or “weak” labor market, but rather a locally (and often historically) contingent outcome, one that planners may some capability to shape. The results suggest both opportunities and limitations for planners to the incorporation of social equity goals, especially around employment and green job creation, into local sustainability efforts.

References

IN THE AFTERMATH OF THE GREAT RECESSION: WHICH METROPOLITAN AREAS ARE MOST ECONOMICALLY RESILIENT AND WHY?

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The Great Recession of 2008-2010 substantially damaged almost all U.S metropolitan economies--reducing employment by more than three million jobs; raising unemployment rates to an average of 8.3%; and shattering housing values by 30 percent. While no metropolitan economy escaped unfazed, some--notably those in Florida and California--suffered much more, while others--those in the Mountain region and upper midwest--suffered much less. Likewise, although the post-2010 national economic recovery has been slow, some metros have recovered much faster than others. What accounts for these differences, whether on the downside between 2007 and 2010, or on the (modest) upside since 2010. This paper will use factor, cluster, and regression analysis to identify those factors that have most contributed to metropolitan economic resilience among the 100 largest US metro areas. Resilience in this sense is defined statistically as less than average job, income, and housing price declines during the 2007-2010; coupled with greater than average job, income, and housing price gains since 2010. Factor analysis will be used to develop composite measures of metropolitan economic status, combining job losses, unemployment rates, per capita and household income levels, housing values, and foreclosure rates. Cluster analysis will be used to group metro areas into similar performers on both the downside (2007 - 2010) and the upside (2010 - 2012). And regression analysis will be used to relate the various metro-level measures and rates to key drivers such as regional location; education and human capital levels; industrial and occupational structure; federal spending levels and state and local tax rates; and metropolitan spatial structure (the degree of spatial autocorrelation among large employment and population centers).

References
BROWNFIELD SITES AND THEIR IMPACT ON RESIDENTIAL PROPERTY VALUES: A SPATIAL HEDONIC REGRESSION APPROACH

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The recent literature has repeatedly documented that cities consider Brownfield sites a nuisance. In addition to having a detrimental effect on nearby ecosystems, human health, and neighborhoods, Brownfield sites not only fail to generate tax revenue in themselves, but also negatively impact the value of the properties located in their vicinity.

In this study we estimate the impact of Brownfields on the value of nearby single-family residential properties in the City of Cincinnati, Ohio. We explicitly address the phenomena of spatial dependence among housing prices in the presented hedonic price models to guarantee unbiased and consistent coefficient estimates. We discuss the results from two spatial model specifications and compare them to the standard Ordinary Least Square specification.

In a second step, we calculate the aggregated devaluation of all residential properties within our study area and provide an estimate of the loss of potential property tax revenues to the local government. Though the potential gains in property tax revenues for the City of Cincinnati from cleaning up Brownfield sites do not reach the estimated clean-up cost, we argue that the impact on single-family residential properties is significant and should not be overlooked.

THE SHIFT TO AREA-WIDE PLANNING FOR BROWNFIELD REVITALIZATION: A FIRST LOOK AT THE CHALLENGES AND POSSIBILITIES

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In a significant shift from prior practice, communities are expanding brownfield redevelopment strategies from a focus on individual sites to the reuse of multiple, scattered brownfields in neighborhoods through comprehensive planning. This change of scope creates a range of new challenges for: coordinating local policies, engaging stakeholders, gathering and sharing data, understanding brownfield impacts on residents and businesses, prioritizing resources and projects, tracking neighborhood changes, and evaluating the effectiveness of area-wide approaches.

In this paper, we provide an overview of the rationale for, and differences between, area-wide planning and site-specific brownfield redevelopment. We then extend our discussion by reviewing approaches taken by selected communities participating in a brownfields area-wide planning pilot program initiated by the U.S. Environmental Protection Agency (EPA) in 2010. We compare the communities’ initial goals and objectives as well as resources and measures for neighborhood revitalization. To explore the difficulties of simultaneously addressing multiple brownfields and their impacts on neighborhoods, we present a case study of the on-going area-wide planning process in Atlanta, GA. As a partner under the City of Atlanta’s grant, we are providing technical assistance in establishing benchmarks and suggesting related neighborhood change indicators to monitor the plan’s implementation. The City’s plan incorporates a series of strategies for promoting public health, greenspace, affordable housing, industrial and commercial development, and infrastructure reinvestment while facilitating more brownfield assessments, cleanups, and reuse projects in the neighborhoods.
While it is too early to evaluate the U.S. EPA program and individual community approaches, our research offers a first look at the practical limitations and possibilities for designing effective local area-wide plans for brownfield redevelopment. We hypothesize that area-wide planning is significantly more difficult to implement, but has promise for promoting greater economic and social justice as well as environmental sustainability.

References

Abstract Index #: 81

INDUSTRY IN MOTION: USING SMART PHONES TO EXPLORE THE SPATIAL NETWORK OF THE GARMENT INDUSTRY IN NEW YORK CITY

Abstract System ID#: 4523
Pre-organized Paper Session (Symposium) “New Ways of Seeing”

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Industrial agglomerations have long been thought to offer economic and social benefits to firms and people that are only captured by location within their specified geographies (1-4). Using the case study of New York City’s garment industry along with data acquired from cell phones and social media, this study set out to understand the discrete activities underpinning the economic dynamics of an industrial agglomeration. Over a two week period, data was collected by employing the geo-locative capabilities of Foursquare, a social media application, to record every movement of fashion workers employed at fashion design firms located both inside and outside the geographical boundaries of New York City’s Garment District. The worker’s digital routes provided a way to measure the cost, in time and business, of business activities. By developing this unique method of studying worker activity, our study exposes the day-to-day dynamics of an industrial district with a precision thus far undocumented in the extant literature. The results illustrate that the agglomeration economies are captured by all studied firms not only by those within the industrial cluster. Our work suggests that having access to the cluster provides almost the same agglomeration economies as residing within its borders.

References
The economic performance of contemporary city-regions has increasingly been determined by their urban agglomeration characteristics, along with their transportation network patterns. Despite the importance of understanding efficient geographic settings in economic development strategies, integrated land-use/transportation models become more complex and the empirical findings on spatial effects remain inconclusive. This study reviews a variety of simplified geographic measures and tests business agglomeration and rail network effects on economic productivity across 27 U.S. metropolitan areas. Fixed-effects panel data regressions for the period 1998-2009 show that (1) the effective density index for knowledge-based and manufacturing jobs in the central business districts; (2) Moran’s I statistics in the knowledge-based business sector within the metropolitan areas; (3) airport-railway connection dummy; and (4) rail-network complexity index significantly explain both aggregate wage per worker and gross metropolitan product per job. Although empirical results depend highly on the selection of geographic indicators, the combination of polycentric business densification and rail network evolution is basically a right strategy to increase the competitiveness of U.S. city-regions in the global economy.

Relative to Whites, Latinos and African-Americans are particularly vulnerable to income and employment fluctuations during recessions. Further, Latinos and African-Americans suffer from a “wealth gap” relative to the rest of the population. Wealth assets refer to mortgages, cars, pensions, savings and checking accounts, bonds and other financial instruments. Latinos and African-Americans also have higher liabilities. If we take into consideration this “wealth gap” or “asset poverty”, the poverty situation of Latinos and African-American is deeper and may require differentiated alleviation strategies. As a result, several asset building strategies have become part of the toolbox of community economic development efforts. The asset-building/development approach to poverty alleviation in the US has been gaining theoretical and empirical appeal for over two decades. The conceptual renewal calls for revamping anti-poverty policy in the US. Anti-poverty policy has largely relied on income-support programs and social entitlements for low-income households and individuals (Medicare, Head Start, TANF, SSI). For the most part, such programs focused on income stability and maintaining basic levels of consumption, and did not take into consideration longer-term wealth building dynamics which affect the capacity individuals and households to move away permanently from poverty, or the factors that prevent people from falling back into poverty during economic downturns. Further, the asset-building approach has gained ground as way to address reductions in federal funding for social welfare programs, policy devolution to the states, and the elimination of entitlements. The fragmentation created by state retrenchment and policy devolution has moved all types of public, private, and non-profit actors to experiment and devise new practices in poverty alleviation. This paper, first, will document the extent of the wealth gap between Latinos, African-Americans and the rest of the population. It will also analyze the gap among Latino subgroups (Puerto Rican, Mexican, Cuban, South/Central American)—very much unexplored in the literature. The analysis will use the Bureau of Labor Statistics, 2008 and 2010 Consumer Expenditure Surveys. Secondly, the paper will draw the policy implications for place-based and people-based community development strategies. This analysis is critical at time when Latinos are the fastest growing population, especially in mid-size and small “gateway cities” which have few resources or policy strategies to address the process of impoverishment—contributing to turn neighborhoods into segregated “poverty traps”.

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INTER-JURISDICTIONAL COMPETITION AND THE INFORMATION TECHNOLOGY INDUSTRY IN THE SAN FRANCISCO BAY AREA

Agglomeration theory tells us that firms of a similar industry gain productivity advantages from locating in close proximity to one another. A classic example of this is the information technology (IT) industry in Silicon Valley. The firms that comprise this industry span multiple municipal governments, each of which must raise income to provide services to its residents. This paper focuses on the IT industry in the San Francisco Bay Area over the period 1990-2008, a period of great growth for the industry. It aims to understand whether the actions of city governments to attract IT firms within their borders negatively distort the spatial distribution of the industry in the region, and harm the very resource, the IT industry, from which they hope to gain.

Silicon Valley is recognized as the leading global destination for the IT industry. Interestingly, since the 1970s, the IT industry has dispersed from Silicon Valley throughout the broader San Francisco Bay Area, the 10 county and 105 city metropolitan region within which the Valley is located. From 1970 to 2008, cities in Santa Clara County (a rough approximation for Silicon Valley) have seen their share of IT firms in the region fall from 66% to 40%, and their share of IT employment fall from 96% of the region’s total to 56% (today there are over 9,000 IT firms in the Bay Area, employing over 200,000 people).

With the advent of finer grained data, scholars are demonstrating that firms are more productive in some parts of metropolitan regional economies than in others (Rosenthal and Strange 2007). In other words, agglomeration economies are not uniform across metropolitan regional economies. Controlling for industry sub-sectors, I have calculated, for each of the municipal governments in the Bay Area, that IT firms have better survival and growth rates (in terms of employment) in some cities than in others. An interesting question then emerges, why, as my preliminary findings reveal, aren’t start-up IT firms locating in those cities where their prospects for survival and growth are the greatest?

In their quest for the property taxes IT firms provide, are the actions of planning departments distorting business location decisions? When cities compete with one another for firms, we normally focus on the welfare effects of this competition for cities, namely, do the benefits of business incentives outweigh their costs. The unique contribution of this paper is to understand if city economic development policies have harmed the welfare of the industry in the region, by drawing firms from what would be their optimal destination.

This study uses the National Establishment Times Series, a longitudinal data file that tracks the birth, death and employment of every firm in the US, for each year since 1990. Using a conditional logistic regression, I can test what factors distort IT firms from locating in those parts of the region where their survival and growth prospects are the
greatest. Drawing on intrametropolitan location theory, among other variables, I will test which of the following factors prevent firms from locating in “optimal” locations: the price of land, zoning, congestion, the cost of housing, urbanization and localization economies, transportation networks, economic development policies and property taxes. Data will also be drawn from the U.S. Census Bureau (measures for density and population), the California State Controller’s Office (public Services) and Rand’s California Statistics (tax rates, zoning and transportation networks).

In their efforts to lure IT firms to raise property taxes, are the actions of city governments distorting firms from locating where they could be the most productive, and therefore harming the very resource (the IT industry) into which they hope to tap? Can inter-jurisdictional competition harm the growth prospects of a regional economy?

References

Abstract Index #: 85
TWENTY YEARS LATER: WOMEN AND ECONOMIC TRANSITION IN THE RUSSIAN REPUBLIC OF BURYATIA
Abstract System ID#: 4557
Individual Paper

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Soviet women experienced great upward social and economic mobility in the second half of the twentieth century. In particular, they made strong educational and professional advancements in the workforce. In the twenty years since the collapse of the Soviet Union and the transition from a planned to a market driven economy, the economic lives of women across the now Russian Federation has dramatically changed. Nevertheless, many women have continued to rely on Soviet economic strategies such as obtaining higher educational degrees to improve job opportunities, participating in women’s organizations, and using the “economy of favors” and “blat” (unofficial exchanges, agreements, or contacts). In particular, women, who have had much higher rates of unemployment under the new system, have been forced to survive by using informal networks and other non-market activities.

In this paper we examine the experiences of Buryat and Russian women in southern Siberia in the context of major economic and political changes in the 20 years since this transformation began. The Buryats are an indigenous Mongolian people within the Russian Federation with their own ethnic territorial unit called the Republic of Buryatia. However, the republic is not simply the home of Buryats. Industrialization and agricultural opportunities brought many ethnic Russians to Buryatia throughout the twentieth century. We explore the lives of Buryat and Russian women in the republic from the late Soviet era to the 2000s. In particular, we examine educated, professional women who have sought out higher degrees for specific careers and we track their economic experiences. Additionally, we use a diverse economies framework that reveals a more complete picture of women’s everyday economic activities in this part of Russia.

We draw on our combined sixteen months of research in the Republic of Buryatia. We used participant observation that included formal (N-92) and informal interviews with women regarding economic experiences. We conducted historical
research in the National Archives of the Republic of Buryatia in Ulan Ude, allowing us to apply a historical approach by using archival materials as well as Russian and English language secondary sources. One author received a nine-month dissertation research grant from the American Councils for International Education and one author received a Fulbright scholar award for a period of seven months. Our non-overlapping fieldwork started in August 2004 and ended in March 2006. We were based in Ulan Ude, which is the capital city of the Republic of Buryatia located about 90 kilometers east of the lower tip of Lake Baikal.

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GLOBALIZING REGIONAL DEVELOPMENT THROUGH THE INTERNATIONAL FILM FESTIVAL: THE CASE OF THE BUSAN INTERNATIONAL FILM FESTIVAL IN SOUTH KOREA

This study aims to elucidate the ‘local globalness’ of the cultural event production from the global production networks perspective. Many cities and regions across the globe have attempted to host international festivals as a tool for boosting tourism and achieving regional development, but only a few can succeed in acquiring good reputations and positive results. In this paper, we examine how the Busan International Film Festival, which has 17th years history, has grown into one of the most influential film festivals in Asia. To explain the cause of the successful growth of the festival, we analyze who are the main actors in this globalizing film festival and how they interact with and are strategically coupled through their networks. We highlight the role of multi-scalar mediators, who facilitate the strategic coupling between global actors and regional assets, as a determinant for this successful international film festival. Through this study, we can learn the interplay between the local and the global factors, by analyzing how the cultural event production has been globalized from the multi-scalar approach. In addition, we can evaluate a possibility of regional development through the cultural event production and (re)interpret regional development and its tools by considering non-materialistic values such as regional pride, identity and reputation as indicators showing regional development. We adopt a multipart strategy that includes archives, in-depth interviews and secondary source data collection in order to enhance the validity and reliability of the data.

References

Abstract Index #: 87
DINING OUT IN URBAN PLACES: THE ROLE OF SOCIAL MEDIA IN ECONOMIC DEVELOPMENT
Abstract System ID#: 4644
Pre-organized Paper Session (Symposium) “New Ways of Seeing”

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Urban areas are centers of consumption and amenities play a major role in urban life. Restaurants are a key part of the urban experience and are an unexplored, but critical part of urban planning and development. Restaurants are important signals in economic development, and like other cultural industries, are thought to add to the distinction and uniqueness of a place. The cultural industry has been impacted by the rise of Web 2.0, and social media can contribute to our understanding of cities and implications for economic development and urban planning. Social media has played a pivotal role in shaping our understanding of the cultural industries such as film and fashion. Restaurants have been overlooked in the literature, but are no stranger to this phenomenon. This research focuses on the spatial clustering of restaurants in New York City and Los Angeles and studies whether restaurants that generate and attract social media locate in particular places. I use GIS to study restaurant patterns and the impact of social media on eating establishments in neighborhoods. I inform this geographical analysis with detailed interviews of restaurant entrepreneurs. This analysis allows us to draw larger inferences about the role of social media, buzz and cultural industry processes in the 21st century city.

Abstract Index #: 88
INCOME AND SKILL POLARIZATION IN THE METROPOLITAN UNITED STATES
Abstract System ID#: 4648
Individual Paper

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The widening income gap between wealthy and impoverished households coupled with the decline of the American middle-class is a major concern among scholars, policy makers, and the public at large. While there is evidence of growing income inequality and polarization at the national scale, thus far relatively little of this work has focused on measuring and explaining trends in income polarization at the metropolitan level.

This paper measures changes in household income polarization among U.S. metropolitan areas from 1990 to 2006/8 using a unique database that builds consistent metropolitan boundaries from Census Public-Use micro-sample (PUMS) data. Combining Census PUMS data with detailed occupational characteristics from the Employment and Training Administration’s O*NET database, we test the hypothesis that widening income polarization is due, in part, to increasing skill polarization resulting from growing demand for high and low-skilled occupations coupled with shrinking employment opportunities among mid-skilled occupations. We find a strong and positive association between metropolitan household income polarization and skills polarization.

Abstract Index #: 89
CAUSES OF DECLINE OF INDUSTRIAL ESTATES
Abstract System ID#: 4664
Poster

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Urban and neighbourhood decline are much researched phenomena in urban and planning literature. Three things can be noticed in most studies that research urban and neighbourhood decline. First, qualitative methods are most commonly used (for an overview see Roberts and Sykes 2000). Second, studies seem to focus on one particular metropolitan region, city or neighbourhood (Ellen and O'Regan 2008). Third, studies on neighbourhood decline have to date predominantly focused on residential and inner city areas (Syrett and North 2008). Furthermore, it is striking that in most studies there appears to be no effort to distinguish between causes and effects of urban decline. Although there are studies that try to analyse urban decline in a quantitative way, there appear to be no studies that have aimed at finding a single measurable indicator for urban or neighbourhood decline. As Roberts puts it: "The end result is that most theories of urban change provide only a partial insight into what is a complex process" (Roberts 2000). One question that remains is

In this paper we set out to gain more insight in the complex process of neighbourhood decline by answering the question why some urban areas face decline while other, similar (in terms of age, physical characteristics, etc) urban areas do not. As a case study, a specific type of urban area in the Netherlands is researched: the industrial estate. These particular urban areas provide a good case study since for years industrial estates in the Netherlands have faced problems with decline. Furthermore, there appear to be large differences in the pace in which industrial estates decline.

We seek to answer this question by analysing in a quantitative way the decline of this specific type of urban area on a large scale. Our dataset consists of all industrial estates in the Netherlands for the period 1997-2008 (roughly 3500 industrial estates per year). Based on a review of the literature on depreciation, deterioration and obsolescence in earlier work (Beekmans et al. 2012) we have chosen as an indicator for decline the change in property value per hectare. This is the dependent variable that is used in our analysis. Inspired by hedonic price literature on the value of individual property, the explanatory variables consist of two categories: physical characteristics of the industrial estate and regional economic characteristics. Based on the results of the analysis we seek to find an answer to the question which characteristics add to the decline of industrial estates.

References

Abstract Index #: 90
UNDERWRITING THE HYPERACTIVE CITY: THE PARADOXICAL ROLE OF THE LOCAL STATE DURING CONSTRUCTION BOOMS
Abstract System ID#: 4673
Individual Paper
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Theories of economic development suggest that city governments would be bored to tears during the periodic upticks in building activity we refer to as “construction booms.” Although the regulatory function of the state may kick into high gear as proposals for new developments are vetted and permits requested, public assistance is intended to be countercyclical, i.e., the gap financing source of last resort. Urban construction booms are correlated with the easy availability of low-cost private debt and equity, and yet municipalities raised an average $230 billion annually in new funds from the bond market between 2001 and 2005, much of which to pay for economic development expenditures. This was up sharply from the $152 billion average between 1996 and 2000. Why did cities play such an activist role during the last
upcycle (roughly 1998-2008)? I point to the interdependencies between states and markets and the ways in which both sets of actors become enrolled in the project of fast-paced physical change.

In this paper I describe some of the popular downtown redevelopment strategies and financial practices that were utilized by a small sample of major U.S. cities. (Chicago, New York City, Los Angeles, Atlanta). I subsequently compare the frequency of use of these tools and their financial sources to the previous recessionary period of the 1990s. Data for this longitudinal and cross-city comparison derive from nationally collected data sources such as the Census of Governments as well as Comprehensive Annual Financial Reports (CAFR) for individual cities. National membership and advocacy organizations such as the Council of Development Finance Agencies and Good Jobs First keep records of city’s economic development activities. I also rely on newspaper accounts and interviews with key policy makers and political observers in each of the cities. I then return to the foundational literature in economic development that seeks to explain why states intervene into markets, looking for clues that these theorists took into account both the vagaries of time and ways of gauging the condition of markets (Lindblom 1977; Block 1996; Molotch 1976; Bartik 1990; Jessop 2002).

An in-depth case study of Chicago led to three preliminary observations that I intend to test through this exercise. First, economic development function of cities tends to get overwhelmed during boom times. Cities are reluctant to hamper developer interest or turn down requests for financial assistance given their fears that they will miss out on opportunities provided by the boom. The long-term visions for the city are sacrificed for short-term opportunism. Second, cities and private firms and developers respond to similar kinds of financial incentives -- namely the cost of borrowing – and the public sector has easier access to bond markets during the upcycle. Cheap debt validates the city’s desire to do deals. Rapid property appreciation fuels confidence to undertake ambitious public investment schemes. Third, during booms the city’s role is to remove as much of the detritus left over from previous waves of accumulation as possible. Because new buildings and uses often do not, on their own, replace older ones, private real estate actors historically have argued for different forms of public intervention to smooth out temporal inconsistencies, demolish buildings, kick out non-conforming uses, and reduce the supply of older building stock. Cities use public funds to clear the way for the boom in areas that already built-out rather than to engage in direct job creation/retention types of activities. Dampening supply also eliminates some competition and serves to bolster the property values of new buildings.

References

Abstract Index #: 91
BASIC SKILLS, LEARNING, AND REGIONAL DEVELOPMENT
Abstract System ID#: 4693
Individual Paper

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The modern economy is driven by the creation of new knowledge and innovation that are directly related to the skills and abilities embodied by the workforce. Traditionally, measures of human capital stocks have overwhelmingly been characterized by educational attainment such as the share of the population possessing a bachelor’s degree (see Rauch (1993) for an example). Yet, several have noted the limitations of educational attainment, which is more representative
of potential skill rather than utilized skill (Florida et al. 2008; Markusen, 2004). In recent years, the literature on human capital has shifted towards understanding the importance of different types of occupational skill on development outcomes. These studies emphasize the growing importance of cognitive, communicative and creative skills over more tactile forms of work (Florida et al., 2012; Scott & Mantegna, 2009). Still, existing studies focus mainly on comparisons across broad skill groupings that mirror regional industrial specializations, and tell us relatively little about the process of regional knowledge accumulation.

We argue that knowledge discovery is inherently a learning process connecting knowledge that is known to discover what is not known. We therefore make a distinction between skills reflecting learning capacity and other cognitive and analytical skills. While the latter may be a source of growth or decline associated with specific industries, the former reflect a region’s capacity to adapt and assimilate, and therefore help explain growth across a broad spectrum of occupations.

Our research builds upon this conceptual framework to identify basic skills necessary for learning and estimate their relationship to differences in metropolitan growth rates. We measure occupational skill using data from the Bureau of Labor Statistics O*Net survey and employment levels from the Occupational Employment Survey. We use an exploratory analysis to understand the relationship between basic skills and occupational growth, and a simple production function to explore their connection to recent changes in regional productivity.

Our preliminary results support the hypothesis that learning capacity skills are positively associated with regional productivity growth. Once more, basic learning skills appear to be complimentary to one other. For example, similarly high requirement levels of reading and writing are common across a broad spectrum of growing occupations and both are correlated with gains in regional productivity. Strong math skills are also positively associated with regional productivity when controlling for other basic skills.

References

THE RESILIENCY OF ARTS IN CITY BUILDING: EXPLORING THE INNOVATIVE AND UNTIMELY PARTNERSHIP BETWEEN WASHINGTON MUTUAL AND THE SEATTLE ART MUSEUM
Abstract System ID#: 4747

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Arts-oriented development has long been a central part of city building agendas as a way to grow economies, revive dilapidated corridors, stimulate neighborhood change, attract educated workers, and showcase cultural stature. These arts spaces take on many forms and are diverse in design, location, discipline, and target audience, and they range from mega arts institutions and arts districts to live/work spaces and artisan cooperatives. These projects are increasingly popular but risky as fewer resources exist, philanthropic patterns are changing, and criticisms abound about distributing funds to the arts in a fragile economy. Despite this instability or perhaps because of it, arts organizations are building
new facilities or expanding existing sites to keep pace with changing economic and community development
expectations. Their capital campaigns compete with other arts and non-arts groups for traditional investors in the
private, public, and community spheres to lessen institutional risk and to ensure implementation. In particular, arts and
civic leaders have courted and leveraged corporate dollars from philanthropic and marketing divisions, and in many
instances, these public/private partnerships have been controversial. However, it is unclear if arts organizations and
corporations still share a mutual interest in arts development. Or more broadly, has the city building agenda for the arts
changed in the 21st century, and if so, what does this mean for planning?

In this paper, I engage these conversations by asking two questions: how has the current economic crisis affected arts
development in metropolitan regions in the United States, and how have arts organizations and their constituencies
responded to these fluctuations beyond common budgetary and administrative steps. To answer these questions, my
research examines the Seattle Art Museum (SAM) – an organization that in the early 2000s partnered with Washington
Mutual to develop an innovative high-rise complex that allowed the corporate headquarters to centralize its workforce
and gave the museum the ability to phase its growth in a conservative fashion. The unique partnership – once lauded as
a model for arts development – fell apart when Washington Mutual collapsed in 2008 leaving SAM severely in debt
and concerned about its survival.

My work relies on qualitative and quantitative data from interviews, site visits, financial statements, and media
coverage to track and analyze SAM’s development partnership with Washington Mutual and with other corporate
entities. My findings demonstrate that the economic crisis has shifted the way arts development occurs and will likely
continue to evolve even if the economy continues to stabilize. Furthermore this study sheds light on how arts
organizations as anchor institutions adapt to changes and attempt to be resilient in fluctuating political, economic, and
social circumstances. This is particularly important in a climate of dwindling public support combined with growing
tension about the role of arts in city building. While questions remain about effective strategies for leveraging corporate
resources for building arts development projects, my research creates a platform for studying arts development.

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   Project, University of Pennsylvania: Funded by the Rockefeller Foundation.
will also review the subgroup’s rituals to determine if they played a part in restoring the city’s collective sense of itself. Using New Orleans, LA as a case study, this research will also discuss the broader implications of professional sport, and its potential effects on the public culture in the U.S. cities.

References

Abstract Index #: 94
REGIONAL COOPERATION IN ECONOMIC DEVELOPMENT: FACT, FICTION AND POLICY VARIETY
Abstract System ID#: 4757
Individual Paper
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The idea that neighboring jurisdictions should collaborate in economic development planning is questioned rarely in the academic literature. That regional cooperation creates opportunities for more efficient infrastructure and service provision, more effective business attraction and retention efforts, and more coherent workforce development strategies is highly compelling, especially when contrasted with the potential “race-to-the-bottom” characteristics of interjurisdictional competition (Barbour & Teitz, 2001). Moreover, growing interregional and international trade seems to offer prima facie evidence of the declining potency of strictly local economic development planning.

The promise of collaboration is accepted by many practitioners as well, even if the level of realization lags aspirations. Regional economic development partnerships and alliances have proliferated in the U.S. over the last twenty years, reflecting strong local support for the principle of collaboration as well as the influence of federal and state policy makers. The U.S. Economic Development Administration has long championed regional economic development planning, as have many state governments, and collaborative economic development initiatives have been promoted recently through the federal WIRED program and the Obama Administration’s new multi-agency regional innovation clusters initiative.

The tendency to treat regional collaboration in economic development planning as “inherently good,” to be implemented in all-or-nothing fashion, discourages research on alternative models of cooperation, the factors driving the implementation and subsequent success or failure of cooperative endeavors, and the link between cooperation and economic outcomes (Saxenian & Dabby, 2004). Among the few existing studies are Swanstrom (2001), who finds little evidence that cooperative governance confers regional economic advantage over fragmented governance, and Lombard and Morris (2010), who make a case for a nuanced version of regional cooperation called “coopertition,” a model that embraces balancing regional collaboration in some spheres with interjurisdictional competition in others. While such research makes some progress in defining the features of regional economic development cooperation and assessing its tangible value, there have been no systematic appraisals of definitions, concepts, theory, and empirics related to the topic. Even as interjurisdictional cooperation in economic development is regarded as a kind of policy panacea among many in the economic development field, it remains a “fuzzy concept” (Markusen, 2003).
This paper examines the concept of regional cooperation for the purposes of clarifying key ideas, identifying different forms of collaboration, and critically assessing purported benefits and potential implications for economic development options and effectiveness. Our methodology combines a review and synthesis of the scholarly and professional literatures with insights drawn from three case studies of cooperative initiatives. We discuss the conceptual validity of the cooperative competition model; construct a typology of benefits to cooperation; identify several factors that appear to be important prerequisites for the successful implementation of collaboration; and outline several promising avenues for further scholarly inquiry.

References

LOCAL ECONOMIC DEVELOPMENT DECISION-MAKING: EVALUATING CONNECTIONS BETWEEN STRUCTURE, PROCESS, AND OUTCOME

As part of their efforts to promote and finance economic development, state and local governments often use tax increment financing (TIF). TIF adoption establishes a geographic area for which bonds are issued to finance public improvements that will presumably facilitate a city’s economic development efforts. When it comes to assessing development outcomes of TIF, the literature has focused on effectiveness, typically operationalized as an increase in property values through investments in infrastructure improvements. While these evaluations of TIF have yielded consistently mixed results (Man and Ros entraub, 1998; Dye & Merriman, 1999; Klacik, 2001; Weber, Bhatta and Merriman, 2003; Carroll, 2008), to date there has been little evaluation of the process by which redevelopment outcomes are a function of TIF board structures and programmatic efforts. In short, concentrating instead on measurable outcomes, extant studies on TIF have typically overlooked how TIF board structure and process affects redevelopment outcomes.

This paper explores several research questions related to TIF development board structures, politics, and programmatic efforts. This paper investigates the following questions:

1. Do particular board structures lead to more effective redevelopment?
2. Do particular board structures lead to increased spending for a larger community benefit?
3. Are there policy changes to aspects of the TIF board structure that could be made at the state level that might lead to more effective urban redevelopment policy?

This research employs a cross sectional survey design. Surveys will be conducted in all Michigan cities that employ TIF as an urban redevelopment strategy. Two separate surveys will be distributed. The first survey will be distributed to the TIF board director and the second survey will be distributed to each of the remaining TIF board members. Survey questions address the following topics: structure of the board, how board members are selected, characteristics/traits of board members, goals of board members, information sources for decisions, and decision-
making processes. Michigan provides an ideal setting to investigate the impact of particular board structures on redevelopment outcomes, as the state has seven separate TIF enabling statutes for specific redevelopment activities such as brownfield redevelopment, neighborhood revitalization, and downtown development.

This paper represents the first effort real effort to identify and detail particular TIF board structures that are more likely to lead to redevelopment projects and spending that provide greater benefits to the broader community thus benefiting local residents. The findings presented in this work also serve as a cautionary tale for other states as they craft and (re)evaluate their legislative directives concerning TIF.

References

Abstract Index #: 96
INSTITUTIONAL TRANSITION, GLOBAL INTEGRATION, AND FOREIGN DIRECT INVESTMENT IN INLAND CHINA
Abstract System ID#: 4799
Individual Paper
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Foreign direct investment (FDI) is one of the most important forces fostering local economic development in coastal China. However, in recent years rising costs and technology requirements in coastal areas have pushed foreign investors to inland cities (Heikkila, 2007). National preferential policies to develop central China also provide foreign investors incentives to invest in inland cities (Huang and Wei, 2011), where a new pattern of foreign investment, economic growth, and spatial restructuring is forming. Yet existing studies of FDI focus on coastal cities (Wei et al., 2010; Yang et al., 2008), and paid little attention to inland cities.

This research examines the characteristics and processes of foreign investment in inland China through a case study of Wuhan City, China’s biggest inland rail and road transportation hub, and telecommunication and information center. Specifically, based on the 2008 economic census, this paper uses spatial econometrics, spatial statistics, and GIS to investigate spatial-temporal patterns and locational determinants of FDI in Wuhan. Firm surveys and interviews are also conducted to complement quantitative models and understand the dynamics and processes of FDI. We find the significance of different levels of institutions, including national development policy, in spatial clustering and intra- and inter- industry agglomeration effects of FDI. National and municipal development zones have played important roles in attracting FDI to Wuhan, especially Wuhan Economic and Technological Development Zone and Wujiaoshan National High-Tech Park. National development zones have greater positive influences on foreign investment decisions than municipal development zones. The location of Hankou, as the commercial and business center of Wuhan, has significantly positive impacts on FDI location decisions. The effectiveness of local institutions in integrating global forces, national policies, and local advantages largely determines the success and the sectoral differences of FDI located in varied development zones.
This research is generally about globalization and its impacts on the polycentric metropolitan form. Hall and Pain (2006) suggest that a new phenomenon is emerging in the most urbanized parts of the world: the polycentric mega-city region comprised of functional urban regions or metropolitan areas. There are two underlying mechanisms of this new urban form: globalization and informationalization, both of which emphasize the new knowledge economy and the division of labor based on services (Hall and Pain 2006). In this regard, locational distribution of transnational advanced producer service firms (APS TNCs) becomes a crucial unit of analysis in the planning and governance of polycentric metropolitan areas with global economic significance. Identifying the locations and spatial concentrations of the APS TNCs will reveal the important activity nodes within metropolitan areas that are likely to attract significant amount of public and private investment in transportation, infrastructure, and building space.

As widely argued in the literature, contemporary flows of people, capital, and commodities, which accelerated dramatically in the age of globalization, have significant impacts on the land use patterns of global metropolitan areas (Castells 1989; Keil and Ronneberger 1994). APS TNCs are the key agents of globalization (Taylor 2004) and they highly benefit from agglomeration economies with a tendency to locate in high-rise, high-density areas like CBDs (Keeble and Nachum 2001; Nelson 2005). On the other hand, contemporary U.S. metropolitan areas are characterized by decentralization, suburbanization, and low-density sprawl. In many metropolitan areas, “edgeless cities” contain comparable amount of office space to downtowns (Lang et al 2009). The paper builds on this contrast and questions whether or not the distribution of transnational advanced producer service firms define a new form of centrality in the contemporary U.S. metropolitan areas. The specific research question is: “In the polycentric metropolitan areas with global economic significance, do the traditional CBDs differ from surrounding areas and sub-centers in terms of spatial concentration and sectoral distribution of APS TNCs?”

The paper analyzes the locational distribution and spatial concentration patterns of APS TNCs from ten APS sectors (accounting, advertising, design consultancy, finance, insurance, IT, law, logistics, management consultancy, real estate) in ten major metropolitan areas including Atlanta, Boston, Chicago, Dallas, Houston, Los Angeles, Miami, New York, San Francisco, and Washington D.C. These metropolitan areas are among the largest office markets (Lang et al. 2009) and they define the highest ranking global cities of the U.S (Taylor 2004). Comparison of ten metropolitan areas in terms of locational distribution of APS TNCs will reveal general trends in terms of location choices of APS TNCs from different sectors. By examining large number of APS TNCs from ten different sectors and comparing ten different metropolitan areas, the paper makes a contribution to the existing literature on locational analysis of advanced producer service firms.

APS TNCs are identified with the help of criteria set by Taylor (2004). Data on APS TNCs are collected through the Business and Company Resource Center and internet research. Spatial concentrations of APS TNCs in metropolitan areas are identified through the HotSpot Analysis tool in ArcGIS. To define the polycentric U.S. metropolis, the
research employs Lang et al.’s (2009) classification of metropolitan office space. The results of the analysis shows that, in terms of distribution and spatial concentration of APS TNCs, the selected metropolitan areas can be grouped into several different categories based on historical development and local factors. The paper concludes with planning and policy suggestions in terms of establishing better infrastructure and transportation networks in selected metropolitan areas, especially in and between the global activity nodes, to contribute to the identity of these metropolitan areas as globally recognized important economic regions.

References


Abstract Index #: 98

LEARNING BY LOOKING “OUT THE WINDOW”: LESSONS FROM THE FIRST-EVER VIDEO ART INTERVENTIONS ON LOS ANGELES METRO BUSES

Abstract System ID#: 4806
Pre-organized Paper Session (Symposium) “The Arts and Economic Development: 21st Century Challenges for Planning II"

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Hypothesis / Question

In 2011, the John D. and Catherine D. MacArthur Foundation funded "Out the Window," a participatory learning experience and in-bus video art intervention by Los Angeles youth for the LA Metro ridership. This project bespeaks a growing awareness of two critical trends in urban planning: (1) the continuing numbers of underserved (and in many cases politically voiceless) communities and (2) art’s potentially positive impact on urban development. In this paper, I argue the implementation of "Out the Window" successfully merges these two empirical realities and goes even further, exploring how art can and does relay these educational and other communal messages. Art is a device for encouraging intercultural communication, education, and comity, which may be one reason that it is a powerful economic engine.

Studying this neighborhood-focused but regionally-minded and constituency-dedicated project provides opportunities to make discrete the link between arts and community development, and unravel some of the outstanding questions regarding arts in the public sphere, namely, how can we make it work? Despite enthusiasm for "Out the Window" and its pedagogical and artistic merit, the team struggled against everything from institutional inertia, to nonconforming intersectoral partnership goals, even faulty bus audio/visual equipment.

The project’s formation and dissemination underscore the preoccupation of "Out the Window" with Los Angeles’ underserved groups. Of Metro’s riders, 38.7% live in households making $25,000 or less per year, and the average commute is 45-minutes long. In our own survey, exactly 25% speak Spanish, 40% ride the bus every day, and while 51.5% of English-speaking respondents usually use the Internet, a full 43.9% of Spanish-speaking respondents never do.
Approach / Methods / Key Data Sources

This paper will discuss how I joined a collaboration of four Angelino media arts organizations, Freewaves, UCLA’s Center for Research in Engineering, Media, and Performance (REMAP), Echo Park Film Center (EPFC), and Public Matters as a participant-observer during the production and presentation process. Seventy-five students from East Los Angeles, Echo Park, and Historic Filipinotown, and 50 artists from LA wrote and produced short, roughly 2-minute videos exploring various dimensions of their lives and art. For one week in June and throughout October and November, the videos were broadcast on over 4,000 Transit Televisions (Transit TVs) on buses throughout the LA Metro system, reaching upwards of 7 million riders a week.

Using a mixed methods concurrent transformative design for inductive study, researchers surveyed over 460 Metro riders about their bus riding and Transit-TV watching habits before the videos’ presentation, then conducted 40 in-bus interviews for their reactions to the creative media content. In addition, we have teens’ surveys to measure reports of enhanced self-actualization, critical thinking, and community engagement. Finally, we are conducting interviews with other content providers of Transit TV to apprehend their relationships with the medium.

Learning Objectives

In appropriating available infrastructure for a new model of creative outreach in an apparently playful experiment, "Out the Window" contributes to the public art, media literacy, and participatory culture literatures. In addition, it sheds realistic light on the institutional processes, as well as suggests best practices for future initiatives.

References


Abstract Index #: 99
HAS GLOBALIZATION IMPROVED URBAN POVERTY OF THE U.S. DURING THE RECENT ECONOMIC RECESSION? HISTORICAL PATTERN ANALYSIS ON U.S. CITIES
Abstract System ID#: 4816
Individual Paper

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The globalization effect on the lives of the urban poor has been examined in terms of income inequality and residential segregation. Globalization is generally considered as a powerful force to reduce poverty because more integrated economies tend to grow faster, spreading the economic gains widely over the countries involved. Unfortunately, the attitude of local and national governments towards the urban poor has become increasingly intolerant. Cities exposed to competitive condition of a globalized, open economy have been experiencing a dramatically increased urban land prices, pushing lower-income groups to the edge of cities, where unplanned and poor public services are provided.

Cities experiencing higher levels of globalization seem to make the economic gap between the rich and the poor wider. The primary objective of this study is to examine how globalization may affect cities and the urban poor; it mainly focuses on the relationship between the degree of globalization and the expansion of the urban poor in the U.S. metropolitan areas from 1969 to 2009 which are available from Bureau of Economic Analysis.
It is a key how to define measure of globalization and to relate it to urban poverty. According to literature and datasets which connect globalization and poverty, the degree of globalized economy can make the U.S. domestic market situated in the perfect market competition and the improved efficiency and productivity of the U.S. market leads the U.S. domestic economic growth. Therefore, conceptually globalization can be defined as the openness of the U.S. economy to foreign transactions. As a result, this study measure globalization as the ratio of foreign exports to foreign imports. Also, to connect the effect of globalization to the urban poor, the following three conceptual measures will be introduced:

1) Per capita income: It controls whether or not the globalized U.S. economy can positively affect the economic conditions of the U.S. residents.
2) Government expenditures: It decomposes if the U.S. government expenditures have been affected by the globalization.
3) Inequality index: it measures inequality as the labor income share to total earning and will be connected to the globalization of the U.S. economy, where labor income indicates all wage income paid to the U.S. employees and the ratio of labor income share implies a relative value of labor income to the total government support. The index suggest that the less inequality index the higher dependency to government support and the higher urban poverty degree.

Based on the BEA’s data sets and those indices developed, multilevel linear models will be applied for measuring the relationship between globalization and urban poverty by locating annual historical pattern at the first (lower) level and numerous metropolitan statistical areas at the second (upper) level.

Expected outcomes that involve 1) whether or not globalization has been influencing on the urban poor of the U.S. and 2) how the urban poor will be affected by the recent economic recession (2008-2009) will be useful for local government and planner to properly prepare the local economic development strategies because the urban poor needs to considered in the economic development process.

References

THE IMPACT OF REGENERATION POLICIES ON PRIVATE INVESTMENT IN INDUSTRIAL BUILDINGS
Abstract System ID#: 4818
Individual Paper

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To date, systematic evaluations of regeneration policies and programs for deprived and run-down urban areas which examine whether policy objectives are actually achieved and to what extent this was due to the implementation of that policy or program have been scarce. This has especially been noted for brownfield policies and programs (Bacot & O'Dell, 2006; De Sousa, Wu, & Westphal, 2009). The dearth of conformance-based evaluations has also been noticed in the wider planning literature (see e.g. Laurian et al., 2004; Brody & Highfield, 2005). In response to this ‘evaluation gap’ in planning this paper presents a conformance-based evaluation of regeneration policies for run-down industrial sites in the Netherlands. Despite the fact that such programs are in place since the end of the eighties the success of these programs has never been evaluated in a rigorous way.
Regeneration of these industrial sites bares many resemblances to brownfield redevelopment. Yet, contrary to a brownfield site, most land on these sites will still be in use when regeneration takes place. Regeneration policies and programs for these sites usually involve public provision of infrastructure, public spaces and serviced building land by local authorities. One of the main objectives of the policies is to attract private investments to these sites. This includes investment by private developers and investors, but the primary aim is to stimulate investment by the existing property owners (i.e. firms located on the site) in modernization, refurbishment and new buildings.

The aim of this paper is to investigate whether regeneration policies have caused an increase in private investments in refurbishment works and new buildings on industrial sites which have gone through a process of regeneration. For this purpose, regressions are employed using data at a disaggregated spatial level: the individual industrial site. At this level local characteristics will increasingly determine building investment. To control for these influences several variables are added to the model, including measures of accessibility, the sector composition and the age of the size. The model also incorporates other measures of planning activity, such as the degree of planning restrictiveness and investments in transport infrastructure to take account of the impact of other planning policies as well (see Jackson & Watkins, 2007).

References

Abstract Index #: 101
THE LONG TERM EMPLOYMENT IMPACTS OF GENTRIFICATION IN THE 1990S
Abstract System ID#: 4862
Individual Paper

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In the ongoing debate over the social benefits and costs of gentrification, one key question that is relatively under addressed in the empirical literature is the degree to which gentrification impacts local labor markets. Proponents of gentrification stress the fact that new residential investment leads to increased property taxes for local government (Lang, 1986; Wyly & Hammel, 1999), reduced crime rates, revitalized streets, improvement in physical infrastructure, and the preservation of historic properties. There is also an argument that the in-migration of middle and upper-class residents to urban areas close to the central business districts has environmental benefits by reducing sprawl and promoting in-fill development. However, critics of gentrification highlight the social costs of neighborhood change and point out that displacement of low and moderate income households exacerbates affordable housing problems, destroys long-standing social ties, and can lead to a re-segregation of urban housing markets(Atkinson, 2000; Marcuse, 1985). While there is anecdotal evidence and some limited empirical research that suggests that gentrification may increase the number of retail jobs available in transitioning neighborhoods (Curran, 2004), others suggest that gentrification may harm businesses that serve low-income populations and displace non-service industries that provide good paying jobs to local residents (Giloth & Betancur, 1988; Rast, 1999). Ultimately, there has been no comprehensive examination of the impact of income-based neighborhood change on the net number of local jobs available, or on the nature of the economic shifts that have occurred. Specifically, what type of jobs are created/destroyed in gentrifying neighborhoods, who ends up holding these jobs, and what is the overall resulting level of job quality?
This paper addresses this gap by conducting a detailed examination of long-term employment changes in neighborhoods that have experienced gentrification during the 1990s. This paper will use the National Establishment Time Series (NETS) database to provide observations of employment change summarized to the census tract level in a sample of 25 large U.S central cities from 1990-2008. This paper uses Freeman’s (2005) definition to define tracts that experienced gentrification and then uses a propensity score matching design to test the basic hypothesis that gentrifying neighborhoods grew faster in terms of employment and new establishment growth, than similar, non-CBD tracts. This paper then explores the nature of employment change in gentrifying neighborhoods by industry and discusses the impacts on job quality for low-skilled workers. Initial analysis indicates that employment in gentrifying neighborhoods grew faster than other portions of the central city, and that jobs in restaurants and retail services tended to replace those lost in goods producing industries. These industrial shifts were more pronounced in gentrifying neighborhoods.

References

Abstract Index #: 102
ECONOMIC DEVELOPMENT AND THE PLANNING DISCIPLINE: TAKING STOCK
Abstract System ID#: 4884
Roundtable or Informal Discussion Session

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Economic development topics began to emerge in the curricula of U.S. planning schools in a significant way in the late 1970s and early 1980s, as deindustrialization and related fiscal crises hitting many U.S. cities made evident the need to teach future city planners something about emerging national and regional economic trends, economic and fiscal analysis techniques, and potential planning and policy solutions to high unemployment. At the same time, planning scholarship on economic development grew rapidly. Economic development as a taught specialization representing an optional and promising area of professional practice appeared first in programs in those parts of the country either facing the brunt of manufacturing job loss (the industrial Midwest, where economic development organizations arose to address significant economic decline) or where industrial development as a practice got its start and was already well advanced (the South). By the late 1990s, many planning programs listed economic development as a specialization or track among more traditional focus areas like land use planning, transportation planning, community development, and housing.

Current economic conditions share similarities with the formative trends of the late 1970s and early 1980s. While the U.S. economy may finally be rebounding modestly following the 2008 financial and housing crisis, serious questions remain about the country’s long-run sources of competitive advantage. Following the 1981 recession, innovations in information technology and subsequently biotechnology and the health sciences emerged to fuel whole new industries and drive rapid growth in selected regions, offsetting traditional manufacturing declines. While it is possible a wave of new technologies will emerge to drive the kinds of employment gains and physical expansion experienced in the 1990s, many analysts believe the U.S. and other advanced industrialized countries may be facing an extended period of only modest and incremental technological change and slow job growth (Peck 2010, Aronowitz & DiFazio 2010). Where sources of competitive advantage have been identified, they are typically associated with creative sectors (the so-called “creative economy”), innovation industries, high skill sectors like health care and advanced business services, and education (Hackler 2011). Such industries have a significant need for highly skilled workers who, in turn, place a high premium on place quality of life and amenities. Thus, the derived needs of the most promising growth sectors appear
to align closely with planning field’s focus on smart growth, new urbanist design, sustainability, downtown redevelopment, and multimodal transportation (Rangwala 2006).

The purpose of this roundtable is to take stock of the planning discipline’s approach to teaching and research in the area of economic development, given emerging global, national and regional trends. Panelists will discuss the major economic issues facing cities and regions; whether national and global trends are changing the kinds of content and skill sets aspiring planners should be taught; and whether the planning academy remains well-positioned to make significant contributions to the understanding of the economic factors influencing city and regional growth and development as well as the kinds of solutions that will address high unemployment, rising poverty, and an increasingly inequitable distribution of income.

References

Abstract Index #: 103
THE INTEGRATION OF PLANNING FOR SUSTAINABLE TRANSPORT AND ECONOMIC DEVELOPMENT IN CITIES IN TRANSITION: BUFFALO, NEW YORK AND LILLE, FRANCE
Abstract System ID#: 4900
Individual Paper

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Emerging sustainable economic development strategies for Cities in Transition (CiTs) promise increased economic opportunities for residents while achieving environmental goals (‘going green’), such as maintaining a low carbon footprint and creating ‘green’ jobs (Schilling and Logan 2008; Mallach and Brachman 2010). Sustainable transport strategies, though not explicitly focused on CiTs, attempt to achieve a more environmentally sound, economically efficient, and socially equitable transport system (Black 2010). Despite these complementary goals and mutually beneficial outcomes of planning for sustainable economic development and sustainable transport, little is known about the connection between these two planning areas in the context of CiTs. This research begins to fill this gap by exploring the extent to which sustainable economic development and transport planning have been linked in two cities: Buffalo, New York and Lille, France. It also extracts best practices and policy lessons of coordinated planning for sustainable economic development and sustainable transport from these two CiTs, both of which have grappled with the adverse effects of long-term outmigration, economic restructuring, and deindustrialization. Buffalo and Lille are inherently comparable in that both are approximately 40-50 square miles, located on significant international borders, home to approximately 250,000 people in larger regions of roughly 1.1 million people, and were once industrial centers that have since transitioned to a largely service-based economy. In Lille, recent efforts to capitalize on geographic accessibility have involved coordinated improvements to the high-speed railways, high-performance urban transport network, canalways, and other multimodal hubs, all of which have helped improve the city and region’s position in the logistics industry (Lille Métropole 2005). In Buffalo, planning documents emphasize a redefinition of transport’s role as a regional travel option and in supporting economic development as well as preparing the transport system for extra ridership from rising fuel prices and environmental initiatives, but implementation has been slower to develop (GBNRTC 2010).

The research contains three main components. First, it begins with an in-depth description and analysis of the integration of planning for transport and economic development in the case study cities during the last 20 years.
Second, key informant interviews, planning document analysis, and existing quantitative data are utilized to identify best practices in terms of policy design, development, and practical outcomes. The third and final component identifies the factors responsible for the success of these approaches and suggests potential barriers to policy diffusion. This international comparative project is interdisciplinary and contributes to the fields of built environments and urban formations, economic development, sustainable transport, and transitional economies.

References

Abstract Index #: 104
HAVE GRADUATED DRIVER LICENSE LAWS REDUCED TEEN EMPLOYMENT RATES?
Abstract System ID#: 4934
Individual Paper

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Graduated driver license (GDL) laws, which require teens to progress through three stages of increasing driving privileges, have been highly effective in reducing injury and fatal crashes among young teen drivers, reducing teen driving fatal crash rates by 25 to 34 percent. However, one unintended consequence of these measures may be a reduction in mobility of young teens and subsequent access to employment opportunities. Typically involving mandated waiting periods of six months to year, as well as limits on the number of young passengers, the time of day they may drive, and increased age requirements, these laws have reduced licensure rates substantially among 16 year and 17 year olds. In past two decades, the teen employment to population ratio has been falling precipitously. Although a continuation of general downward trend since the late 1970’s, the decline has accelerated markedly in the 2000’s (Aaronson, et al, 2006). Some of this decline has been attributed to supply-side factors, such as increased returns to education, however, a large portion of the decline remains unexplained. This paper examines whether GDL laws have the unintended consequence of limiting access to employment among young teens aged 16 and 17.

For teens, restrictions and delays in obtaining a driver license, conditional on having access to an automobile, may have strong implications in their decision to participate in the labor force. Many U.S. cities and suburbs are very low density and highly segregated by land use types (e.g. residential, business districts, industrial centers) with job and residential centers separated by long distances, resulting in long commute distances to work, that are often less feasible by transit, walking, or bicycling. Several studies have found that auto ownership strongly increases the probability of employment (Raphael, 1998; Ong (2001); Raphael & Rice, 2002; Ong, 2002). Access to an automobile and a license to drive it may be particularly important for attaining employment in rural or lower income areas that are typically under-served by public transit (Blumenberg & Waller, 2003). Using a state as well as commuting zone level panel data of employment and graduated drivers license laws, we estimate the effect of GDL laws on employment outcomes for teens age 16 to 17. This study employs a three pronged approach to answering the question of GDL laws on employment. First, using a national panel data set from the Current Population Survey of individual teens from 1996 to 2009, we estimate the direct impact of GDL laws directly on employment of and hours worked by teens aged 16 and 17 using a state and year fixed effects approach. Next, we add additional controls for local geographic heterogeneity in employment trends by using cross state border policy discontinuities at the level of the commuting zone. Finally, we employ a two-stage least squares method to estimate the effect of licensure rates on employment, using variation in ratings by the Insurance Institute for Highway Safety of GDL laws as well as specific components of each law in each state over time since as
auto ownership and employment studies, endogeneity issues are a concern with estimating the effect of license restrictions and employment. To the authors' knowledge this is the first study to examine such effects of graduated driver license programs.

References

Abstract Index #: 105
DO ECONOMIC DEVELOPERS PLAN? THE USE OF CLUSTER ANALYSIS TO DEVELOP ECONOMIC DEVELOPMENT STRATEGIES BY REGIONAL ECONOMIC DEVELOPMENT ORGANIZATIONS
Abstract System ID#: 4935
Individual Paper
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Though much maligned in the academic literature, cluster-based approaches to economic development practice are nearly ubiquitous among regional economic development organizations (REDOs). Criticism of the cluster concept falls under one of two types: that the concept lacks empirical support as an explanation of regional growth, and that it fails to provide sufficient information to direct policy interventions and initiatives by economic developers (Martin and Sunley, 2003). There is a fair amount of empirical work addressing the first question, but very little that addresses the second. This work uses data from a set of in-depth case studies of two REDOs to understand if and how the information from cluster-focused analytic exercises affects their actions and decisions.

Much of the economic development practice literature over-emphasizes and misconstrues the role of analytical methods in shaping policy. It does this by making two problematic assumptions: that analytical results should lead to plans which then get fully implemented, and that analytical results that do not do this are somehow less useful. Mintzberg (1994) has argued that such conceptions are not realistic portrayals of how organizations behave. Mastop and Faludi (1997) have argued that plans should be judged on their performance (how useful they are to those at any stage of the planning process) and not conformance (the degree to which final outcomes conform to prescriptions set forth in the original plan). Together, these suggest the following hypothesis. The degree to which REDOs find cluster-based analytical tools useful will rely neither on whether the outputs of such analysis lead unproblematically to a fully-developed strategy but instead whether they provide useful information to the organization at each stage of the planning and implementation process.

This study is based on case studies of two REDOs. They were chosen out over 120 respondents to a national survey of REDOs conducted in the fall of 2011. The two cases were selected because they were both using the outputs of a cluster analysis of their region to create and implement a strategic economic development plan. In addition, both groups are public-private partnerships with considerable autonomy to determine their own policies. In the language of Yin (2009) and Flyvbjerg (2001), these are critical cases, those most likely to manifest the phenomenon in question. In order to increase the external validity of the study, the cases were chosen from different parts of the US (the Midwest and the South) whose economies are considerably different. Further, one of them conducted the cluster analysis within the last three years, whereas the other did so nearly ten years ago. Data collection for the cases relied on analysis of archival material – such as economic analyses, annual reports, and meeting minutes – as well as on data gathered in interviews with key informants inside and outside of the organizations.
The findings suggest that fears about the ability of cluster-based analytical tools to usefully inform economic development practice may be somewhat unfounded. Both REDOs had usefully employed the output of their cluster analysis in ways that were consistent with the logic of cluster-based theories of economic growth. The usefulness did not derive solely or even predominantly from the creation of a strategic plan based on that output alone. As these findings are based on critical cases one cannot assume that cluster-based analytical tools will always prove useful, but the findings are sufficient to suggest that the popularity of cluster-based approaches to economic development among REDOs need not be cause for cynicism or alarm.

The implications of this research are twofold. One, the assessment of the value of a concept to the practice of economic development should not rely only on the internal coherence of the concept, but also on the means by which it is employed in practice. Second, the straightforward, linear model of economic development practice ought to be rethought in light of the theoretical work mentioned above the empirical findings of the present research.

References

Abstract Index #: 106
TRANSIT TRANSPARENCY: WHAT CAN WE LEARN FROM MOBILE APPS?
Abstract System ID#: 4942
Pre-organized Paper Session (Symposium) “New Ways of Seeing”

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This session will present research using innovative datasets ranging from social media to cell phones and their application in economic development, industrial clustering and understanding the social and economic dynamics of cities, more generally.

Over the past decade, many urban functions have become progressively digitized, with intelligent transportation systems at the forefront of this process of innovation. In the case of public transit, agencies now employ intelligent systems for determining schedules and routes and for monitoring the real-time location and status of their vehicle fleets. Until recently, the vast amount of data generated by daily operations in the transit system was only available to the managers and engineers inside agencies. Meanwhile, customer-facing information was generally static in nature, primarily available only through timetables or printed maps. In the few cases where dynamic, train or bus arrival predictions were accessible to riders, these could only be seen on fixed signage located inside transit stations or stops.

With the popular adoption of smartphones and other mobile information and communications technologies (ICTs) we have begun to see a radical change in how transit riders make decisions about their mobility in the United States’ major cities. By adopting an open data strategy and disclosing information on the location of buses and trains, several of the largest transit agencies in the U.S. have empowered civic entrepreneurs to devise innovative ways to deliver dynamic, real-time information to transit riders while on-the-go through mobile phone applications and other technologically-assisted means.

This study uses data logs from two mobile transit applications serving the MBTA system in Boston to analyze how riders use these new information tools in the course of their commutes. It identifies temporal and spatial patterns of
daily utilization, revealing traces of mobility throughout the city and highlighting the interaction between digital information and physical behavior over time. The analysis of this data also helps us to understand the value of open data strategies by public agencies as a way to deliver value to its citizens.

Abstract Index #: 107

ECONOMIC CLUSTERS AND TRANSIT ORIENTED DEVELOPMENT: TWO FOR THE PRICE OF ONE

Abstract System ID#: 4959

Individual Paper

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Economic clusters are concentrations of firms and industries that benefit from their mutual proximity. The Silicon Valley is the best-known example. In this paper we analyze twenty economic clusters in the state of Maryland in two ways. First we examine their size, composition and growth; then we analyze their performance as a nodes in the state transportation system. Using advanced econometric techniques and exercising the Maryland State Transportation Model, we find that economic clusters provide important economic and transportation benefits. Specifically, our analysis suggests that economic clusters not only promote agglomeration economies and thus facilitate economic growth, they also promote transit ridership and reduce vehicle miles traveled. These results provide empirical support for policies that promote transit oriented development, and especially policies that promote transit oriented employment.

References

Abstract Index #: 108

REGIONAL ECONOMIC DEVELOPMENT PLANNING: THE CASE OF LAS VEGAS

Abstract System ID#: 5082

Individual Paper

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Current best practices deliver a more purposeful approach to regional economic development planning. They call for an emphasis on market-shaping factors such as innovation, international engagement, and human capital (National Governors Association 2002, 2007), bolstering existing and targeted sector clusters through coordinated efforts and catalyst funds (CB Richard Ellis 2010) and centralized leadership and decentralized problem-solving to address the needs of state and regional economies (Muro, Katz, Rahman and Warren 2008).

Nevada’s fragmented laissez-faire approach to regional economic development has failed to provide the key elements of an effective planning strategy. As a result, the state lacks central management, oversight and vision. Moreover, Nevada has grown overly dependent on consumption-related sectors such as real estate, entertainment and tourism, and
has too little of an emphasis on innovation and diversification activities and building human capital. As a leader in population growth, consumption-based GDP, unemployment, housing depreciation and foreclosures, and low education attainment, the state has reached a crossroads.

State political and business leaders began a cooperative discussion about the nature of the Nevada economy, the need for economic diversification, and ways to support business, technology, and government sector innovation that will drive growth. The Economic Development Bill (AB 449), passed by the Nevada Legislature and signed by Governor Brian Sandoval, reflects their commitment to an “economic reset”. The Bill mandates a reorganization of the state’s economic development structure and provides new funding for economic development activities.

The Brookings Institution, Brookings Mountain West and SRI International was commissioned to provide analytic and policy input for the state’s plan. "Unify / Regionalize / Diversify: An Economic Development Agenda for Nevada" is the result of a five-month inquiry which drew on a systematic SWOT (strengths, weaknesses, opportunities and threats) assessment, focus groups, and extensive conversations and interviews with dozens of business, civic, education, and political leaders throughout Nevada.

I will discuss Nevada’s current strengths, weaknesses, opportunities and threats as well as outline our recommendations to create a new kind of economic development operating system geared towards unifying Nevada’s fragmented economic development community, regionalizing its economic development activities, and diversifying its economy by strengthening innovation, global engagement, and workforce training capacity. By employing a unified, regionalized and diversified economic development approach, Nevada will develop a stable and vibrant state and regional economy while enhancing the quality of life for its residents.

References

Abstract Index #: 109
MINOR (LEAGUE) PLAYERS: THE CITY OF MEMPHIS AND THE BID FOR AUTOZONE PARK
Abstract System ID#: 5083
Individual Paper

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AutoZone Park opened in downtown Memphis as the home of the minor league (AAA) Redbirds baseball team in 2000 through an arrangement that seemed to present a new and promising model for mid-sized cities seeking to pursue professional sports development strategies. The team is operated through a unique community ownership model, under the auspices of the nonprofit-charitable purpose Redbirds Baseball Foundation, and, at a time when public subsidies for sports facilities had become the norm, the stadium was built almost entirely with private funding.

In recent years, however, the nonprofit Redbirds Baseball Foundation has had difficulty making payments on the bonds used to finance stadium construction. Community ownership in professional sports is exceedingly rare, and one of the main arguments for the model is that it mitigates the footloose nature of teams, who, when run by private interests, commonly use the threat of relocation to leverage public subsidies. So it is ironic that in the face of the nonprofit Foundation’s fiscal difficulties, the City of Memphis is now considering buying AutoZone park in order relieve the Redbirds and ensure their continued local operation. The City of Memphis currently owns two vacant arenas (the Mid-
South Coliseum and the Pyramid Arena) and the Liberty Bowl Memorial Stadium, and is partial owner (with Shelby County) of the FedEx Forum arena.

This paper will examine the broad implications of public investment in professional sports facilities through the context of this Memphis case study, with a particular emphasis on the process by which such decisions are made. The research will consider the impacts of such an investment of the city’s fiscal position, and the relative importance of the stadium and its tenant as a catalyst for downtown revitalization. The paper will also consider the implications of the Redbird’s struggles for the utility of the community ownership model in professional sports.

The primary focus of the paper will be on the decision making process used to consider the investment of public money in the ownership of AutoZone park (and the development of Memphis’ other publicly funded sports facilities), the transparency of the process, and the extent to which planning professionals are involved. Academic researchers have explored the trend of public investment in professional sports from a variety of disciplinary perspectives (e.g., economic, political, and sociological) and at varying scales (from neighborhood to region). Despite the breadth of research, very little attention has been given specifically to the role of professional planners in decision making and implementation processes regarding sports facilities. Within the literature, the issue has generally been framed by economists or by political scientists and sociologists interested in urban regime influence. An intent of this paper is to initiate a dialogue that examines how we can prepare planners (and educate future planners) to be appropriately involved in the realm of stadium development decisions. The research will explore the role that planners should play in the realm of stadium development decisions, based on the function of the planner as facilitator of inclusive community dialogue, proponent of a comprehensive and long-range community vision, and advocate for social justice. This discussion will address impediments to appropriate involvement that emerge from a politicized environment characterized by private influence and will describe the key political and private figures involved in such decisions in the Memphis case.

References
development on working class communities (Zukin 1995; Deutsche, 1996; Lees et al., 2007). Work on culture and arts produced by working class communities of color demonstrate the cultural vitality of “informal” participation in the arts (Alvarez 2005; Rosario Jackson 2006). This type of arts participation is not isolated from “formalized” arts spaces or arts used for urban renewal.

Research explores the interrelationships and interdependencies within the production of art that exist in the context of immigrant communities struggles for their rights to the city.

This paper is part of my dissertation research but specifically focuses on the art produced in each of the cultural spaces. It seeks to address the following three questions: 1) what type of art is produced? 2) what relations of cultural production exist within each cultural space to produce this piece of art?; 3) what role do working class people play within each cultural space? Rather than studying these forms of cultural production and the spaces as finished static andunchanging projects, this research examines the complex relationships that develop within cultural spaces and between the people who help sustain them.

The ethnographic research that forms the foundation of this work is based in over 4 years of participant observation, in-depth and semi-structured interviews of artists, community based planners, curators, property owners, and business men and women. Based in Santa Ana, California, a city of mostly Mexican immigrants and a “poster child for the troubles of the country's immigration policies and of Mexican immigrants in particular” (US News 2008), this research examines 20 cultural spaces in the Downtown area and the art and culture people produce.

References

Abstract Index #: 111

DOES DENSITY PLAY A ROLE IN ATTRACTING HIGH HUMAN CAPITAL? EVIDENCE FROM CALIFORNIA

Abstract System ID#: 5154
Poster

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Human capital is the conventionally accepted key factor of economic growth. In urban economics, the importance of human capital is gradually noticed from its early literature, including Marshall (1890) and Jacobs (1969). In recent studies, with the change of economic structure, researcher’s attention is being moved from the average level of human capital to the human capital of particular people. High human capital that is more skilled and knowledgeable is believed to play an important role in knowledge spillover across people and firms in generating increasing returns, and ultimately economic growth. Also, it has been argued that density has a positive relationship with economic growth because density facilitates idea creation and knowledge transmission. When workers move between jobs in an industry, their accumulated skills and know-hows move with them. People with highly developed human capital tend to be geographically concentrated to learn and exchange ideas efficiently. However, mechanisms of knowledge spillovers are still unknown (Feldman 1999).

This study is an examination of the association between density and spatial dynamics of high human capital. Gordon and Ikeda (2011) pointed out our understanding on this relationship is based on average measures over too large geographic areas. Researchers have chosen highly aggregated geographic level, such as county or state, to investigate spatial dimension of human capital. Still, these are not an entirely satisfactory unit of observation (Hanson 1998; Feldman 1999). Spatial phenomena do not bound to artificial geographic units. Moreover, analysis at aggregated level ignores considerable intra-region variations. The more geographically disaggregated is the data the lower is the
measurement error. Building on this recognition, this study addresses the following questions: (1) Where do people with high human capital move to? (2) Do they tend to move to areas that are already dense with high human capital? (3) Does the concentration of these people lead overall productivity increase? Using ACS data, this study explores the case of California at a less aggregated geographic level. Implications for economic development policy are discussed.

References

Track 3 - Environmental Planning and Resource Management

Abstract Index #: 112
ANALYSIS OF ENERGY USE IN NYC COMMERCIAL BUILDINGS
Abstract System ID#: 4107
Individual Paper

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Many cities have recently developed and passed building disclosure laws (also known as “benchmarking”) to make energy information available for individual buildings. Municipal governments are collecting new information on building typology and observed energy performance, and combining this with existing planning, zoning, and financial information. This building-level microdata can be used to better design and develop policies for energy efficiency at the municipal level, where many new policies are being developed and implemented, by specifically targeting buildings or types of buildings that are high relative energy users.

This paper therefore seeks to answer the question: “what kind of buildings are the major users of energy in New York City, and where are they?”.

In order to answer this question, this paper develops a comprehensive portrait of energy use in New York City commercial and multifamily buildings, by identifying the distribution and concentration of energy uses, systems, and building types within the overall population. First, this paper describes and assesses the quality of the benchmarking data collected by the City of New York for over 10,000 buildings, totaling over 1.6 billion square feet. Second, using model-based clustering methods, this paper then identifies key clusters of energy use and building characteristics within the overall population, in order to allow meaningful peer group comparisons. Third, the identified clusters are used to improve regression modeling and predictions about building energy use.

The paper concludes with discussion of how and why such clustering methods can improve regression models, and explores ideas for further development. Specific conclusions and recommendations are drawn for prospective energy efficiency policies in New York City, but the process and methods of data analysis should also be useful to many cities and in other research settings.
Sustainability has become a major policy and planning paradigm for addressing the global imperatives of climate change, depleting fossil fuels, and water scarcity. As a conceptual framework that seeks balance among environmental, economic, and social values, sustainability’s broad definition leaves much room for debate and interpretation among policymakers, practitioners, and scholars (Campbell, 1996).

Urban greening plans and initiatives continue to emerge as a major strategy for local governments and nonprofits in translating sustainability’s broad principles of environmental, equity, and economic outcomes into practice. By definition urban greening strategies include green infrastructure/low impact development, urban agriculture, community gardens, urban forestry, along with networks of interconnected trails and open space. As a social movement urban greening initiatives often arise in distressed neighborhoods and tackle long standing problems of environmental injustice, health disparities, and food insecurity (Rubin, 2009). Older industrial cities, such as Cleveland, Detroit, and Philadelphia, are experimenting with a menu of creative urban designs that leverage the ecological potential of vacant land.

This roundtable will explore the policy, design, and planning lessons from a diverse array of urban greening initiatives, such local government urban forestry programs, the equitable development work of the Groundwork USA Trusts, the expanding interest of local institutions (e.g., botanical gardens), and emerging local green infrastructure programs and projects to address environmental regulatory mandates involving stormwater. Our goal is to identify common policy and planning themes across this spectrum of regional and local urban greening practices—what are the barriers to urban greening and the opportunities for diffusion of innovation among practitioners and policymakers. Who are the new partners engaged in these collaborative greening efforts? How do they communicate across disciplines and different regulatory regimes. We will also examine the role of researchers in translating their results to policymakers and practitioners.

References

Research shows that cities have substantial contributions to climate change (Grimmond 2007; Grimm, et al. 2008). Through emissions from transportation and buildings, and landuse changes, urban areas account for approximately 70% of anthropogenic greenhouse gases emissions (IEA 2008). Yet, most climate scientists have initially discounted the significance of cities in climate change (Mills 2007 & 2006; Rosenzweig, et al. 2010); this neglect has held planning and policy far behind climate science and far away the required tools for plan climate-resilient cities. From the very small amount of existing urban-climate change research, thus far, much focus has been dedicated to the transportation sector(Ewing et al. 2008), and the residential sector is still a largely indeterminate energy sink and greenhouse gases emitter. The lack of attention to energy use in residential buildings is astounding, when according to the 2009 data, residential buildings produced 21% of the CO2 emissions in the United States (EIA 2010).

This research paper is focused around two main questions: (1) how does the socioeconomic status of households and the contextual attributes of location of residence influence households’ respective energy use and CO2 emissions production? (2) is there a difference between the trends in CO2 emission production and energy use at household and individual level?

Using data from the 2005 Residential Energy Consumption Survey (RECS), this paper evaluates the effect of as set of socioeconomic attributes and housing unit characteristics on the overall and percapita of the actual energy consumption and the estimated CO2 emissions production. Controlling for local climate, results from 4 hierarchical multiple regression models demonstrates that housing density, age, size of home, and race have consistent significant association with both indices of use of energy and CO2 emissions. Yet, some factors such as location of residence in suburbs or cities, duration of residence, overcrowding status, the presence of kids in the household, receiving energy aid, and income suggest more complex associations. This paper also shows that the association between variables like age, and energy consumption and CO2 emission production is, indeed, curvilinear.

Not being equipped with the appropriate tool and required knowledge, however, current regional development policies and planning practices rarely take the implications of climate change into consideration. This paper proposes that, in the resurgence of planning in a new century, where climate change is a major challenge, local and regional governments who have the authority to influence development patterns should incorporate the repercussion of households’ housing consumption behaviors in the designation of landuse and regional growth policies. The paper concludes with a set of recommendations for local zoning and regional development policies.

References


Abstract Index #: 115

HOW STAKEHOLDERS LEARN ABOUT AND PLAN FOR ENVIRONMENTAL PROBLEMS: RESOLVING THE DISSONANCE BETWEEN COMPLEXITY AND BELIEFS WITH PARTICIPATORY VISUALIZATION

Abstract System ID#: 4146
Individual Paper

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Complex environmental problems emerge from multiple interactions that don’t allow for clear solutions. In a shared aquifer, for instance, pumping affects others, depending on pumping decisions (location, magnitude), land-cover decisions (amount/location of paved surfaces), and characteristics of the aquifer and soils (conductivity, permeability). Human-environment complexity overlays social complexity emerging from stakeholders’ diversity of beliefs, interests, and data. The layers of complexity make it hard for stakeholders to develop a collective understanding of how the human-environmental system works, and to coordinate their decisions around this understanding to ensure a fair and sustainable access to the shared resource. The result is often a contentious planning process, or a set of familiar recommendations that avoid the conflict but misjudge the underlying complexity of the problems.

For these complex situations, planners often rely on mapping and on modeling software to visualize the impact of proposed plans. Appropriate use of maps requires extensive training that most public officials and stakeholders do not possess. Ironically, the successful digitization and distribution of scientific data has increased the availability of valid information, but has not provided the social learning to make it useful for planning and policy judgments; familiarity with meaning, context, relationships, data error requires coaching and practice. Newer tools are available for the explicit representation and modeling of complex interactions, but few planning professionals and stakeholders know about them, let alone use them. Such literacy with data and modeling remains the domain of experts who regularly present their work to planning committees. Stakeholders find it hard to inform experts’ input with their own values and knowledge, and have difficulty deriving useful insights for their plan. Often popular knowledge is confused with relevant knowledge; available data with adequate data. Active collaborative learning provides the social context for shifting commitments from popular to critical belief. The visualization of collected or simulated data embedded within group learning improves the judgments both experts and stakeholders make about planning decisions.

Considerable work has been conducted to develop visualization tools for environmental planning; much less has been done to examine the associated depth of learning about complex environmental problems, how it can be fostered, and its link to effective policy. We investigate how stakeholders learn about the complex interaction between land-use decisions and groundwater depletion using two participatory visualization approaches, mapping spatial relationships using geographic information systems (GIS) and agent-based modeling (ABM), and how they transfer their learning to plan-making. In the GIS exercise, we provide a series of graphical representations of land-use and groundwater interactions at different scales and a simple water budget calculator based on land cover, which stakeholders use to develop shared assumptions about these interactions. For ABM, we use a progression of models, starting with a highly stylized model of land-use change to introduce the basic concepts of agent-based modeling, followed by a model that couples land-use change to groundwater flow. Participants are asked to engage in hands-on experience with the different tools to make sense of complex spatial relationships and derive planning recommendations. We analyze
videotaped meetings and participant interviews to study how each visualization approach supports stakeholders’ learning about interdependence, indivisibility, irreversibility and uncertainty of complex problems. We study how each dimension of complexity affects stakeholders’ beliefs and decisions, and influence deliberation and plan-making. We also gauge stakeholders’ agency around participatory visualization, and acceptance of its limitations in reflecting reality. From these findings we derive initial recommendations to design visualization tools and protocols for their use in participatory environmental planning.

References


MEASURING SUSTAINABILITY OF SOCIO-ECOLOGICAL SYSTEMS USING FISHER’S INFORMATION: CHALLENGES AND FUTURE DIRECTIONS

Sustainability is often challenged on the grounds that it is difficult to quantify. Lacking objective measures of change toward or away from sustainability has led to the sense that a sustainability may be a fond hope, a positive idea in theory, but unattainable in practice. Many researchers have developed and tested metrics of sustainability; however, metrics do not always adequately account for all the components of a system that matter. In other words, metrics that provide a benchmark for sustainability need to be flexible enough to integrate data from a wide array of social and ecological systems at various scales by stakeholders as well as researchers. Fisher Information (FI) has been shown capable of this type of integration; research has shown that, theoretically speaking, FI is a useful measure of an order, and thus a strong candidate for evaluating the sustainability of a system. FI is a derivative of information theory and measures the probability of a system existing in a particular state given the status of a number of state variables. In this paper, we present the current state of research on FI for socio-ecological sustainability, and establish a position and platform for future research. Currently FI has limited practical application. Most of the extant research has been focused either on specific aspects of ecological systems, such as food webs. Where social systems have been studied, the research is focused large-scale systems like nation states. We argue that in order to advance the application of FI in socio-ecological system planning and governance future research needs 1) develop or locate state variables important for socio-ecological systems - our paper suggests several possible avenues, 2) to evaluate its use in applied settings, and 3) develop methods of communications such that planners, managers and stakeholders can understand FI and use it to inform policy and governance decisions.

References

Economic losses from natural hazards have increased dramatically and climate change is expected to exacerbate underlying hazard risks. National consensus studies identify development in hazardous locations as a major cause of increased losses and highlight land use approaches to guide development to safer locations as a highly effective way to mitigate long-term hazard risks (e.g. Mileti 1999). Since passage of the Disaster Mitigation Act of 2000 state and local governments are required to adopt hazard mitigation plans to be eligible for certain federal disaster funds. Mitigation plans are developed by networks of stakeholders through planning processes typically led by emergency managers and sometimes include local planners. This new inter-governmental policy framework offers an outstanding opportunity to examine factors leading to greater use of land use approaches to mitigate hazards and the influence of planners embedded in stakeholder networks in which they are rarely the central, coordinating stakeholder.

To extend current understanding of plan quality, the dissertation from which this paper emerges explores the role of planning networks in fostering shared understandings and joint problem-solving through participatory planning processes (e.g. Berke and Godschalk 2009, Deyle and Slotterback 2008 and Innes and Booher 2010). Previous studies find plan quality to be driven by three main types of factors: 1) state planning policy context, 2) local community characteristics, and 3) planning process features (e.g. Burby 2003). This paper’s central research question is: does inclusion of local planners in mitigation planning networks lead to the incorporation of more land use approaches in mitigation plans, controlling for these three types of factors?

Hazard mitigation plans for 175 jurisdictions in six states were analyzed for three principles of plan quality (i.e. fact base, policies, and implementation) using independent double coding by trained research assistants using customized content analysis software. Data sources for the three types of factors identified above include the Institute for Business and Home Safety, PERI Presidential Disaster Declaration database, and the US Census. Ordinary least squares and Poisson regression models predict the incorporation of land use approaches into the three plan quality principles.

Preliminary findings indicate local planners are positively associated with incorporation of more land use approaches into mitigation plans, but the association is not uniform across the three plan quality principles. Planners appear to be most important for the future-oriented policies and implementation principles. These findings extend theoretical understanding of the factors driving plan quality, including the previously unstudied influence of planners. If a key federal mitigation policy objective is encouraging mitigation plans that include land use approaches, the findings suggest federal and state mitigation officials should foster greater linkages between local emergency managers and planners. These results may be relevant to emerging climate adaptation planning efforts as well.
WHO PLANS FOR MITIGATION? EXAMINING THE INFLUENCE OF HAZARD MITIGATION STAKEHOLDER NETWORKS USING SOCIAL NETWORK ANALYSIS

Abstract Index #: 4153
Poster

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Creating resilient communities requires long-term reductions in underlying hazard risks, which climate change is expected to exacerbate. National consensus studies identify land use as a highly effective approach to risk reduction (Mileti 1999). Passage of the Disaster Mitigation Act of 2000 created an inter-governmental policy framework for risk reduction that requires state and local governments to adopt hazard mitigation plans to be eligible for certain federal disaster funds. Local networks of stakeholders play a key role in this framework by developing and implementing hazard mitigation plans through participatory planning processes that are typically led by emergency managers and sometimes involve local planners. Mitigation planning processes present a rich test bed for understanding whether variations in the assets the stakeholders bring to the process (network diversity) and the patterns of interaction between stakeholders (network structure) influence the quality of the mitigation plan and its implementation.

In an effort to extend current understanding of plan quality and collaborative planning, this poster explores the role of planning networks in fostering shared understandings and joint problem-solving through participatory planning processes (Berke and Godschalk 2009, Deyle and Slotterback 2008 and Innes and Booher 2010). A central research question is: do variations in mitigation stakeholder network diversity and structure influence the incorporation of land use approaches into mitigation plans and implementation of land use approaches, accounting for the influence of state policy context and local community characteristics?

The dissertation from which this poster emerges employs a mixed-method approach coupling ordinary least squares and Poisson quantitative regression models with cross-case comparisons in which social network analysis (SNA) techniques are used (Kn Cooke and Yang 2008). This poster summarizes the cross-case comparisons involving multiple datasets, including plan content analysis, web-based surveys of mitigation stakeholders, semi-structured interviews with key stakeholders, site visits to case counties, and secondary document review. The case counties include Onslow County and New Hanover County in North Carolina and Brevard County and Martin County in Florida.

Preliminary findings indicate that involvement of local planners in stakeholder networks is associated with incorporation of more land use approaches, pointing to the importance of a specific aspect of stakeholder diversity. Network structures exhibiting ‘hierarchical’ structures with most connections centered on a single core emergency management agency incorporate less land use approaches than networks with more ‘village’ or ‘small world’ characteristics wherein clusters of closely-linked stakeholders are interconnected. These findings extend the theoretical understanding of the factors driving mitigation plan quality and implementation. They also point to the value of conceptualizing and analyzing stakeholders in planning processes using Social Network Analysis. Importantly, the
findings point to tangible steps federal, state and local emergency managers and planners can take to build stronger hazard mitigation networks.

References

EXAMINING THE RELATIONSHIP BETWEEN URBAN FORM AND SUMMER MORTALITY: THE ROLE OF THE URBAN HEAT ISLAND EFFECT IN U.S METROPOLITAN REGIONS

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The Urban Heat Island (UHI) is considered one of the most important characteristics of the built environment contributing to increasing temperatures in cities across the United States (U.S.) (Landsberg, 1981). This phenomenon contributes to enhancing the intensity of summer heat waves and the risk of death due to increased exposure to extreme thermal conditions. As a result, those who live in a city center experience higher summer mortality than those living in suburban or rural areas (Conti et al., 2005; Tan et al., 2010). Heat hazards in urban areas became well-known during dramatic events, such as the 1995 Chicago heat wave and the France heat wave in 2003. During the 1995 heat wave in Chicago and the 2003 heat wave in France, an estimated 700 and 15,000 people died respectively from heat-related health problems (Semenza et al., 1996; Kovats RS and Jendritzky G, 2005). In the U.S., extreme heat events are poised to overtake flooding as the number one cause of human mortality from natural hazards.

In response to this growing problem, researchers have begun to focus on the relationship between urban physical characteristics and the heat island effect as one of the significant causes of increasing summer mortality at various scales (Clarke, 1972; Oke, 1973; Landsberg, 1981; Quattrochi et al., 2000; Streutker, 2002; Rosenziweig et al., 2005; Stone et al., 2006; Jenerette et al., 2007; Hu and Jia, 2010). While previous studies revealed that the effect of the urban heat island varies depending on different land use types and surface characteristics, few have considered overall development patterns elements of urban form. I address this under-studied aspect of heat hazards by analyzing the relationship between urban form and summer mortality across a sample of 128 counties within metropolitan regions of the U.S. Specifically, I employ a series of landscape metrics to measure urban development patterns using a national land cover dataset from the U.S. Geological Survey. Linear regression models are used to statistically isolate the effect of different urban forms on increasing summer mortality while controlling for multiple contextual variables including environmental, socioeconomic, demographic characteristics.

Although this research is ongoing, preliminary analysis of the data indicates that specific categories of urban landscape metrics clearly are statistically associated with increasing summer mortality. This initial evidence suggests that the urban form and overall development patterns are important issues when mitigating the adverse impacts related to the UHI. Future work will analyze a large sample and more fully-specified statistical model to further identify which type of urban form contributes most to mortality from heat hazards.
In summary, my dissertation research will provide an empirical assessment of different urban forms that may significantly affect UHI formation as well as influence increasing summer mortality. The results of this study will not only provide important insights on the relationship between urban form and heat hazards, but also illustrate the importance of regional planning and development for healthy communities. In this respect, my findings will provide guidance to planners and regional decision makers on how best to mitigate the growing risk of heat-related deaths in urban areas across the U.S.

References


FROM COLLABORATIVE PLANNING TO COLLABORATIVE IMPLEMENTATION: NAVIGATING THE TRANSITION IN LANDSCAPE SCALE ECOLOGICAL MANAGEMENT

Abstract Index #: 120

Abstract System ID#: 4178

Pre-organized Paper Session (Symposium) “The Limits of Collaboration”

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This research explores how collaborative groups navigate the transition from planning to implementation in ecological fire restoration. While many cases have demonstrated the potential benefits of collaboration in public lands management (Wondolleck and Yaffee, 2000), the transition from planning to implementation is fraught with challenges and tensions (Gray 1989, Margerum 1999, Margerum 2011). Within this context, how do planners and managers sustain a collaborative approach to ecological fire restoration? What tensions arise as projects transition to implementation and how do participants navigate these tensions? This paper examines these and related questions through comparative case studies of projects funded by the Collaborative Forest Landscape Restoration Program (CFLRP). In 2009, CFLRP was created to promote collaborative ecological fire restoration projects on a landscape scale. To obtain funding, project teams had to demonstrate previously active collaborative processes and outline their plans for continued collaboration in project implementation. Ten landscape collaboratives were chosen for funding in 2010. As the projects shift from planning to implementation, there are numerous tensions and challenges that planners and managers face. Tensions around issues related to accountability and legitimacy, logistics and financing, decision space and decision methods, turnover and newcomers, among others have arisen in these collaboratives.

This research will characterize how the ten collaboratives are engaging in collaborative implementation for ecological restoration at a landscape scale. Cross case analysis will reveal the tensions these collaboratives have faced and explore the ways that they have navigated key challenges to facilitate ongoing engagement throughout planning and implementation. Initial findings suggest that collaboration is highly limited in terms of contributing to implementation on federal lands. However, there are some experimenting with ways to contribute substantively to project prioritization and others sharing resources and expertise to engage in restoration action on the ground. This work will report on these outcomes and seek correlations between structures and leadership action in building collaborative capacity to facilitate more substantive engagement in the implementation phase.

References


Abstract Index #: 121
DRIVERS OF CLIMATE CHANGE POLICY ACTION IN SMALL MUNICIPALITIES
Abstract System ID#: 4246
Individual Paper
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Research on municipal climate change policy largely focuses on such technical details as the who, what, and where of mitigation and adaptation, especially in big cities. Questions about “why” and “how,” from a local governance perspective, represent the crucial next step in research. Some scholars argue that local governments are best positioned to address climate change given their control over land use, transportation, and other sectors that produce greenhouse gas emissions (Betsill & Bulkeley, 2006; Ostrom, 2009), but conventional theories of municipal policy creation provide little guidance about the motivation for such action. This paper starts to fill that research gap.

Central theme: This paper explores the micro-politics of climate change policy adoption, especially in smaller communities (less than 100,000 in population), where nearly three-quarters of Americans live. Much local climate change policy is based on short-term fiscal gain – a rational choice approach that fails when emissions reductions no longer meet local cost/benefit analyses. Other urban theories, most of which focus on service delivery to residents, also cannot account for action in municipalities which choose to incur immediate costs for future and globally diffuse benefits. Little research has been undertaken into the drivers of climate change policy, but understanding the rationale of policy makers who do undertaken this policy direction is important to facilitate action in a greater number of communities, especially smaller ones.

Approach and methodology: My previous research found that the odds of enacting climate change policies tend to be positively correlated with the following characteristics: population size, educational attainment of residents, local government revenue generated, citizen participation, state environmental policies, the presence of a professional city manager, voting patterns, and location within a metropolitan or micropolitan statistical area (Homsy, 2011). Using these characteristics as a model, I identify four communities that enacted climate change policies: two that fit the model and two that do not. Interviews and archival research with elected officials and planning staff in these places explore issue framing, actors, governmental factors, the role of citizens, and the involvement of non-governmental organizations in facilitating climate change policy action.

Relevance to scholarship and practice: This research broadens the understanding of the drivers of sustainability planning in smaller communities across the United States. The analysis of micro-political factors that differentiate community responses also provides practitioners important information as they help municipalities develop better programs for climate change mitigation and adaptation.

Reviewed by Advisor: Mildred Warner, mew15@cornell.edu

References


Abstract Index #: 122

EVALUATION OF THE APPLICABILITY OF EXISTING SEA LEVEL RISE TOOLS IN ADAPTATION PLANNING
Abstract System ID#: 4266
Individual Paper

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As sea level rise become more and more obvious and urgent, various sea level rise impact visualization tools (e.g. NOAA sea-level-rise impact viewer) have been developed to show the potential impacts of rising sea levels on coastal communities (Hinkel and Klein, 2009; Kirshen et al., 2011). While existing tools could provide a powerful way to analyze and visualize the potential impacts of sea level rise on coastal communities and regions, their effects in local adaptation planning are still unclear. For example, it is unknown whether the function and accuracy of existing sea level rise tools are sufficient to support adaptation planning? Whether these tools are taken into consideration in the adaptation plan making process? If yes, what functions and data are most useful in adaptation planning? If not, what prevents the application of these tools in planning practice?

To answer these research questions, this study, as part of the NOAA supported Sea Level Rise Viewer extension development project, evaluates the applicability and efficacy of existing sea level rise tools and associated data in adaptation planning through an interview and survey of local planning staff in Tampa Bay area. Survey targets include planners, city managers, and information systems manager/GIS manager in the four counties and twenty municipalities in Tampa Bay Region. The survey is distributed with the help of Tampa Bay Regional Planning Council via mail, telephone, in-person interview, and website. The survey and questionnaire covers the following topics: the role and effect of sea level rise viewer in adaptation planning; the functionality crucial for adaptation planning; the concern of data accuracy; suggestions for user interface and interaction.

Conclusions are drawn based on the survey results to help supplement the existing sea level rise tools with additional data, functions, and procedures to improve the effectiveness of the tool. These findings will be used as the basis to design and develop a web-based adaptation planning support extension of the existing tool and help other studies better meet the needs of local planning practice.

References

Abstract Index #: 123

USING WORKING LANDSCAPES TO EXTEND WILDLIFE HABITAT AND INCREASE ECOSYSTEM SERVICES OUTPUTS
Abstract System ID#: 4310
Individual Paper

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Human land use changes the structure of the landscape by altering natural habitats and introducing new land-cover types. Landscape context and management are as important as habitat attributes in maintaining native species. Green infrastructure planning benefits native species by limiting uses that disrupt system flows and alter species composition. Though planning is focusing more on green infrastructure and environmental factors, there is still not enough emphasis on planning for biodiversity and ecosystem services provided by native fauna (e.g., pollination and pest control).

Strategic land conservation that links preserved open space to low intensity land uses and applies comprehensive landscape planning could create a regional emerald network (Forman 2008) that offers greater connectivity. However, simply creating a mosaic of more natural patches within a larger matrix of development is not enough. The negative impacts of development come from the ways in which property owners manage the undeveloped parts of their property (Shaw, McCaffrey, and Steidl 2009). As a result, individual land management decisions can have a cumulative effect with ecologically detrimental outcomes (Thompson 2004).

The land management regimes of working landscapes affect the ecosystems connected to them (McPherson 2009). Working landscapes can extend habitat or act as ecological traps that disfigure poor quality habitats (Donovan and Thompson 2001). Therefore, it is important to understand how land management regimes on working farms affect the wildlife inhabiting these lands. Eastern U.S. grasslands provide an avenue for examining these questions. The diversity of native plants and animals is declining in these grasslands as a result of intensive land management and invasive plant species. This paper focuses on the ecological value of grasslands connected to working landscapes and attempts to answer several questions. How can land management regimes be modified to maintain the economic and agricultural value of land while supporting native fauna? Is there a minimum area (a threshold) that must be in low intensity land use to see changes in the natural community? How do landowner attitudes towards preserving land affect land management regimes and the quality of the natural communities present on the property?

My paper uses a mixed method approach combining qualitative analysis and field assessments. I have reviewed the biodiversity planning literature to determine how privately held lands, under conservation easement or enrolled in federally-funded conservation programs (e.g., CREP, GRP, WHIP), have been incorporated into habitat preservation efforts. For a limited sample of farms in Southeastern Pennsylvania, I have assembled the management history and conducted landowner interviews. In June and July, I will conduct a field study to survey pollinators and grassland birds (indicator species) to assess the effect of land management practices on biodiversity. This research is exploratory and will inform future field studies.

Though land conservation organizations have been successful in preserving land, there has not been enough emphasis on strategic land management. Since most species rely on privately held land for some part of their habitat, management plays a pivotal role in species conservation. The challenge of maintaining biodiversity will depend on involving private land owners who are willing to work with land conservation organizations to extend wildlife habitat while still deriving economic value from lower intensity uses.

References
ASSESSING THE ENERGY EFFICIENCY STRATEGIES INCORPORATING IN LOCAL COMPREHENSIVE PLANS IN OREGON STATE

Abstract System ID#: 4317
Individual Paper

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While energy consumption is conventionally recognized as a large-scale issue with cumulative adverse impact to human and natural environment, academic researches increasingly focus on energy efficiency in variable fields. Nevertheless, little research has been done to directly evaluate the performance of the local-level policies and strategies on energy efficiency. In order to understand how local energy plans can effectively contribute to energy efficiency, a conceptual evaluation protocol containing 60 measurable indicators is used to assess the capacity of around 60 local energy plans for energy efficiency in Oregon State. Oregon is the first state requires local jurisdictions to develop energy plans in the U.S. The descriptive results indicate that most local energy plans in Oregon merely develop several basic and simple policies to fulfill the minimum requirements of statewide planning goals. Also, these plans are commonly lack of appropriate demand-led approaches that can be effectively implemented by public and private sectors. And more effective inter-organizational/governmental collaborations need to be further considered and incorporated in local comprehensive plans. Finally, several policy recommendations are proposed to improve local communities’ energy efficiency, including developing real-time consumption-based database to monitor local-level energy consumption, designating an interdisciplinary team to conduct and manage the policy implementation, and introducing the efficient financial tools to conduct the energy efficiency behavior.

References


FISCAL IMPACTS OF SEA LEVEL RISE ON NEW JERSEY’S COASTAL COMMUNITIES

Abstract System ID#: 4321
Individual Paper

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Regional land use patterns influence and are influenced by the climate system in important ways, and in the Northeastern United States, the most economically important of these interactions take place in the region’s coastal zone. Changing flood risks threaten the value of a trillion dollars worth of coastal real estate as well as the viability of coastal communities. We are examining the adaptive responses of real estate markets and municipal governments to sea level rise and changing patterns of flooding by means of parallel empirical and theoretical efforts that we subsequently merge to produce useful modeling results. Empirically, we develop detailed municipal case studies of flood-prone coastal communities in Monmouth County, NJ. In parallel, we develop a conceptual, agent-based model that simulates the relevant local economic and political decision processes. Then we calibrate and validate the model using the case study data. After that, we develop a basis for scaling the modeling effort up to the regional level.

We are preparing detailed case studies of three Monmouth County coastal municipalities that have suffered significant flooding in recent years. The focus is on historical flood management responses by government and property markets.
The case studies include Sea Bright, Highlands, and Middletown, NJ. For each municipality, we are creating detailed, GIS-based analyses of past and prospective future flood scenarios that capture flood damage on a parcel by parcel basis, using new LIDAR elevation data and updated parcel, building footprint, and assessed property value data. We use these as inputs to FEMA's Hazus tool for estimating damage costs. We then construct a fiscal impact analysis tool to assess net changes in public revenues and expenditures. Additionally, each case study includes findings from interviews with local stakeholders and officials to clarify the nature of and process for municipal responses to flood events.

We are developing an agent-based model of how local real estate markets respond to flooding events and how local governments choose adaptive actions. The basic logic of the model is expressed in the form of simplified, approximated rules followed by participants in the housing market in vulnerable areas. Households are the primary agents in our model. Municipal decision makers are the primary agents in our politics model. We see a tradeoff between the desire for waterfront views and the desire to avoid flood hazards to emerge from the agent-based model, along with market failures that justify the need for public policy interventions. This tool provides a platform for exploring alternatives to the effectively bankrupted National Flood Insurance Program and the associated suite of current, mostly unsuccessful, state and federal policies.

This research is funded in part by the National Science Foundation.

References

ENVIRONMENTAL IMPACTS OF MUNICIPAL SOLID WASTE TRANSPORTATION: AN EXPLORATORY STUDY

Urban areas frequently are the transportation hubs for goods and people. Despite fruitful research on urban transportation, most of the studies and planning practice have focused on the transportation of people, instead of goods (Woudsma, 2001). In particular, there is inadequate attention to the flow of solid waste within urban areas and across urban boundaries. Each day, 4.43 pounds of municipal solid waste (MSW) is generated from each person (US EPA, 2011) and needs to be collected and transported to waste processing and disposal facilities. The latest national survey indicated that over 42 million tons of MSW was transported across state lines for disposal and the volume has been increasing over the years (Congressional Research Services, 2007). The large volume of waste transportation and the consequent long-distance hauling present important issues related to urban sustainability, such as air pollution, energy use, associated costs, environmental justice, and job opportunities. These impacts necessitate a systematic examination of solid waste transportation.

This study investigates the transportation impacts of solid waste both as a commercial commodity of waste management service and as an environmental commodity with negative externalities. It has a particular focus on the impacts of waste transfer stations. Traditionally, cost considerations dominate the decisions on the location and development of transfer stations, which compact waste collected in small trucks from neighborhoods and enable long-
distance hauling to regional and remote landfills (Bovea et al., 2007). In response to the national trend of consolidation in waste disposal facilities, transfer stations have been increasingly developed in urban areas to achieve cost savings. However, their implications for sustainable urban planning have not been carefully examined.

This study includes a two-step analysis. The first step is a descriptive and background study of environmental issues related to solid waste transportation based on a comprehensive literature review. Specifically, it will discuss pertinent legislations at both federal and state levels, socioeconomic environmental impacts of urban freight transportation in general, and existing programs related to MSW transportation in several major cities, such as Chicago, Denver, New York, and Seattle. Next, this study will carry on a numerical analysis in the Chicago metropolitan area, which manages 17.6 million tons of MSW per year through 75 transfer stations in the region (IEPA, 2011). With a focus on environmental efficiency and social justice, this study will connect solid waste management data with land use and demographic characteristics at the local level, which will be further connected with environmental emissions and disamenities.

Essentially, this study demonstrates the importance of waste reduction and recycling in urban regions. In addition, this study aims to enhance the understanding of solid waste transportation and facilitate the integration of solid waste transportation in land use and transportation planning in the long term. This study is also expected to provide data references for integrated transportation and waste management planning, facilitate inter-regional collaborations, and help promote environmentally effective, economically efficient, and socially equitable waste management systems.

References
research will also frame nature- and conservation based recreation patterns in a broader range of current recreation activities and consumption levels in the watershed.

A stratified sample was designed to conduct in-person interviews at six sites within the Rio Piedras Watershed, located in the San Juan Metropolitan Area of Puerto Rico. Data from 442 households was collected between January and May of 2011. The survey included both open-ended and choice questions on natural resource perceptions and activities conducted in neighborhood parks. A preliminary analysis indicates 83% of surveyed residents lived close to a neighborhood park, and 71% of them reported feeling safe when visiting. A majority of residents (78%) also indicated neighborhood parks provided benefits, while only 10% mentioned problems. Responses did show significant variation by sampling site and socio-economic characteristics. Coding categories will be developed for responses to open-ended questions.

The study is a component of the San Juan ULTRA-ex project, which is part of the Urban Long Term Research Areas NSF-USDA Initiative. The project represents an instance of successful inter-disciplinary collaboration between planners and ecologists. We believe this research will contribute to ascertain the value attributed by residents to their neighborhood green spaces and bodies of water outside of a market structure (Dobbs et Al. 2011), and identify the incidence of natural resource based recreation activities versus more consumption based recreation in the context of a densely urbanized watershed.

References
• Hierarchy of change: increasing difficulty of change as one moves from policy instruments to policy goals to the hierarchy of policy goals
• Tensions between the ephemeral versus enduring nature of collaborative decision making
• Accountability: issues of accountability and how it relates to government roles and delegation of powers and decision making

References

Abstract Index #: 129
IS IT GOOD TO BE GREEN?: AN ASSESSMENT OF COUNTY-LEVEL GREEN INFRASTRUCTURE PLANNING IN MARYLAND
Abstract System ID#: 4370
Individual Paper
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Over the past twenty years, landscape-scale green infrastructure planning has emerged as a way to protect green spaces supporting ecosystem services and revalue them in the planning and development process. Despite the growth, there is little empirical research on the specific strategies that comprise green infrastructure planning and their role in protecting and retaining green space, functional ecosystems, and rare and critical areas. This study addresses that gap by comparing how county planning agencies in Maryland carry out green infrastructure planning, the extent and impact of inter- and intra-county relationships, and the effectiveness of county green infrastructure planning in retaining and preserving green infrastructure over time.

The research includes three case study counties in Maryland, selected for the varying strength of their green infrastructure planning programs. The multiple case study design emphasizes the differences in outcomes between county planning agencies that are highly involved in green infrastructure planning and those that are not. To accomplish objectives, the study also employs a mixed-methods approach, using quantitative data for assessment and qualitative information (interviews and document review) for context. The quantitative component assesses the outcomes of green infrastructure planning through a GIS-based pre-test (retrospective) and post-test (modern) that highlight changes in green infrastructure over time. Major areas of analysis are 1) gain/loss of green infrastructure of all types, 2) preservation of rare or ecologically significant lands, and 3) connectivity of the green infrastructure network. Data sources include local and state-level plans and policies, interviews with planning professionals in the three counties, and county-level GIS data such as land use/land cover, environmentally sensitive areas, and preserved lands.

The study examines the utility of green infrastructure planning as a public sector strategy and contributes to scholarship on strategies for ensuring long-term ecological viability and resiliency. The paper includes lessons for agencies and organizations interested in improving green infrastructure planning strategies, as well as for those seeking to understand the potential of this increasingly visible facet of environmental planning.

References

Abstract Index #: 130

CLIMATE CHANGE VULNERABILITY: WORKING TOWARDS A LOCAL INDEX

Abstract System ID#: 4389

Individual Paper

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In an era when the impacts of climate change have moved from the probable to the readily observable, climate adaptation policy has become a highly relevant research and policy topic. As it relates to adaptation, the concept of vulnerability is an important measure for identifying and prioritizing those geographic areas that face the greatest risk and potential harm from the impacts of climate change. Vulnerability can provide clear justification for the prioritization of policy response and resource delegation. For this reason, it is worthy to question whether quantitative measures of vulnerability – vulnerability indices – do an appropriate job representing the possible negative impacts faced by at-risk populations. If vulnerability indices perform poorly, it is likely adaptation resources are being poorly distributed.

Critical attention was paid to the use and function of existing vulnerability indices and the influence they exert on climate change planning decisions. This critical review suggests that (1) the use of indices to support vulnerability-based decisions related to climate change planning continues to grow, even though the validity of these outputs carry significant limitations. (2) As has been thoroughly detailed in the relevant literature, vulnerability is a local, amorphous, and highly variable condition. The quantification and aggregation of vulnerability indicators can be destructive to the valuable knowledge and understanding that local studies of vulnerability reveal. (3) Planners and decision makers are ill-prepared to make efficient use of these indices. While indices may have an important role in specific and limited situations, greater effort is needed to develop local indices that are simple, adaptive, and intuitively link those most pressing indicators of vulnerability to adaptation strategies.

To improve upon the current application of vulnerability indices, this research will seek to answer three specific questions: First, what indicators at the local planning level are most relevant to measuring vulnerability and targeting adaptation measures? Second, what is the useful form and application of a vulnerability index at the local level and how should individual indicators be weighted for aggregation? Third, how can a vulnerability index be effectively integrated with the identification and evaluation of adaptation measures? To answer these three questions, this research conducted a comprehensive review of literature on climate change planning, vulnerability, and current vulnerability indices. Key issues associated with the development of such an index include the examination of the most important indicators of vulnerability and appropriate mathematical aggregation, with emphasis placed on simplicity, customizability, and justification of indicator weighting. This research would strengthen the applicable device of the vulnerability index, which itself is a reflection of the theoretical understandings of two widely used and contested terms, vulnerability and adaptive capacity.

References
Background

Sustainability indicators are defined as measures of social, economic and environment well-being. They measure progress towards “something basic and fundamental to the long term economic, social or environmental health of a community,” (Maclaren, 1996.) Implicit is both a standard and a method of measurement. Social and economic statistics have been available for over a century in most countries and over time, consensus has emerged about desired end states (Innes, 1985). The same process for environmental statistics and indicators is a more recent phenomenon.

Combining indicators into a suite of sustainability indicators at the local level has roots in Agenda 21 (a plan for sustainable development) produced as a result of the 1972 Rio Conference. Part of this plan, proposed by ICLEI—the International Council for Local Environmental Initiatives, called for efforts to develop sustainability indicators for local communities. However, despite considerable progress in Europe and Australia, widespread efforts in the United States were limited until very recently.

A burst of efforts by non-profits and other third party agencies in the 1990’s laid the groundwork for today’s interest in local sustainability indicators. For example, in the mid-1990’s a group of citizens in Seattle produced an urban sustainability report for that city containing 20 sustainability indicators and Seattle’s ranking. This was a powerful tool to induce decision-makers to establish local sustainability programs. In 1991, the State of Oregon issued its first benchmarking report that evaluated progress in the state against 272 indicators of environmental, social and economic well-being. Other forward looking cities and states in North America began developing sustainability plans and using indicators to measure progress (Willapa Bay, Wa. Minneapolis, Minn. Santa Monica, CA.

Need for the Research Effort

However, literature on both current and past efforts in the United States is uneven. Some fine efforts discuss individual cities efforts (Innes & Booher, 1998, Bertone, et al, 2006 for example, or highlight several frameworks (Hamin, 2011) or how to develop sustainability indicators (Hitchcock & Willard, 2008). Even more prevalent are articles which recommend sustainability indicators either for a particular function (Litman, 2010) or according to a particular interest (Costantza, 2011), There is presently no comprehensive survey of what actually is happening in cities in the United States.

Approach

This paper attempts to rectify this gap. It surveys both the academic and the “gray” literature on domestic and international sustainability frameworks. It then analyzes a survey done by the Star Indicator system staff (initially the ICLEI-Star indicator system) of 200 frameworks. The paper develops and describes a typology of systems according to content, sponsor, level of data, use of the data, whether there are benchmarks. It also draws conclusions about system drivers; as well as factors that affect the presence of benchmarks.

References

1. Bertone, Genevieve, Parry, Shannon C., Kubani, Dean, and Jennifer Wolch. 2006. “Indicators in Action: The Use of Sustainability Indicators in the City of Santa Monica.” In Social Indicators Research Series. Volume
This research presents a model to examine the sustainable development of the city of Houston. The Shell Center for Sustainability (SCS) at Rice University has developed the following objective question to guide the study. How can the available data on sustainability indicators be examined to prioritize those issues that will most directly impact the region's future growth and development; and that specifies the actions that will need to be taken in order to achieve a sustainable pathway into the future?

The methodological approach taken for this study is a mixed methods approach. This approach consists of qualitative interviews among experts to understand the context of the issues addressed in the study. The research will also rely heavily on a GIS model developed for the study. GIS will be used in this research as a repository for data collection, as a tool for geographic based statistical analysis (spatial analysis), and as a tool to support the representation of data as visual imagery maps. Factor analysis will be used to demonstrate the interrelatedness between the indicators chosen. Since the metrics were chosen to measure indicators specifically identified to represent sustainability, then their interrelatedness as revealed through factor analysis is unique to sustainability and can validly be classified as ‘Sustainability Factors’ - representative outputs of a sustainable indicators model. Prediction of future trends will be calculated using a compound annual growth rate formula (CAGR) to determine the historical rate of change for each metric then applying that rate of change to the future.

This research adds to the literature on sustainable development by creating a new approach to integrated indicators. It addresses the call from Neuman and Churchill (2011) and Godschalk (2004) for the operationalization of sustainable development to act as performance measures for development practice. This research also addresses the call from Berke (2002) and Redclift (1992), for a methodology for translating Sustainable Development theory to meaningful practice. The model created here fills the gap identified by Wick and Binder (2005) who discuss the need for a sustainability tool which includes a normative operational component for specific targets; a target related model to the system; and a procedure to integrate relative stakeholders and bridge the system elements. Further, Wick and Binder’s (2005) ideal model, is expected to represent the interrelatedness of indicators chosen since regions are complex and interactive networks.

Presently in choosing and evaluating indicators it is generally agreed that we do extensive literature reviews; select our indicators and engage in data collection; observe national, global or regional imperatives; consult with experts in the field; and include citizen participation. This is done in most cases in any number of combinations of the above. This process makes no reservation for existing normative bias in choosing indicators, which become representative for the region under assessment. This study presents a more systematic assessment of sustainability.
Using data from the Census, EPA, TCEQ and local government, the study will aid in understanding sustainable development in Houston and developing a model for conducting a sustainability evaluation for other local governments. The study also presents the intersection of previously disparate systems in our built environment and how those could be integrated under the umbrella of sustainability. The study also demonstrates the application of a GIS model for statistical analysis, data collection, and developing mapping imagery.

References

Abstract Index #: 133
ECOLOGICAL PARKS AS URBAN COMMUNITY AMENITY: RESPONSES FROM THE STAPLETON, COLORADO FOCUS GROUP SESSIONS
Abstract System ID#: 4493
Individual Paper
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Parks with expanses of well-manicured lawn, informal, tidy arrangements of trees and shrubs, curvilinear paths, and water features have become the norm for traditional urban park design in America over the past 150 years (Cranz, 1982; Cranz and Boland, 2004). More recently, however, an ecological urban park typology has emerged as cities have begun to see the advantages of such parks. Ecological parks can provide more environmental benefits than traditional parks by improving water and air quality, reducing stormwater runoff, enhancing biodiversity, and increasing critical habitat for native fauna (Hill, 2008; Cranz and Boland, 2003). Yet, because ecological parks aim for a more appropriate context, consume fewer resources, and require less maintenance than traditional parks, they tend to have a more naturalized aesthetic and provide less active recreational amenities than traditional parks. While the many social, economic, and environmental benefits of traditional parks are well documented, we do not yet fully understand how residents perceive the newer ecological park typology as a community amenity. Such an understanding will help inform future park planning, policy, and design for communities who want environmentally responsible development.

Our study focuses on the new urban infill community of Stapleton, in Denver, Colorado. Stapleton was selected for this research because it incorporates traditional, ecological, and hybrid parks (which combine elements of both traditional and ecological park typologies) in its overall master plan. In 2011, we began to assess residents’ perceptions of the scenic qualities, perceived safety, and frequency of use of Stapleton’s parks using a Likert-type scale survey mailed to 1000 households in the community. Findings indicated that residents rate the ecological park typology similarly to the traditional park typology. Interestingly, however, the hybrid park typology ranked most favorably overall. The results of this survey were presented at the 52nd Annual ACSP conference.

To further explore community responses, our continuing, university funded study will institute focus groups to reveal the nuances behind the survey results (Morgan, 1997). Focus group participants were selected because they expressed willingness to participate in a follow up study on their 2011 survey. Focus group sessions will be held in Stapleton in May 2012, one year after the original mail survey. In each session, participants will visit a park from each typology and then discuss the parks’ aesthetics and usability. Building on the foundation of our original survey results, these
sessions will provide a more comprehensive understanding of how people perceive and interact with various urban park typologies.

References

ASSESSING EQUITY IN REGIONAL LIVABILITY: IS THE MISSISSIPPI GULF COAST PLANNING FOR SOCIALLY SUSTAINABLE COMMUNITIES?
Abstract System ID#: 4570
Individual Paper

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In the five years following Hurricane Katrina, planners have worked with all of the cities and counties on the Mississippi Gulf Coast to prepare comprehensive plans covering the future of land use, housing, transportation and public facilities to create a more sustainable future. Recently, to bolster planning for “livability” in the entire region, the US Department of Housing and Urban Development (HUD) awarded the Gulf Regional Planning Commission a $2 million grant to undertake a regional sustainability planning process. To guide this process, HUD developed six livability principles to guide community development: (1) provide more transportation choices; (2) promote equitable, affordable housing; (3) enhance economic competitiveness; (4) support existing communities; (5) coordinate policies and leverage investment; and (6) value communities and neighborhoods.

Building off previous research on plan evaluation and regional sustainable development (Conroy & Berke, 2004; Roberts, 2006), this research assesses livability of Mississippi Gulf Coast plans on regional livability, and examines the extent to which social equity elements have been incorporated into comprehensive plans. Despite the flurry of activity toward sustainability, planners must continually reconcile social equity priorities, which are frequently trumped by environmental stewardship and economic growth goals (Campbell, 1996; Saha & Paterson, 2008). This research paper is focused around three questions: (1) To what extent is the social equity inherent in the livability principles incorporated into Gulf Coast Plans?; (2) What are the potential incentives and obstacles to including social equity in the comprehensive plans?; and (3) What opportunities exist for improving the level of attention paid to a socially sustainable Gulf Coast?

The research employs a protocol to systematically evaluate the integration of the livability principles into the comprehensive plans, which incorporates an assessment of the plan’s factual basis to support decision-making and the established goals and objectives that advance livability. A total of 72 indicators are used to evaluate the plans, including 36 indicators of factual basis and 36 indicators of goals and objectives. Final assessments were calculated by summing the scores across the comprehensive plans to understand how the region as a whole is addressing social equity in particular livability principles.

Results suggest that the Mississippi Gulf Coast region is paying less attention to the social equity elements that are inherent in HUD’s livability principles than they are to environmental and economic development goals. While the region as a whole has not planned to support social equity goals such as lowering the combined cost of housing and transportation or providing services and basic needs to support workforce development, there are examples where individual communities are advancing socially sustainable objectives such as providing location- and energy-efficient housing choices for people of all ages and incomes and supporting opportunities for workforce education. This research
finds that although each community can work individually to improve its livability, there are many issues that require regional collaboration.

References

FRAGMENTED LOCAL GOVERNANCE AND WATER RESOURCE MANAGEMENT OUTCOMES
Abstract System ID#: 4582
Individual Paper
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Political fragmentation in local governance has often been seen as a favorable institutional condition that can induce constructive interjurisdictional competition and promote fiscal efficiency, welfare gains, and economic growth (Tiebout 1956; Akai and Sakata 2002). The fragmented governance, however, can prevent us from managing natural resources effectively, and can generate unexpected long-term environmental problems. In other words, the interjurisdictional competition may be destructive, as suggested by “the tragedy of the commons” (Hardin 1968), indicating the possibilities of failures of resource management and environmental planning practices due to the lack of systematic cooperation in fragmented institutional settings (Yaffee 1997; Kim and Hewings 2011).

This study attempts to examine if political fragmentation in local governance is a significant barrier to successful water resource management. To empirically test this hypothesis, the present study analyzes how the water resource management outcomes vary with the level of political fragmentation in the Interior Plains – the largest physiographic division in the U.S. where a large degree of heterogeneity in local governance structures exists. More specifically, the marginal effects of land use conversion on water quantity and quality changes are first assessed based on the national land cover database and stream gauge information from the U.S. Geological Survey. Then, the spatial variation in the marginal effects are investigated in relation to a range of metrics of political fragmentation, defined and quantified at three different geographical scales – 1) 12-digit watersheds, 2) 10-digit watersheds, and 3) metropolitan/micropolitan statistical areas – with the use of jurisdictional boundary files and Census of Governments data. Finally, the analysis results are discussed to understand the environmental implications of political fragmentation and to develop a set of strategies for potential institutional reforms for more effective, cooperative water resource management.

References
GREEN AREA LOSS IN SAN JUAN'S SUBURBAN NEIGHBORHOODS: A MULTIDISCIPLINARY APPROACH TO ANALYZING GREEN/GRAY AREA DYNAMICS.

Abstract System ID#: 4589
Pre-organized Paper Session (Symposium) “Turning Your Back on Nature: (Un)Sustainable Pract

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Green areas are considered beneficial for the natural environment and for society’s well being. These provide significant health, economic, and ecological benefits (James et.al. 2009), and their continuous detriment and/or loss in urban settings are considered problematic. This paper focuses on the interaction between socio-economic trends, transport technology, design, legal frameworks, and resultant green area loss within suburbs in the San Juan metropolitan area. Five neighborhoods were selected as case studies for multidisciplinary analysis. Literature review on society-nature interaction models (Boyden 1992, Haberl et.al. 2006) and urban economics (Goodall 1972) serve as the main framework for this research. Literature on urban planning/design (Ragon 1979), built-environment legal frameworks and an inductive research process also guides data selection. One aim was to scientifically compare and quantify green area lost or gained from the moment of construction of such suburbs to the year 2008 for green/gray area estimations and the year 2010 for infrared imagery green area cover estimations. As such, two methodological techniques were used in estimating green area loss. The first was quantifying green area loss by using building footprint growth as a proxy, which would represent a minimal threshold. The second method was estimating the loss or gain of green cover by way of ortho-rectified infrared imagery. Both AutoCAD and GIS technology were utilized for these estimations. The second aim is to identify possible links between socio-economic trends and other pertinent factors with urban and environmental degradation. Socio-economic and housing data was compiled using US Census for the 1960, 1970, 1980, 1990, 2000 and 2010 decades. Both green/gray area estimations are considered as dependent variables in a statistical analysis where socio-economic variables function as independent variables. This analysis was then complemented with a general discussion of transportation, cultural, design and legal context traits for the five neighborhoods. Furthermore, we aim to expand the discussion of the neighborhood- decline cycle theory by linking to environmental effects and propose sustainable urban policies and practices.

Preliminary findings indicate that loss of green areas has occurred in private residential areas, with the exception of condominium properties. In older working-class neighborhoods green area loss is significantly larger. These neighborhoods also exhibit traits distinctive of neighborhood decline. Furthermore, green area reduction has also occurred in publicly owned street right-of-ways by government initiative. Endogenous and exogenous variables and processes have also been associated with green area loss. Rapid economic growth and economic development in San Juan during mid twentieth century contributed in fostering residential-to-commercial land-use conversion along suburban residential arterial avenues. The typological transformation of the original residential structures to commercial venue practically eradicated green areas along these corridors. Also, the emergence of the private automobile as the main mode of transport placed additional pressure on both private and public green spaces in the older neighborhoods. As result, ample planting strips and residential patios rapidly succumbed to driveway and carport constructions, as well as on-street/sidewalk parking. Because these communities were originally geared for working class families, smaller lot size and narrower than usual local streets made these communities especially vulnerable to green area loss. Lastly, a significant increase in demand for low-rent housing units in older inner-ring neighborhoods, combined with original owner cultural preferences and functional needs for larger housing unit areas, have fueled over the last five decades an increase in building footprint to accommodate new housing units and owner’s needs. These trends in older neighborhoods appear to be related to a progressive intermediate stage of neighborhood decline and substantial green area reduction.

References
The increasing popularity of adaptive planning calls for an examination of flexibility and change within environmental planning and governance. This paper compares urban biodiversity governance in Portland, Oregon and Brisbane, Australia to contribute to understandings of institutional change and adaptive planning. Specifically it examines the role of flexibility in changes to environmental governance and management over time. We explore how flexible governance has achieved adaptive outcomes.

A comparative case analysis of biodiversity planning, programs and governance in Portland, Oregon, U.S.A. and Brisbane, Australia was undertaken to examine urban environmental governance and adaptive outcomes over time. Actors involved with biodiversity policy instruments and governance networks in both cities were interviewed across a range of sectors and stages of the policy process (1991-2011). Organizational and policy documents were also analyzed. Processes such as land acquisition and watershed management were examined to reveal critical factors and characteristics of adaptive change.

This enabled the development of a typology of different types of flexibility, at different stages in the policy process within the policy instrument mix. The types were then mapped along a spectrum between ‘learning’ and ‘management of actor interests’. We found that there was little evidence of ‘pure’ learning focused models of change such as ‘triple-loop learning’. Instead learning models tended to sit within strategic decision making in combination with efforts to manage interests amongst actors. Processes for flexibility were most clearly associated within incremental policy change, but in some transformational shifts pre-existing processes for flexibility played a catalytic role (e.g. mapping projects) or influenced the implementation of transformational shifts (e.g. participatory forums). Coordination was critical for achieving adaptive outcomes and particularly successful when the key actor was located at a node of integration between institutions. The results confirm the critical role of institutions in framing the nature and extent of adaptive planning. They show that adaptive planning efforts can be enhanced with a stronger focus on the design of institutions and governance to steer incremental change and increase the potential for adaptive outcomes during transformational shifts.

References
HOT CITIES: ARE CITIES BECOMING MORE VULNERABLE TO EXTREME HEAT?

Ambient heat is now responsible for more annual fatalities in the U.S. than any other form of extreme weather as reported by the Centers for Disease Control and Prevention (CDC, 2004). The impact of ambient heat is seen most directly when rising temperatures result in a high number of occurrences of heat stress and heat stroke. Urban populations are particularly vulnerable to the threats of excessive heat as most cities are home to large populations of lower income individuals who often lack access to air conditioning or adequate healthcare facilities. The urban heat island effect serves to magnify the impact of summer heat waves with cities typically experiencing a rise in temperatures that is several degrees higher than experienced in rural areas (Palecki, Changnon, & Kunkel, 2001). Not only are cities more vulnerable to heat waves as a result of the urban heat island effect, but reports indicate that climate change may be increasing the number as well as the duration of heat waves in areas that are already experiencing extreme heat events (Meehl & Tebaldi, 2004). These increased heat exposures in urban environments may be compounded if cities do not plan appropriately.

In this paper, we examine whether US metropolitan areas are becoming more vulnerable to extreme heat events due to climate change. Specifically we examine whether heat wave characteristics are changing. To explore changes in heat wave characteristics we ask two main questions: are cities experiencing longer heat waves over time and are heat waves occurring earlier in the year? These two questions examine the possibility of increased urban vulnerability due to changes in climate patterns (duration and timing). To further our investigation into city vulnerabilities we will analyze whether urban heat island effects increase in magnitude during long heat waves. Changes in heat wave patterns have the potential to exacerbate health effects of urban residents. For example, during longer heat wave durations, individuals become more susceptible to heat stress and stroke as their heat exposure level increases and their bodies do not receive adequate recovery time due to high minimum temperatures (Hajat, Kovats, Atkinson, & Haines, 2002). Additionally, elevated temperatures occurring earlier in the year have been shown to have a greater impact on mortality than temperatures of the same magnitude that occur later in the year (Hajat et al., 2002). If UHI effects are increasing as well, then these public health effects for city residents could be compounded.

For this study, we are constructing a database of 50 major metropolitan regions with 50 years (1961-2010) of daily minimum apparent temperature data gathered from the National Climatic Data Center (NCDC). The apparent temperature measurement combines both temperature and humidity in order to more adequately capture human stress levels (Kalkstein & Davis, 1989). Heat waves will be defined as any number of consecutive days in which an extreme heat event occurs. We identify extreme heat events using each metropolitan’s heat stress threshold provided by NCDC. For our UHI data, we will create a dataset using paired urban and rural stations to calculate urban and rural temperature differentials. This data will be coupled with heat wave data to see if there is an interaction effect. The findings from this study can be used to guide the development of emergency response plans as well as climate action plans which if appropriately implemented can help reduced climate change health effects such as heat related mortality in major US metropolitan areas.

References


PUBLIC RISKS AND THE CHALLENGES TO CLIMATE ADAPTATION:

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Local planning and policy making are chronically weak and inconsequential in adapting to public risks like climate change. A major obstacle to effective adaptation is the lack of public constituency. In response to this deficiency, new models are emerging in scholarly literature and planning practice that link collaborative governance and anticipatory governance. This coupling could help communities to confront the complex and fast-moving challenges linked to climate change by simultaneously engaging multiple stakeholders and communities of practice with scientific and technical expertise. We offer recommendations on how to make the transition to plans that are premised on multiple future scenarios, more flexible polices, and implementation and feedback closely tied to monitoring. We then recommend future research needed to examine the effectiveness of the proposed planning framework presented here.

References

INTEGRATING A CELLULAR AUTOMATA URBAN GROWTH MODEL WITH CLIMATE PROJECTIONS TO FORECAST SEASONAL VARIABILITY IN RUNOFF FROM AN URBANIZING CATCHMENT

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Floods, droughts and other weather-related extremes have inflicted, and are expected to inflict, a mounting cost to society (Pielke and Downton 2005, Brody et al. 2007). According to NOAA’s National Climatic Data Center, over the past 30 years weather and climate-related disasters caused to communities in the U.S. total standardized losses in excess of $750 billion (NOAA 2011). In 2011 alone, the estimated total damage cost due to wildfires, droughts and unprecedented flood events in the U.S. exceeded $52 billion (NOAA 2011). There is a growing concern that that a major cause of the amplifying magnitude of losses is the increasing vulnerability of human and natural systems to climate variability (Pielke and Downton 2005). Records of climatic variability and forecasts generated by climatic models can be particularly useful for decision-makers seeking to assess the risks of future conditions and events, develop scenarios, and increase resilience through practices and management options aimed at reducing vulnerability.
In addition to climate variability, conversion of land to urban uses is recognized as a major factor contributing to alterations in watershed hydrology (Franczyk and Chang 2009). The objective of this research is to examine the sensitivity of hydrologic conditions to climate and land use change. A cellular automata (CA) – Markov model was developed to simulate future urban growth in the Greater Cincinnati area, Ohio by the year 2030. Derived land cover maps and downscaled climate projections generated by seven GCMs based on the assumptions of two greenhouse gas emissions scenarios (A2 and B2) were incorporated into a calibrated BASINS-HSPF model using the Climate Assessment Tool developed by USEPA. The hydrologic endpoints used to characterize seasonal variability in generated runoff included mean, minimum, maximum, 100-year flood and 7Q10 low-flow. The results indicate decrease in summer and spring low flows under both scenarios and significant variability during the winter and fall months. Under scenarios A2 (mid-high), the winter variation in peak discharges during a 100-year flood event is expected to vary between 10 percent below the current average to 48 percent above the current average. The magnitude of this variation is less pronounced under scenario B2 (mid-low). Similar patterns of variability are projected for the fall months which are also expected to experience the greatest changes in precipitation.

References

AN INTEGRATED TOP-DOWN AND BOTTOM-UP ASSESSMENT OF WIND ENERGY

Wind energy is touted as being one of the most viable renewable sources for electricity based on its favorable relative cost and carbon neutrality (Valenzuela and Wang, 2011). As such, wind energy is one of the most rapidly developing sources of renewable electricity in the world. Although the U.S. produces only 0.8% of its electricity from wind (Bohn and Lant, 2009), its market share is growing. It has been suggested that wind energy can provide 20% of U.S. electricity needs within the next 10 to 15 years (Klick and Smith, 2009).

The cost of producing electricity from wind, however, is still more expensive than coal or oil-fed thermal generators (Klick & Smith, 2009). There are policies in place, such as a federal Production Tax Credit of 2.1 cents per kWh, that make wind power relatively more competitive. Moreover, wind energy is expected to be a main resource to meet state mandated Renewable Portfolio Standards (RPS) (Hoppock and Patino-Echeverri, 2010).

It is estimated to take 3 to 7 months of continuous wind turbine operation to recover the full carbon life cycle of the turbine (including removal and disposal) (European Wind Energy Association, 2009). Considering that wind turbines are expected and designed for continuous operation for 30 years, it may be the nearest renewable energy technology (along with solar photovoltaic) to being carbon net neutral.
This study assesses a proposal for large-scale wind energy in Hawaii using an integrated top-down and bottom-up modeling platform. The proposed project is an (up to) 400MW wind farm being planned for the rural islands of Lanai and Molokai to bring power via an undersea cable to the urban island of Oahu. The models are utilized to understand the temporal impacts to greenhouse gas emissions, the electric sector and overall economy. The proposed wind project is currently a centerpiece of the electric utility’s Integrated Resource Plan (IRP) to meet the State’s RPS mandate of achieving 40% of sales of electricity from renewable sources by the year 2030.

The Hawaii Electricity Model (HELM) is a “bottom-up” dynamic optimization program that assesses the least-cost means to meet electricity demand. The Hawaii Computable General Equilibrium Model (H-CGE) is a “top-down” recursive dynamic representation of Hawaii’s economy. The models are calibrated to the year 2005 and project to the year 2030. They are fully integrated in respect to the electric sector. A series of scenarios are run to understand pathways to meet the RPS, with and without the large-scale wind project. Sensitivity analyses are conducted in regards to uncertain fossil fuel prices and wind availability.

The models provide insight into 1) the overall portfolio of sources for electricity including a suite of potential renewable energies, 2) resulting electric sector greenhouse gas emissions, 3) electricity prices and 4) impacts to the overall economy. Indicators of interest include cost relative to greenhouse gas emissions abated, the creation/loss of jobs, and impacts household welfare and gross state product.

At the heart of planning for large-scale wind projects are weighing (and potentially mitigating or compensating) the costs to a concentrated group and the benefits to a larger whole. This study serves to better characterize the benefit stream of the proposed project (juxtaposed to critical community-specific challenges), to help inform in what manner it should move forward.

This study is funded by the U.S. Department of Energy in collaboration with the Hawaii Natural Energy Institute.

References

Abstract Index #: 142
ECOLOGICAL EVALUATION OF GREEN SPACES AT NEIGHBORHOOD SCALE
Abstract System ID#: 4638
Individual Paper

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Green spaces in residential community benefits people with dual purpose of private and public use. While private use of green spaces (e.g., front yards) is closely related with their own landscape management practices (Sayles et al, 2011), community parks and green trails are increasingly becoming the essential structure in modern community and used even by the general public as well as neighborhood residents. Although there has been a strong tendency to plan the residential green spaces only for human uses, they essentially provide ecological functions and other landscape services (Jorgensen and Gobster, 2010). This study evaluates the ecological aspect of the green spaces in four neighborhoods in Phoenix, Arizona, which capture variations in age, size, residential density, and development type. The evaluation methods are largely based on pre-developed urban habitat connectivity map (Park, 2011) and residents’ perception of green spaces through semi-structured interview. Ecological characteristics in various contexts are profoundly investigated for each selected neighborhoods and compared to derive any common factors to help or hinder
in making the human settlements ecologically sustainable. Coupled with measurements of quantitative variables including physical properties of green spaces, past land use, and ecological connectivity variables (e.g., distribution and size of higher connectivity area (HCA), HCA/total green area, HCA/neighborhood size, per capita HCA), survey analysis is also used with random sample of residents in each neighborhood. Each resident participating in the social study provides information on personal values and environmental priorities on ecological land resources and other types of values influencing the ecology of their neighborhoods and broader areas surrounding them. The results will give some sense of the values of the green spaces that are desirable to ecological connectivity and preferred by people. The potential causes of similarities and disparities between the outcomes of the quantitative analysis and the survey method are also explored. This study provides implications on ecological planning and development of green spaces at neighborhood scale and will help contribute to creating human communities that are conducive to ecological enhancement of local and regional environment.

References

Abstract Index #: 143
Abstract System ID#: 4643
Individual Paper
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For centuries, the Ganges river in India has been the locus of sacred rites for the Hindus. The religious significance of the Ganges is physically manifested in ghats or stepped landings that form the land-water interface. Besides serving as a site for religious bathing and cremation, the ghats are also tied to people's livelihoods and are an inseparable part of their daily lives. Today, the Ganges basin sustains more than 40 percent of India's population. At the same time, industrialization, urbanization, and the pressures of a growing population along the banks of the river have contributed to alarming levels of pollution. In 1985, the Government of India launched the Ganga Action Plan (GAP) with the primary objective of cleaning the river. However, characterized by centralized planning and control with little public participation, the GAP had limited impact. In 2011, the government launched yet another clean up program — the National Ganga River Basin Project — with support from the World Bank.

In this paper, we take a closer look at these programs to highlight the tenuous relationship between the need for ‘efficient’ management of environmental problems and public participation. Can public participation fit into the technocratic model that is often adopted by environmental programs? What approaches to participation kindle authorship and empowerment among those who share a deep relationship with the river and the ghats? Can religious practices be accommodated within scientific frameworks of adaptive management and resilience? We analyze efforts to control pollution in the Ganges from the perspective of i) recent shifts in the policy arena, which call for decentralization and citizen participation (Manor 1999, Larson and Ribot 2004, Baviskar 2004) and ii) the new paradigm in water resources management that recognizes river basins as large, complex, integrated ecological systems, and promotes a shared concern for ecosystems health and human health acknowledging the interaction between them (Gunderson et al. 1995; Feldman 2007; Brugnach and Ingram 2012). We argue that pollution control programs in a culturally sensitive context like that of the Ganges will need to move beyond a top-down, technocratic approach towards one that creates inclusive spaces for collaboration and public participation to help bridge the gap between
science and the sacred. Moreover, such an approach will need to be anchored on the premise that people’s relationship with the Ganges is central to any effort to restore the river’s health. The paper is based on fieldwork in Varanasi to study the GAP and on secondary research in the light of recent developments.

References

Abstract Index #: 144

MAPPING RISKS AND RESILIENCE IN SAINT LOUIS (MARRS): AN APPLIED APPROACH TO ACHIEVE SOCIO-ENVIRONMENTAL SYNTHESIS

Abstract System ID#: 4724
Individual Paper

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In 1950 the city population for St. Louis peaked at 856,796. The 2010 census revealed that the city population was 319,294, which was the lowest recorded population count for the city of St. Louis since 1870. The depopulation of the city has contributed to rapid changes in land use, shifting local and regional economies, and environmental degradation. The socio-environmental changes have strained the capacities of the local government to study and understand the complex relationship between the social, economic, and environmental systems. The challenges that face the city of St. Louis, and broadly speaking the region, require a new kind of scientific synthesis research that privileges problem solving over academic inquiry. MaRRS will give us the opportunity to identify neighborhoods at risk and to envision possible futures and understand the actions required to access or avoid those futures. MaRRS will also give us the opportunity to identify neighborhoods that are able to produce and accumulate human, economic, symbolic, cultural, and physical capital, which foster resilience. Our ontological and epistemological approaches to knowledge incorporate researchers from diverse natural and social science disciplines to advance discovery and problem solving related to the structure, function, and sustainability of socio-economic, socio-ecological, and socio-environmental systems. MaRRS is designed to give the local government and community leaders, scientific research and to work with them to identify strategies to rebuild the social, economic, and environmental systems and to envision possible futures and understand the actions required to access or avoid those futures. The goals of MaRRS are: (1) to advance the frontiers of the scientific understanding of the complexity of social, economic, and environmental systems in St. Louis; (2) work closely with policy makers and community leaders to anticipate and manage emerging social environmental challenges; (3) harness existing and emerging datasets and advanced computational tools to envision and understand possible future vision for the city of St. Louis; (4) build socio-environmental synthesis capacity among community leaders, students, and researchers; and (5) create a synthesis that will be reflexive and adaptive to changing social, environmental, and economic systems.
While academic literature has generally converged on a definition of sustainability that stresses efforts that simultaneously promote social, economic and ecological well-being (Kates et al., 2005), the concept is translated in myriad ways by different stakeholders. In particular, policy makers at various governance scales – international, federal, state and local - operationalize sustainability differently. Yet municipal contributions to sustainability efforts are rarely examined. If and how sustainability policy is conceptualized and realized at the municipal level remains unclear (Saha, 2009). Because local government actions have a direct effect on community conditions, the extent to which municipalities adopt policies that lead to sustainability is significant.

Similarly, the specific factors linked to increased adoption of municipal sustainability policies are ambiguous at best. Existing studies have used a variety of community characteristics to try to explain differential support of sustainability policies (Conroy & Iqbal, 2009; Portney & Berry, 2010). The variation in characteristics assessed makes it difficult to draw broad conclusions about what drives adoption of policies promoting sustainability at the local level. Further, these studies have lacked clear connections to theoretical concepts that would guide or explain the relationships tested.

Using the definition of sustainability in which economic, social and environmental goals are all supported, our study is centered on two questions: (1) What types of policies adopted by municipalities contribute to sustainability? (2) What community characteristics are most likely to influence the adoption of sustainability-promoting policies? We build from existing empirical research of municipal contributions to sustainability, but ground our research more deeply in theory regarding community management of common pool resources. In particular, we use the Institutional Analysis and Development (IAD) framework, which posits that biophysical, community and institutional factors all influence the types of actions or policies adopted by a group of people (Ostrom, 1999).

The geographic focus of our study includes all incorporated municipalities in Maine. Our study employs quantitative methods, in which the dependent variables are policies adopted by municipalities that support sustainability and the independent variables are biophysical, community and institutional factors hypothesized to be associated with policy adoption. We employ statistical and spatial analysis of municipal adoption of policies that promote sustainability, and test hypotheses regarding the relative strength of the various factors on policy adoption.
going, we expect our findings will provide an improved understanding of the specific role that local governments play in the network of sustainability governance, and suggest ways to foster increased adoption of sustainability policies at the municipal level.

References

Abstract Index #: 146
URBAN ENVIRONMENTAL MANAGEMENT STRATEGIES: A STUDY OF RIPARIAN VEGETATION PROTECTION
Abstract System ID#: 4753
Individual Paper

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The protection of natural resources in the urban environment presents a series of unexplored questions. As urbanization occurs, how well are cities protecting them? Recognizing the ecosystems services of urban vegetation, many cities (from New York City, NY and Los Angeles, CA to Davenport, IO), have embarked on ambitious and highly visible tree planting programs. What has been the fate of less visible resources?

In this paper, we report on findings from an examination of the extent to which one less conspicuous urban resource has fared in the context of steady urbanization. In our project, we document conditions of riparian vegetation in six municipalities in the Portland-Vancouver metropolitan region. We hypothesize that (1) different management strategies will have differential impacts on the ground, (2) vegetation losses are attributable to policy implementation, and (3) that patterns of losses and gains will vary depending on variations in governance. Given that no one policy specifically addresses riparian area management, including tree vegetation quality and distribution, we compiled a listing of local management policies that do identify this resource and characterize each municipality’s overall approach. We include both policies to curb riparian area development (i.e. loss) and policies and programs that result in riparian area restoration (i.e. gain). Based on aerial photographs at three dates (1990, 2002 and 2008) over a period of rapid population growth in the region, we identify and calculate riparian vegetation gains and losses over two intervals (1990-2002 and 2002-2008). Our data sources included extensive archival research, expert interviews and aerial photographs of our study area. Preliminary findings show that there is policy convergence occurring over time (that is, local policies trend toward looking more similar rather than less), losses continued over the entire time period for all localities but at a slowing rate for some, and that despite differences in governance among the municipalities, patterns of vegetation gains are similar. This research builds off past work and is now integrated into the NSF-funded Portland/Vancouver (PV) ULTRA-Ex project. The PV ULTRA-Ex comprises eight projects that examine water quality, natural resource conditions and the role of governance in the Portland, Oregon and Vancouver, Washington.

References
Most recent empirical studies of municipal climate planning (e.g., Bassett and Shandas, 2010; Boswell and Greve, 2010; Wheeler, 2008) have focused on what can be understood as “elite” cases: cities that have developed explicit action plans or are in the process of doing so and that hence have assumed at least a nominal leadership role in U.S. urban climate planning. Given the mounting urgency of concerted action on climate, the continuing inadequacy of federal leadership, and political polarization of the climate change issue across the country in the last several years (McCright and Dunlap, 2011), it is crucial to better understand the status and political dynamics of climate-relevant planning in “non-elite” cases: municipalities where officials pay little or no explicit attention to climate.

The Dallas-Fort Worth metroplex offers a useful context in which to consider such cases. The fourth-most-populous U.S. metro area, it is growing rapidly, sprawling rapidly, and notoriously automobile-dependent. It is in a state famous for its embrace of fossil fuels, conservative political ideology, and climate change denialism. The metroplex lies in Tornado Alley and, like much of the state, recently has experienced deep drought and record-breaking summer heat, conditions that climate models indicate will persist and worsen in coming decades. Along with a small group of cities in the “elite” category of climate action planning (e.g., Dallas and Denton), the metroplex includes many cities in which explicit climate action is not occurring (e.g., North Richland Hills and Allen). It also includes several cities whose relationship to climate action planning is especially telling: communities where officials have struggled with mounting tension between historical commitments to climate action and a local political environment in which anthropogenic climate change in recent years has become more, not less, controversial (e.g., Arlington and McKinney).

The paper reports the results of a two-part empirical study undertaken in 2011 in conjunction with Vision North Texas, a regional growth-planning initiative. First, to establish a regional baseline, the study included a broad, relatively shallow survey of climate-planning activities in the 100 largest municipalities in the 16-county metroplex. The second part was an in-depth examination of climate-relevant planning in a stratified sample of 15 of the largest municipalities, representing a range of geographical positions within the region. Using a framework that Bassett and Shandas (2010) developed for analyzing climate action plans, students under the authors’ supervision gathered data on 75 types of activities associated with climate action planning, regardless of whether the municipalities themselves had (or were developing) formal action plans. Information was obtained through review of planning documents and municipal web pages and through extended communication with planning officials. Semi-structured interviews also were conducted with city staff in 12 of the 15 municipalities to develop a more nuanced picture of perceptions on climate change and opportunities for — and barriers to — climate change action planning.

The paper compares DFW metroplex data with the national sample reported by Bassett and Shandas (2010) and provides an analysis of key issues: the extent of explicit climate action planning; the extent to which this activity constitutes systematic planning for climate change mitigation and adaptation; the extent to which officials recognize the need for such planning; the extent to which officials eschew measures that are not cost-effective in conventional terms; and the extent to which officials perceive themselves as empowered to systematically address climate concerns.

Abstract Index #: 148

URBAN ECOLOGY DYNAMICS IN AUSTIN: FLOODPLAIN REGULATION AND HOUSING AFFORDABILITY
Abstract System ID#: 4761
Individual Paper

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Interactions among environmental regulation, land economics and housing affordability remain a key issue in developing resilient cities, especially during the current economic recession (Mueller and Dooling 2011). There remains a seemingly unresolvable tension between financial strategies that emphasize minimal capital investment for maximum fiscal return in the shortest amount of time, and the long-term benefits (financial and ecological) produced through restoration of ecosystem functions—including regulating floodplains to reduce flooding problems—through regulation and infrastructure maintenance. Previous research has demonstrated that environmental regulations can raise housing costs primarily by delaying the permitting approval process (Branconi 1996), while other scholars surveying the literature assert that there is little evidence that quantifies the impacts or distinguishes between environmental from other regulations (Randolph et al 2007).

In Austin, Texas, the city's watershed protection program is currently revising the city watershed protection ordinance and is paying attention to the potential impacts on housing affordability and the city's costs associated with maintaining flood control infrastructure. Austin is known for some of the earlier and most stringent watershed protection regulations, starting with a series of watershed ordinances between 1980-1991 that sought to protect water quality by setting limits on development densities and regulating construction practices. The current watershed protection codes and development guidelines reflect 30 years regulations that have not been streamlined and are complex to navigate. In addition, regulatory protection has not been extended to the headwaters and creeks in the eastern watersheds due to the historical focus on sensitive recharge zones in the karst dominated south western watersheds. Part of the Texas Triangle megaregion, the population growth of Austin metropolitan region is predicted to increase by just over a million people within the next decade, resulting in increased pressure for developing in the eastern watersheds. Additionally, there is the concurrent loss of African American households in the central city neighborhoods, whose 2009-2010 annual family median income is significantly less than the city-wide annual median ($39,474 compared to $62,153). Affordability of housing costs and stabilization of property values is a central issue for these suburban households. Regulatory efforts intended to protect riparian zones in order to reduce flooding and stabilize eroding stream banks posses the potential for increasing costs for developers and home buyers, thus acting as a driver of suburban gentrification. Given the social context, this is a serious concern.

My presentation will analyze key findings of three research questions:

1. What are the multiple measures of affordability identified by different constituent groups involved in revising the watershed protection ordinance?
2. What are the diversity of benefits associated with floodplain control and regulation across multiple time-frames identified by stakeholders and WPD staff?
3. What are the implications of the Watershed Protection Ordinance to act as a planning strategy for stabilizing property values while not contributing to potential gentrification pressures?
I conducted interviews with stakeholders (including developers, watershed protection staff, affordable housing advocates, investment companies and landowners, and home owners) and collected participant observational data of public meetings with stakeholders and the City of Austin Watershed Protection Department (WPD) staff. Preliminary results indicate that some developers are willing to incorporate innovative forms of flood control infrastructure without conveying a significant price increase to the potential buyer, yet these forms of infrastructure are still considered too risky by the public regulatory agencies.

References

STEWARDS OR BULLDOZERS IN THE COUNTRYSIDE? PLACING DEVELOPERS IN THE CONTEXT OF SUCCESSFUL IMPLEMENTATION OF THE CONSERVATION SUBDIVISION DESIGN

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Conservation subdivision design, which clusters residences in order to preserve natural and agricultural land, has been touted as a more sustainable alternative to the conventional large-lot, low-density developments (Arendt, 1996). The limited empirical work in this area indicates that the design is not implemented to fully realize the ecological benefits yet still is a more environmentally sustainable alternative to the conventional development patterns at the rural-urban fringe. However, despite the environmental merits of conservation subdivisions design, planners, officials, developers, and residents continued to plan, approve, build, and live in low-density residential neighborhoods throughout the United States. Limited research exists on whether these groups are aware of the environmental merits of conservation subdivision design and whether high awareness is associated with (changed) planning and land development practices, and environmental behaviors (Beushel and Rudel, 2010; Bjelland et al., 2006; Bowman and Thompson, 2009). Closing these gaps in our knowledge is an essential step towards sustainability through subdivision design, as planning practices and residential choices may depend upon such perspectives. This paper attempts to fill this gap by investigating the attitudinal and behavioral perspectives of land developers with regards to the environmental merits of conservation subdivision design. Furthermore, the paper reports on the key barriers that land developers perceive in the implementation of ecological land development.

In this research, land development practices are investigated for Waukesha County, Wisconsin, a county which has experienced significant residential development in the past decades and is the home for over 60 conservation subdivisions. A geospatial data-based examination, conducted as the first stage of the research, showed that the environmental success of the conservation subdivisions design has been mixed. For instance, while around 2,500 acres of land have been preserved and many of the environmentally significant lands have been protected, the design has not reduced impervious surfaces. In this second stage of research on Waukesha County’s conservation subdivisions, I investigate different perspectives on the environmental merits of the design and barriers to the implementation and achievement of environmental success.

In order to learn about developers’ perspectives, we are currently conducting semi-structured interviews with both conservation and conventional subdivision developers in Waukesha County. The interviews, which are expected to go through until the end of April 2012, are designed to investigate developers’ awareness of conservation subdivision design and the design’s environmental merits, awareness of other ecological land development techniques, their engagement in ecological land development and other environmentally responsible behaviors, and the barriers they
perceive in land development practices. In this paper, I will report findings from these interviews with the developers and assess whether developers’ perspectives on residential demand, lack of awareness of environmental issues related to low-density, land use-segregated development, and ecological land planning techniques can be barriers in the successful implementation of the conservation subdivision design.

References

Abstract Index #: 150
COLLABORATIVE GOVERNANCE AND REGIONAL COORDINATION IN LOCAL GOVERNMENT ENERGY POLICY INNOVATION
Abstract System ID#: 4767
Individual Paper

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This paper explores the role of collaborative governance and regional coordination in supporting the development of “clean energy” (i.e., energy efficiency and renewable energy) policies and initiatives in U.S. cities. The planning community has issued several studies over the past 5+ years on the factors that lead U.S. cities to initiate a climate action planning program (e.g., Krause, 2010; Zahran, et al., 2008), the process of developing a climate action plan (e.g., Boswell, et al., 2011), and the content of adopted climate action plans (Bassett and Shandas, 2010). However, fewer studies have evaluated the factors influencing the adoption of climate action policies (i.e., those that would reduce a community’s greenhouse gas emissions). Among those, my own prior work found that collaborative governance approaches and coordination with neighboring jurisdictions were key factors among cities that had exceeded expectations in climate action policy development (Pitt, 2010).

This study focuses more closely on the role of those factors in stimulating the adoption of clean energy policies and initiatives. The theoretical foundation comes from the study of policy innovation, and the notion that various "internal determinants" can influence whether or not a city becomes an innovator in a given policy realm. The focus on clean energy isolates approaches that are truly innovative in the context of local community planning, as opposed to alternative transportation and land use policies that have greenhouse-gas reduction benefits but have been common local planning objectives for many years. Thus the hypothesis is that collaborative governance and regional coordination are important internal determinants driving local government energy policy innovation. The study also assesses the obstacles that cities encounter in the process of developing local clean energy policies.

The first research phase is a statistical analysis of the factors leading to the adoption of local energy policies, based on an electronic survey sent to 250 city planning directors and sustainability managers in cities with populations greater than 25,000. The survey identifies the different types of energy related policies and programs that the cities have initiated, obstacles they have encountered with respect to local energy policies, and the extent and nature of their collaborative governance activities. The impacts of the target variables on policy innovation are compared to those of population demographics and other variables as gathered from the U.S. Census and other secondary sources. A follow-up qualitative research phase, based on telephone interviews with individual survey respondents, provides further detail on the obstacles encountered and the use of collaborative governance techniques in forming local energy policies.

The results further planning scholarship by shedding light on the influence of collaborative governance, regional coordination, and other potential factors on the adoption of clean energy policies and initiatives, thus helping to move
the literature on climate action planning beyond studies of plan development and content and into implementation and effectiveness. Planning practice benefits primarily from the description of obstacles to clean energy policy development and the identification of “best practices” for using collaborative governance and regional cooperation to overcome those obstacles and adopt innovative clean energy policies and initiatives.

References

FROM PLANNING TO IMPLEMENTATION: TOP DOWN AND BOTTOM UP APPROACHES FOR WATERSHED MANAGEMENT

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Collaborative watershed management is increasingly used to address challenging environmental problems in the U.S. and around the world. The inclusion of multiple stakeholders and sources of information is expected to improve planning and implementation. In the planning phase, collaboration is thought to foster social learning, including scientific and technical knowledge as well as understanding of values, perspectives, and political feasibility. In the implementation phase, collaboration is thought to foster coordination and buy-in that encourages action to achieve plan objectives. Prior research has highlighted the importance of collaborative process characteristics in affecting what collaborative partnerships produce for watershed management (Moore and Koonzt 2003; Bidwell and Ryan 2006) and land use planning (Koonzt 2003), and how much social learning occurs (Muro and Jeffrey 2012; Koonzt 2011). Other research has emphasized the importance of context in the uptake of collaborative natural resource plans into local land use planning (Koonzt 2005). These studies lead to important questions such as, What kinds of information are privileged and most useful among collaborative participants? To what degree does collaboration lead to actions that would not otherwise have been taken? In which contexts are collaborative plans most likely to be implemented? What key factors impede and promote the uptake of collaborative plans into policy and management decisions? In this study, I examine such questions through a comparative case study of 6 watershed partnerships across two contexts, Lower Saxony (Germany) and Ohio (USA). In both contexts, stakeholder collaborative planning efforts included the development of priorities for actions to promote water quality improvement on a watershed scale. All six cases included substantial involvement from multiple government agencies and levels. However, the German cases exhibited more top-down direction from state agency officials, while the Ohio cases were marked by bottom-up processes. Prior research has concluded that the bottom-up processes demonstrated greater social learning, but it is now known whether or how policy uptake of plan recommendations varied.

References


Abstract Index #: 152

RURAL RESIDENTIAL DEVELOPMENT: IMPACTS OF ON-SITE WASTEWATER TREATMENT SYSTEMS IN WISCONSIN

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On-site wastewater treatment systems (OWTS) are wastewater treatment systems that serve fewer than 20 people and are typically connected to a single building or a cluster of buildings. OWTS serve about one-quarter of the households in the United States (USEPA, 2003), typically in areas that lack access to municipal wastewater treatment services.

Wisconsin’s on-site wastewater treatment performance code was substantially revised in the 1990s to encourage the use of above-grade alternative on-site treatment technologies (LaGro, 1996; Albert, 1998). These alternative systems facilitate residential development on parcels with significant physiographic constraints (e.g., shallow water table, shallow bedrock, hydric soils). Traditionally, these physical constraints precluded the use of below-grade, conventional systems (i.e., septic tanks).

By implementing smart growth plans and policies, local governments can reduce the social, economic, and environmental impacts of exurban residential development. Smart growth policies can be controversial, however, and may be rejected by local decision-makers (Corry, 2004).

This research of a Great Lakes coastal county in Wisconsin analyzed more than 40-years of exurban residential development served by on-site wastewater treatment systems. Three questions were addressed: 1) How were the different system types distributed, spatially and temporally, within the county? 2) How can these findings inform land use policies and management strategies to protect groundwater resources? 3) Has comprehensive planning within the county – mandated by Wisconsin’s “smart growth” law of 1999 – had any effect on reducing sprawl?

This GIS-based research uses 3-dimensional visualization to explain exurban residential development patterns and inform strategies for managing groundwater resources in the Great Lakes Basin.

References

Abstract Index #: 153
PROTECTED LANDS AND CLIMATE CHANGE IN OHIO: READY FOR CHANGE?

Abstract System ID#: 4798
Individual Paper

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Protected lands such as wetlands, forests, preserves and parks have long provided ecological, recreational, economic, and aesthetic benefits. Conservation oriented lands often have been set aside as a means of protecting sensitive areas and habitats from negative human impacts. These types of protected lands face threats from neighboring land uses ranging from agriculture, to subdivisions, to full gateway communities servicing tourists visiting the area. In extreme cases, the result is a static island of protection amid a sea of increasing impervious surfaces and pollutants. The static protection approach is insufficient for a dynamic natural ecosystem. This is particularly true as we face ecosystem shifts from climate change (Olson et al. 2009).

Climate change poses a significant threat to native ecosystems as temperatures increase (or decrease), plant and faunal species habitat shifts exposing new risks from invasive species better adaptable to the new conditions (Lemieux et al. 2011). In addition, climate change is projected to adjust weather patterns. In Ohio, for example, climate change models project increased precipitation in spring and fall seasons, with hotter and drier summers and an increased number of extreme events (e.g., flooding, droughts) (CIER 2008). As Scarlett (2010) notes: “Changes in precipitation and snowmelt patterns, sea level rise, increased intensity of storms and wet-weather events, thawing permafrost, changes in vegetation and wildlife composition and distribution, and other effects present significant policy and land management challenges” (p. 892). On the other side of the equation, protected lands continue to perform a service by mitigating many of the impacts of climate change through shading, carbon and pollutant sequestration, and precipitation capture and infiltration (APA 2007). Protected lands and their private neighbors, therefore, will necessarily be part of a response to the dynamic shifts as boundary considerations take on new meaning. It is unknown as to whether protected land managers, as well as the land planners of communities surrounding such lands, have considered climate change in general and if so, what steps they have taken to monitor, mitigate, and adapt.

This exploratory study will examine the climate change awareness and preparedness of a sample of protected lands and their buffer communities in Ohio. Ohio is home to a variety of protected lands, ranging from a national park (Cuyahoga Valley), to state parks (75), preserves (77), and forests (22), to regional parks and preserves (56). While there are additional locally based parks and recreation areas which will also face shifts from climate change, this work focuses on regional through national scale protected lands located in the state. I will select a random sample of 3-5 protected areas from each of the state and regional categories (12-20 total), plus the one national park in the state, to conduct a content analysis of their principal long range planning and management document. To assess the preparedness of the protected lands, the analysis will focus on climate change awareness (e.g., presence of the term), existence of monitoring for climate change impacts, and presence of mitigation and adaptation actions or recommendations. A similar analysis will be conducted of the comprehensive plans from a sample of adjacent communities to those selected protected lands. Finally, interviews will be conducted with the land managers and planners from the two sample sets. The interviews will be focused on the level of communication and collaboration between the two entities with respect to planning in general, and climate change issues in specific.

The primary results of this research will be to provide an understanding of whether protected lands and their neighbors in Ohio are aware of pending climate change impacts, and to what extent that awareness has led to actions and collaborations.

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Abstract Index #: 154
ESTIMATING BUILDING ENERGY USE FOR CLIMATE ACTION PLANNING
Abstract System ID#: 4802
Individual Paper
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In 2009 United States buildings consumed 71% of US energy and generated 62% of national greenhouse gas (GHG) emissions, more than double the amounts for transportation. Yet current approaches to reducing building energy consumption and GHG emissions are highly fragmented and focus on either individual buildings or individual building systems. What is needed is a strategy for “whole community energy and land use” (Randolph and Masters, 2008) that places buildings within the context of their neighborhoods and metropolitan areas.

A vital first step in developing whole community energy strategies is the estimation of building energy consumption at the neighborhood and metropolitan levels. Small-area energy estimates would allow energy planning and climate action planning to be fully integrated with current land use and transportation planning processes, laying the foundation for forecasting future energy demand and greenhouse gas emissions based upon differing future land use and transportation scenarios.

The amount of energy consumed varies widely among buildings. While user behavior has some effect, energy use is largely determined by the physical characteristics of the building, including its age, size, occupancy, number of stories, and other factors (Gupta, 2009; Ratti et al., 2005). Historically acquiring detailed building energy use data below the state or metropolitan level has been a key stumbling block to producing local climate action plans. Detailed energy audits can collect detailed energy use data for an individual building, but because these methods are expensive and labor intensive, this approach does not scale well to understand the building characteristics of neighborhoods, cities or entire metropolitan areas. Utility companies have extensive data on energy use by building, but are rarely willing to share this data at a detailed scale. What is needed is an innovative method to estimate the energy performance characteristics of the entire existing building stock for both small areas and entire metropolitan areas.

This project has developed a method to estimate building energy use and greenhouse gas emissions at the metropolitan scale for small areas (Census tracts) with metropolitan regions. The proposed method develops statistical models of energy use per square foot for specific classes of residential, commercial and industrial buildings, using data from the Commercial Building Energy Consumption Survey, the Residential Energy Consumption Survey (RECS), and Manufacturing Energy Consumption Survey (MECS). The models are applied to building square footage amounts for 34 different land use types at the census tract level, then aggregated to the metropolitan level. The paper presents results for the Atlanta, Boston, and San Francisco metropolitan areas. This model can be used to understand the existing building stock to develop retrofit strategies, but it can also be used to evaluate alternative future land use scenarios to test their energy use and GHG emissions. This information can be particularly useful for producing the type of metropolitan sustainability plans now required in California and often prepared by other selected cities nationwide. The ability to link energy use and GHG emissions for specific land uses for small areas will allow communities to link their climate action planning and traditional land use planning processes more effectively.

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

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

To determine how the conservation easements are affecting adjacent properties’ land values, the researchers created spatial layers of easements adopted by year, with concentric rings of buffers using a similar approach to Immergluck’s work on the Atlanta Beltline (Immergluck 2009). Because there are multiple, disperse events in each pilot county with no discrete event from which to measure (e.g. a single year in which all property owners decided to place an easement) and the fact that the easement creation takes years to generate and formalize (depending on the complexity of the conservation easement and the agencies involved), the researchers created a lagged hedonic price model using tax assessor’s land value data for the adjacent parcels. The dependent variable is land value for parcels adjacent to easements, in distance increments based on adjacency, which is defined as locally big enough to incorporate multiple parcels for a stable estimator (Immergluck 2009; Galster et al. 1999). The researchers will use the following independent variables to capture both the time and spatial effects of the easements placement on the parcel land value through multiple regression: the year of value, the number of adjacent easements, the size of adjacent easements, the acreage of the parcels themselves, a change variable for conservation easement placement status from the previous year, the use code of the parcel, the change in the easement size and number, and the parcel distance to the nearest MSA. The researchers hypothesize that these easements diminish the municipal property tax base and increase raw land prices in the long run. The findings support the critique of a purely neoliberal approach to land conservation, advance theory by quantifying the effects of conservation easements on raw land prices, and argue for local and regional planning oversight in the conservation easement process.
To address climate change, the electricity system will need to be decarbonized over the next 80 years. This global transformation of existing infrastructure is, ultimately, an immense planning endeavor. In many cases, renewable energy projects are being located within communities and local opposition to siting is increasingly seen as a key barrier to renewable energy deployment (Wustenhagen, Wolsink, & Burer, 2007). In this context, this paper will seek to answer two pressing questions on implementing renewable energy policies: (1) How do supportive and opponent coalitions learn from policy implementation to iteratively shape the way renewable energy policies develop over time?; (2) How can we maintain political support for and quell political opposition to renewable energy policy across levels of governance and over time?

To answer these questions, I will present a qualitative case study from Ontario, Canada, which has implemented the largest renewable energy policy in North America. As one observer put it: “Not since the US Congress passed [the Public Utility Regulatory Policy Act] in 1978 has a single policy had the potential for such wide-ranging influence on energy policy [in North America] as Ontario’s Green Energy Act” (Mendonça et al., 2009, p. 91). I have conducted interviews with politicians, senior policymakers, civil servants, community groups and industry groups involved in Ontario’s renewable energy policy. I will analyse the beliefs and narratives these individuals and groups hold on renewable energy policy and how these beliefs changed over time.

Addressing theoretical debates in the field of environmental policy and planning, this paper will examine the way that both supportive and opposing renewable energy coalitions developed in Ontario between 1997 and 2011. I will examine narratives advanced by pro-renewable and anti-renewable coalitions to understand how these groups mobilize broader support for their positions. For proponents of renewable energy, the idea of ‘community power,’ defined as generation with 50% or more community ownership, is a key goal for renewable energy policy. These groups envision a citizen-owned power system with policies that incentivize a wide range of community-level projects, thereby building local support. By contrast, opponents see community ownership as problematic: first, community models may be more costly; second, community power models may not provide adequate supply. In this way, the debate about how to plan for the future energy system is not just a debate about technologies, but also about institutions, ownership and the role of government in environmental policy (Jacobsson & Lauber, 2006).

This case will also focus on policy learning to demonstrate the dynamics underlying renewable energy policy change over time. Drawing on Sabatier’s Advocacy Coalition Framework, I will explain how Ontario’s policy was modified through iterative experimentation over the course of 10 years (Sabatier & Jenkins-Smith, 1993). In particular, I will highlight the key role that technical information and beliefs within supporting and opposing coalitions play in policy design and revision. The existing renewable energy policy literature discusses policies without reference to the actual policymaking process; instead, research focuses on measures of effectiveness. Yet, it is precisely through the
negotiation process among policy actors, including advocacy coalitions, the state and regulators, that renewable energy policies and plans develop.

References

Abstract Index #: 157
PERCEPTIONS OF LOCAL EMERGENCY MANAGERS ON FEMA-APPROVED HAZARD MITIGATION PLAN DEVELOPMENT
Abstract System ID#: 4868
Individual Paper

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In 2000, the U.S. Congress modified the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 by passing the Disaster Mitigation Act (DMA). The DMA (2000) specifies that states, Indian tribes, and local governments must have a FEMA-Approved Hazard Mitigation Plan in place to qualify for hazard mitigation project grant dollars and certain types of post-disaster financial assistance (FEMA, 2008). With the DMA in place, the incentive structure for mitigation planning would seem compelling. Not only is there a high, long-term return on the expenditure of mitigation dollars (Multi-hazard Mitigation Council, 2005), but passage of the DMA means that failure to gain FEMA approval of local mitigation plans threatens access to mitigation dollars. Still, roughly a decade later, many local governments across the nation do not have FEMA-Approved Hazard Mitigation plans. In 2009, less than half of all local governments, nation-wide (44.3% or 17,330) had local FEMA-Approved Multi-Hazard Mitigation plans (FEMA, 2009). This meant that such plans covered barely half of the U.S. population (56.5% or 173,366,400 people).

The purpose of this paper is to explore what factors, conditions, and forces contribute to and promote the development and adoption of a FEMA-Approved Hazard Mitigation Plan. Through semi-structured and in-depth interviews with local emergency managers in the Red River Valley of the North Basin in North Dakota, this study examines how emergency managers perceive and interpret the mitigation planning requirement, and focuses on what factors and conditions enable or prevent these emergency managers from developing and adopting hazard mitigation plans. Identifying such characteristics should assist the DMA-led effort to enhance mitigation planning.

The findings from this study indicate that local emergency managers perceive (1) the federal mandate and (2) environmental hazard conditions and prior hazard experience are main motivating factors for preparing a FEMA-Approved Mitigation plan. Regarding factors that inhibit the development of hazard mitigation plans, this study finds that the lack of staffing capability in terms of time and expertise to carry out specific components of the plan is a major challenge facing the emergency management community. This study also finds that too much paperwork and stringent requirements to get a plan approved are perceived by local emergency managers as inhibiting factors that are cumbersome to develop hazard mitigation plan.

This paper seeks to understand local emergency managers’ perceptions concerning the perceived challenges to developing and maintaining a hazard mitigation planning. The findings of this study will provide insight into needed improvements of the hazard mitigation plan development.

References


Abstract Index #: 158

REGIONAL GREENING FOR URBAN CLIMATE CHANGE MANAGEMENT
Abstract System ID#: 4878
Individual Paper

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Planting trees and other vegetation in and around urban areas (greening) has been shown to moderate local climate and to provide a number of benefits including direct and indirect savings in building energy usage as well as reductions in smog and carbon dioxide. In general these studies find that trees are an important part of local climate change mitigation, however the outcomes of such studies emphasize the use of these strategies within the existing urban framework (e.g., Rosenfeld et al., 1998). While we view this approach as useful to discussions of climate adaptation, we are interested in the impact of more coordinated regional planning strategies that implement greening at a larger scale.

In this work we examine greening as a strategy carried out on a regional scale rather than as an engineering solution at a particular site. We do so using nine scenarios, which entail different arrangements of settlement and greening over the Atlanta metropolitan region. We vary the placement of dense settlement, forested land, and present day patterns of development to assess the effectiveness of greenbelt establishment around the urban core to slow warming patterns in the city center. Land cover inputs for the scenarios are evaluated using the meso-scale Weather Research and Forecasting (WRF) model at a 4km resolution for the month of July 2010. Temperatures within the region are compared across scenarios to evaluate the effect of regional greening morphology on the Atlanta climate.

Initial results indicate that large-scale greening strategies around a more intensely developed city center produced lower temperatures than densification alone. A forested greenbelt around a city center at current densities produced the greatest reductions in downtown temperatures, especially in the early morning hours. We also found that continued development and deforestation (exacerbated business as usual) of the Atlanta region lead to the warmest temperatures throughout the region, particularly in the evening and early morning.

The results suggest that the regional morphology of land-based climate change mitigation strategies can make a difference in their effectiveness for reducing temperatures. Such strategies emphasize the importance of regional planning in addressing the future climates in metropolitan regions. Moving forward, the scenarios evaluated here can be further scrutinized in terms of their merits for storm water, travel demand, habitat provision, and other social and environmental services. Currently, this work can be expanded to demonstrate how site-level climate mitigation measures can work in concert with regionally coordinated efforts to achieve the most benefit for the region’s citizens.

References
FORECASTING SUSTAINABLE URBAN WATER DEMAND USING GIS: A CASE STUDY OF METRO ATLANTA AREA, GEORGIA

Although individual water use level (i.e. gallon per capita use) in U.S. has been gradually stabilized or declined for last decades, increase of population, urbanization and sprawl, decay of existing conventional infrastructure and climate change uncertainty still continuously raise the water issues in urban areas. As forecasting current and future water supply and demand have been important tasks for local and regional planning authorities, many researchers have put lots of effort not only to identify the determinants of urban water use in socio-economic frames but also to develop future water demand forecasting models associated with technological solutions to increase water efficiency. However, still few studies have examined the importance of the integration of land-use and future growth policies to sustainable water use framework (EPA 2006).

In this study we hypothesized different land use profile and urban form would affect urban water use, and therefore, we argue that sustainable use of water resource should integrate both non-spatial water conservation strategies and spatial land use growth policies in order to effectively reduce future water demand. This statement leads us to the following research questions:

(1) How can we link sustainable urban water use framework to urban form and land use planning?
(2) Does urban form or spatially explicit variables such as density, land use type, and housing type affect urban water use?
(3) What are the impacts of alternative growth and water conservation scenarios on water use and how would they vary spatially in the future?

We choose thirteen counties of metro Atlanta region in Georgia as our case study where rapid sprawl has occurred and consequently being still under a pressure of increase of future water demand. In research design, firstly we test various statistical models (OLS or GWR) in order to see the relationship between urban form-related-variables (e.g., land use and zoning, residential density, percentage of single family house, lot size, distance from CBD and so on) and either water use by land use types or individual per capita use at census tract level. An analysis focusing on a single family residential use will be performed separately. The results at this stage support our theoretical linkage between compact growth and sustainable waster use, which will be incorporated into a GIS water demand forecasting model.

The second step is to explore the possible water conservation strategies based on literature review. We prioritize the options based on local climate and built environment conditions and combined these water conservation strategies with a compact urban form so that we can build up multiple future sustainable development scenarios. Last step involves to develop a GIS water use forecasting model or a script tool that combine rule-based GIS land-use change modeling with water conservation assumptions in ArcGIS ModelBuilder and Python environment. The future land use change trends based on exogenous population and employment information given from Atlanta Regional Commission to 2030 are simulated and compared based on the results from different growth and water conservation scenarios. The results of this would derive both the range of water consumptions and spatial data (maps) showing spatial pattern of water use in the future. This allows us to identify as high priority areas for additional infrastructure provision, if necessary. We also calculate the anticipated water savings from alternative sustainable development scenarios and discussed the policy and planning implications.
In order to envision sustainable urban communities, planners should have good understanding of spatial variability of urban settlement patterns and its impact on natural resources. This study will enrich the discussion why proper growth policies are critical in local and regional water management planning and sustainable development plan makings.

References

Abstract Index #: 160
IT’S NOT THAT EASY BEING NEAR GREEN: OBSTACLES TO ACCESSIBILITY TO URBAN GREEN SPACES IN THE RÃ-O PIEDRAS WATERSHED IN PUERTO RICO
Pre-organized Paper Session (Symposium) “Turning Your Back on Nature: (Un)Sustainable Pract

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The positive effects of proximity to urban green areas have been widely documented in recent years. Because of their contribution in increasing residential sales prices (Austin & Grove, 2008) and population well being (Schipperijn, Ekholm & Stigsdotter, 2010), government institutions have implemented policies for the conservation and greater availability of green spaces within the urban areas. Still, a gap might exist in access by different socioeconomic groups (Heynen, Perkins & Roy, 2006 and Barbosa, Tratalos & Armsworth, 2007). Accessible in terms of distance, their use can be hindered by other activities that take place in or around them. Their quality, in terms of safety, could determine their potential uses. With no, or low quality, public green areas available, some residents may enjoy privately accessible neighborhood green areas, while others may not have that option.

Using geographical information systems (GIS) this study will examine the socio-economic and demographic characteristics of the population (using US Census Puerto Rico Community Survey data) within a walkable distance buffer (500 meters using the road network) from green and public recreational areas within the Río Piedras watershed in San Juan, Puerto Rico. Geocoded crime report data for each area will be used to determine the safety of each space as an indicator of accessibility. Remote sensing data will be used to examine area differences (square footage) in private green spaces throughout the study site. Accessibility and socio-economic variables will be estimated at the household level to measure inequality of access to green areas in the watershed. Learning about these relations could help to determine, which social groups could be receiving greater benefits, which areas are underserved and whether new local policies for availability and improved accessibility to these recreational spaces would be needed.

As part of the San Juan ULTRA project, this study looks towards a better understanding of the services that natural areas offer to the urban population. San Juan Ultra is a network of researchers from the University of Puerto Rico’s Graduate School of Planning, the Institute of Tropical Ecosystem Studies, and Graduate School of Public Health, among others, who conduct research that can contribute to the improvement of the quality of life of communities within the study area. San Juan ULTRA’s goal is to develop an Urban Long Term Research Area (ULTRA) as part of a network of urban research sites supported by the USDA Forest Service and the US National Science Foundation for long-term research, application, and education on the sustainability of cities.
Scholars of sustainable development emphasize the importance of social learning to build adaptive capacity and resilience towards co-evolving elements of socio-ecological systems. Socio-ecological systems are complex, characterized by incompleteness of knowledge, uncertainty of outcomes, the existence of multiple legitimate perspectives and often, the irreducible incommensurability of values. Co-evolving elements include the environment, governance, technology, behavior and culture.

Learning, it is argued, becomes a key governance and implementation process in the complexity inherent to environmental decision-making, valuation and planning. However, when the business as usual scenario is unsustainable, pathways to sustainability must be discovered at all scales, from the individual, the organizational to the communal, despite uncertainty. Learning processes can lead to transformational responses which are essential for changing deeply entrenched paradigms of values, behavior and decision making. While learning receives wide attention in literature, there is a lack of systematic evaluation of learning processes and barriers to learning processes in existing instruments for transitioning to sustainable pathways. There is also a gap in the theory – practice link for practicable ways of implementing learning theories in decision making tools for sustainability.

Through an empirical study of one such instrument, an Austrian energy benchmarking certification called the E5 Program, this research connects learning theories to sustainability practice and evaluates the learning processes and barriers in this transitioning instrument. Research methods included online surveys and personal interviews with members of two South Austrian communities and local and regional experts as well as comparison with data collected from these communities in 2005, prior to their participation in the E5 program.

Initial findings point to the relevance of experiential learning for creating individual-scale pathways towards sustainable consumption and the occurrence of procedural learning reflected by a shift in the re-framing of stakeholder roles to achieve energy goals. Participants also indicated a reduced sense of difficulty associated with transitioning to renewable energy systems and less uncertainty about the outcomes of this transition, signaling a potential increase in the adaptive capacity for coping with co-evolving systems. The communities displayed a high level of collaboration with neighboring municipalities. However, benchmarking did not seem to facilitate broader citizen participation or conflict resolution for decision making, although respondents did consistently believe that conflict can be an opportunity to find new solutions, pointing to the unused potential for generating out the box and breakthrough thinking in a crisis situation.

Outcomes from this research point to the existing learning strengths and weaknesses of a widely used benchmarking system, lending suggestions for improving the design and implementation of benchmarking as a policy tool. Most
importantly, the analysis suggests the need for learning-centered decision-making, citizen participation and conflict resolution processes in benchmarking tools. The integration of benchmarking into long range Climate Action Planning is another avenue to explore. This research uncovers links into the literature of learning theories for future study and discusses practicable directions for local policy makers as well as administrators of benchmarking programs in Austria and beyond.

References


Abstract Index #: 162

CHANGING BEHAVIOR TO COMBAT CLIMATE CHANGE: THE GIRL SCOUTS GLEE PROGRAM

Community youth groups, like the Girl Scouts, may provide an effective channel for climate change education and behavior modification, both among child participants and within the household. This study evaluates the effectiveness of a 5-meeting, theory-based climate education and behavior change program – Girls Learning Environment & Energy (GLEE) – for fourth- and fifth-grade Junior Girl Scouts. Thirty troops (~340 girls) were recruited and randomized into two treatment conditions. One set of troops received a curriculum on how to reduce household electricity and gas consumption (i.e., unplug unused electronics, monitor energy use through smart meter technology, request a home energy audit, etc). The other set of troops received a curriculum on how to reduce energy use through transportation and food choices (i.e., increase active commuting and carpooling, eat less meat, etc). Data collection and analysis, through both survey self-reports and objective energy use data, is in progress and will be complete by the July conference date.

References


Abstract Index #: 163

IMPACTS OF THE CLEAN AIR ACTION PLAN

Community youth groups, like the Girl Scouts, may provide an effective channel for climate change education and behavior modification, both among child participants and within the household. This study evaluates the effectiveness of a 5-meeting, theory-based climate education and behavior change program – Girls Learning Environment & Energy (GLEE) – for fourth- and fifth-grade Junior Girl Scouts. Thirty troops (~340 girls) were recruited and randomized into two treatment conditions. One set of troops received a curriculum on how to reduce household electricity and gas consumption (i.e., unplug unused electronics, monitor energy use through smart meter technology, request a home energy audit, etc). The other set of troops received a curriculum on how to reduce energy use through transportation and food choices (i.e., increase active commuting and carpooling, eat less meat, etc). Data collection and analysis, through both survey self-reports and objective energy use data, is in progress and will be complete by the July conference date.

References

The Clean Air Action Plan, implemented by the Ports of Los Angeles and Long Beach in 2006, was an unprecedented effort to reduce air pollution emissions associated with port operations. It was a voluntary agreement between two competing ports, its costs were estimated to be in excess of $2 billion, and it called for the restructuring of the drayage trucking industry. How were the ports able to develop and implement such a plan, and how did the plan affect port and industry stakeholders? We conduct a case study to understand why the ports developed the CAAP, how it was structured, and how it affected stakeholder relations. Using a political economy framework, we examine relationships and market power within the international trade institutional environment. We identify those with the most influence – “dominant actors” – and hypothesize that they are the key participants in the CAAP development process and are least likely to be the subject of costly requirements or changes in operations. We find that the CAAP had far reaching effects. Other stakeholders, including regulatory agencies and environmental groups had at least as much influence and access in developing the plan as our dominant actors. Consistent with expectations, dominant actors were not the target of the most stringent measures. The industry segment with the least market power, drayage trucking, was subjected to the most radical changes. Ultimately the CAAP provisions led to a restructuring of stakeholder relations, with new alliances formed between the ports and regulatory agencies and old alliances strained by the perceived closed process utilized to develop the plan and concerns that the plan would negatively affect the competitiveness of the Southern California international trade industry. The Plan was very successful in meeting its targets and reducing emissions far below what they would have been otherwise. Longer term impacts on the industry are yet to be fully understood.

References

Abstract Index #: 164
MEETING LOCAL NEEDS – THE CHALLENGE OF CLIMATE ADAPTATION PLANNING ON A LOCAL SCALE
Abstract System ID#: 4924
Individual Paper

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The direct climate change impacts such as altered temperature and precipitation patterns, sea level rise, and ocean acidification can result in a wide variety of secondary consequences on the local scale including detrimental impacts on public health, economic continuity, provision of basic services, and hazard risk. Just as varied as the potential impacts are the potential tools that communities may have to address them. The challenge for local jurisdictions, particularly small- and medium-sized communities, is developing policy based on scientific climate projections developed at much larger scales. The inherent uncertainty of projected climate impacts is amplified at smaller scales (IPCC 2007).

Handling this uncertainty in a policy context requires a combination of flexibility, a willingness to adapt, and careful evaluation of potential climate impacts in the local context (Turner et al 2003). While communities are increasingly engaging in climate action planning with the aim of reducing greenhouse gas emissions (e.g. Boswell, Greve, & Seale 2010), few have engaged in an equally detailed policy development process for addressing unavoidable climate impacts.
The State of California is developing a local policy guide for climate adaptation. The guide is intended to aid communities in interpreting climate science, assessing local vulnerability, devising strategies to address primary and secondary impacts, and integrating strategies into existing plans. As part of the development of this guide, communities were selected to represent a cross-section of jurisdiction types (e.g. large cities, small towns, and counties) and varying suites of projected climate impacts. The methodological approach was chosen: 1) To obtain a wide range of responses based on the factors expected to produce variation in the needs of local jurisdictions (Gaber, 2007); and 2) To allow additional sampling as the needs of local jurisdictions are determined during data collection (Charmaz, 2006). The intent of the semi-structured interviews with city staff and local NGO personnel is to determine the informational needs of local jurisdictions, identify the desired resources viewed as necessary to support local adaptation planning efforts, and to reveal gaps in the policy response to projected climate impacts. The views and needs of local policy makers often differ from that of state and federal agencies. Adaptation requires strategy development on all levels of government, but the field of planning can better serve the needs of local jurisdictions with a clearer understanding of the needs and concerns specific to that context.

References


FACTORS AFFECTING HOUSEHOLD WASTE RECYCLING BEHAVIOR IN THE SAN JUAN METROPOLITAN AREA, PUERTO RICO

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Household waste recycling is a problematic issue for local governments. Although reduction and reuse are the top two priorities in solid waste management, recycling is generally accepted as a sustainable waste management strategy to the extent that it reduces the amount of waste disposed of, and conserves natural resources (Bolaane 2006). In Puerto Rico, statistics of recycling rates and household participation by municipality are not available, however, currently only 11% of solid waste is recycled islandwide. Act No. 70 of 1992 (The Solid Waste Reduction and Recycling Act of Puerto Rico) establishes a 35% recycling goal, but the date to achieve this goal has been changed several times and it was recently delayed to 2016. Like in most nations, in Puerto Rico solid waste management is a municipal responsibility and Act No. 70 mandates municipal governments to implement recycling plans. Although the high cost of solid waste recycling programs is acknowledged, it should be ask why, after two decades, a significant gap between recycling policy and practice persists on the Island. In addition, it is important to examine what municipal governments do to have effective recycling programs, increase household participation in this practice, and after all, improve environmental quality and sustainability.

The proposed study seeks to address these questions by examining the recycling experience in San Juan’s main watershed -- the Rio Piedras River Watershed (RPRW). Solid waste management and disposal was listed among the three main environmental problems affecting the city in a stakeholders survey conducted for the San Juan ULTRA project in 2009. The proposed study has a dual purpose: (1) to characterize the San Juan municipal government
recycling program and (2) to explore recycling practices of households in the watershed and identify the factors that motivate, facilitate or render difficult these practices. In addition, I am interested in examining residents’ perceptions and attitudes toward recycling. The approach to this study is based on the literature about waste recycling, especially research examining the factors influencing household recycling behavior (Barr et al. 2003; Bolaane 2006; Hornick & Cherian 1995; Lindén & Carlsson-Kanyama 2003; Peretz et al. 2005). This literature focuses in the analysis of programmatic factors (e.g. type of program: mandated or voluntary participation; convenience of service provision; charging a fee for collecting recyclable materials), contextual or socio-demographic factors (family income, education, age, type of housing) and internal motivational factors (knowledge, values, attitudes).

The proposed study will use three main research methods: a household survey, interviews to key informants, especially municipal government officials in charge of the recycling program, and a focus group of watershed households to explore perceptions. I will use the results of the San Juan ULTRA household survey, which used a stratified sample to collect data from 442 households in the RPRW between January and May 2011. The survey included a choice and an open ended question about recycling practices as well as socio-demographic data of respondents. For the purpose of comparing programmatic factors, the study will be supplemented with interviews to recycling officials in two adjacent cities (Guaynabo and Carolina) that are also part of the San Juan Metropolitan Area. These cities have implemented recycling programs that the central government solid waste management authorities consider “successful models” for the high household participation and the income generated from the sale of recyclable materials. This study is a component of the broader San Juan ULTRA project, which is part of the Urban Long Term Research Areas NSF - USDA Initiative. San Juan ULTRA has facilitated a stimulating interdisciplinary collaboration between natural scientists, planners and other social and human sciences scholars interested in the sustainability of cities.

References

Abstract Index #: 166
THE ROLE OF EQUITY IN REGIONAL SUSTAINABILITY PLANNING: ENVIRONMENTAL JUSTICE AND THE GREEN IMPACT ZONE OF MISSOURI
Abstract System ID#: 4927
Individual Paper

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The Creating Sustainable Places Initiative is one of the largest US environmental initiatives of the 21st Century. The initiative funds regional planning efforts to coordinate infrastructure investments in housing, transportation and workforce development that promote sustainability (US HUD 2012). Sustainability planning requires balancing the three e’s of environment, economics and equity (Campbell 1996) The outcomes of such a process must plan for changes in the status quo in order to avoid institutionalizing present-day inequities (Marcuse 1998). In response to this issue of social justice, there has been a broad effort to identify equity partners within the initiative (Mueller and Steiner 2011). This effort to include “equity partners” may be seen as a response to a broader “regional equity” movement (Bullard 2007).

This paper examines the development of equity claims within the regions that have been awarded Sustainable Communities grants in Fiscal Years 2010 and 2011 (US HUD 2012). Regional equity, defined by race and class
segregation indices derived from data from the US Census of Population and Housing and the American Community Surveys, is measured across these regions and compared to regions without Sustainable Communities planning grants. These measures provide some description of the extent of inequities (Logan and Stults 2011).

Then inequity within the Kansas City Metropolitan region is explored to tease out the local land use implications of spatial inequity. How does the geographic pattern of existing land uses within the local regime of planning policies explain the segregation index results for Kansas City? Finally, I apply Agyeman’s (2003) frame for using environmental justice analyses to develop equity rights, to the Green Impact Zone of Missouri. The Green Impact Zone is a collection of five inner city neighborhoods in Kansas City, Missouri that have been the site of targeted environmental investment over the last three years.

I find that the application of environmental justice analysis to these neighborhoods builds the case for targeted investment. Environmental planners under the sustainable community initiatives need to do equity analyses to ensure that sustainability plans do not just protect the status quo. Sustainability must address intraregional spatial mismatch. I conclude by suggesting policies under various regional planning regimes that might facilitate targeted investment.

References
different adaptation options are proposed to be evaluated based on different vulnerability indexes. Finally, using Tampa Bay Region as a case study, an adaptation planning procedure is proposed to prioritize adaptation options. The methodology and the framework of decision-support tools proposed in the case study could be generalized as a model for other regions to assess vulnerability and prepare adaptation plans.

References

THE IMPACTS OF URBAN SPATIAL STRUCTURE ON HOUSEHOLD SECTOR GREENHOUSE GAS EMISSIONS IN U.S. URBANIZED AREA
Abstract System ID#: 4938
Individual Paper

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This paper will examine whether and to what extent spatial structure affects the amount of household sector greenhouse gas emissions in U.S. urbanized areas. The U.S. Energy Information Administration (EIA) statistics show that the residential sector accounts for about 23 percent of total energy consumption and more than a third when including household travels in 2010. Greenhouse Gas (GHG) emissions from the household sector have also been steadily increasing and many planners believe that local level GHG mitigation efforts can have significant impacts.

However, much less is known than we would want about the influences of urban form on the energy consumption and GHG emissions in the household sector. There have been efforts to estimate (or simulate) the effects of more compact development on GHG emissions (Ewing et al., 2008; Transportation Research Board, 2009). But, these studies have only focused on development density and vehicle miles traveled (VMT). This is partly due to difficulties in estimating actual Carbon dioxide (CO2) emission at the household level and in measuring urban spatial structure.

This research takes a more consolidated approach to investigating energy consumption and CO2 emissions from heating, cooling and transportation in the household sector. First, we will estimate energy consumption and CO2 emissions of typical households from residential use using the 2000 Census Public Use Micro Sample (PUMS) data set and from travels using the 2001 National Household Travel Survey and National Transit database. Second, we will quantify several dimensions of urban form such as centrality, concentration and polycentricity beyond a simple density measure in 125 largest urbanized areas. Finally, we will examine the influences of urban form variables on energy consumption and CO2 emission at the household level using a random intercept model.

Our preliminary results show that the impacts of spatial structure on GHG emissions are varied by different emission sources. Households in higher population-density cities emit less CO2 from transportation. Heating expenditure also decreases while cooling expenditure increases with population density. More centralized structure was also associated with lower CO2 emission from both driving and cooling. Polycenetric structure was associated with more CO2 emission from driving and cooling, but less emission from heating. These findings on VMT are consistent with previous studies and urban heat island effect is also partly identified. The magnitude of combined effects and policy implications will be discussed at the Conference.

References


ASLEEP AT THE SWITCH AND UNSUSPECTING VICTIMS: EXAMINING FLOODING VULNERABILITY AWARENESS IN AN URBAN WATERSHED IN PUERTO RICO

Abstract Index #: 169
Pre-organized Paper Session (Symposium) “Turning Your Back on Nature: (Un)Sustainable Pract

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Flood-prone communities are especially susceptible to increasing flood events frequency in a changing climate scenario. Capacity to adapt to change is a main component in determining vulnerability of a susceptible community (Adger, 2006). But in order to start implementing strategies that might increase capacity to adapt to change, awareness and knowledge of objective risk to natural hazards is essential (Birkmann et al., 2010). Thus, local knowledge and awareness, as well as institutional information conveyance of risk, are all fundamental elements in this matter (King, 2000). This exploratory study provides some insight on the degree of knowledge and awareness that risk-prone communities possess in the Río Piedras watershed, in San Juan Puerto Rico. Another objective is to determine the level of efficiency in which institutions and organizations are conveying information on flood risk to the exposed communities. For determining trends in awareness among households, socio-economic characteristics are considered, thus reflecting knowledge inequality.

The study was conducted by surveying residents in 1 Km radius buffer zones along the watershed. The survey included open-ended and choice questions related to risk and intervention perceptions. Surveyed households were chosen using a stratified sampling scheme and on-site availability. An objective flooding risk area of the study boundaries was established using Federal Disaster Management Agency’s (FEMA) Federal Insurance Rate Map (FIRM) of Puerto Rico. Statistical analysis was performed on those surveys that met selection analysis criteria of being within FEMA’s “AE” (known flooding elevation) zone classification of flood risk for a 100-year frequency flood event. Information flow was determined through institutional analysis.

Our research is part of a broader project called San Juan ULTRA. San Juan ULTRA is a community of researchers, managers, decision-makers, communities, and other interested groups concerned with contributing to the quality of life and environmental health of the city of San Juan and surrounding areas. It is developing an Urban Long Term Research Area (ULTRA) as part of a network of urban research sites supported by the USDA Forest Service and the US National Science Foundation for long-term research, application, and education on the sustainability of cities. We envision this research as a contribution to establish the importance of assessing information conveyance and population awareness when vulnerability to natural hazards is ascertained.

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MODELING THE EFFECTS OF REFINERY EMISSIONS ON PROPERTY VALUES:
Abstract System ID#: 4948
Individual Paper

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A petroleum refinery in Texas City, Texas is among the most polluting point source facilities in the US. This refinery also produces more than 85% of point sources in the local area. The authors (several of whom are offering testimony in litigation with the polluter) carefully measure the negative effects of this refinery on housing in the community. This research compares three alternative methods of determining efficiency of markets gauging reduction in residential property values: air modeling of sulfur dioxide, distance, and release of public information about air quality at schools. With respect to the air modeling, the U.S. EPA-recommended regulatory model, AERMOD, was used to prepare an air dispersion model using TCEQ Emissions Inventory data reported by the BP Texas City Refinery. Maps modeling 2009 and 2010 1-hour sulfur dioxide concentrations exceeded 50 micrograms per cubic meter, a threshold based on epidemiological literature were generated. A USA Today article exposed high air pollution levels at several dozen schools in the area, and these were also mapped and effects on property values considered.

A hedonic regression model was built, including 6,342 residential property sales from 2006 through mid October 2011 obtained from Multiple Listing Service in the case area and a nearby control area (primarily Pasadena, Texas). The model estimated the impact of proximity to the zone of 10th-highest one-hour concentration of sulfur dioxide, to pure distance from the border of the facility, and to an isopleth map of air releases. Preliminary findings indicate that the pollution has a significant negative effect on residential property values and the negative effect fades away as distance increases to about two miles. The isopleths map and school pollution data are also examined, and technique offering the highest market efficient outcome would be noted. The research would benefit planning around hazard areas, and use of public information in community planning practice.

References

THE FLUX AND CYCLIC PROCESSES OF URBANIZED ECOSYSTEMS
Abstract System ID#: 4978
Individual Paper

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Urban areas are among the largest anthropogenic uses in terms of appropriation of land, energy, materials, and biological primary production, as well as in the alteration of the biogeochemical cycles of carbon, water, and nitrogen. Despite their significance in these respects, coherent descriptions and analyses of urban areas regarding the flux and cyclical processes of energy, materials, information and economic costs are relatively scarce. There exists an opportunity to investigate urban areas as analogous to ecosystems, thus allowing a complex, dynamical systems approach to be applied to the environmental planning and management of coupled natural and human environments. Similar to how an ecologist studies natural environments within the hierarchical scale of an ecosystem, this novel approach is based on the investigation of urban areas as ecosystems onto themselves, or as urbanized ecosystems. Such an approach is scalable and transferable to neighborhood, community and regional applications.

This paper is based on the research question; ‘How can the environmental planning and management of urban areas be conceptualized as urbanized ecosystems, so as to provide a basis for informed decision- and policymaking?’ This research question was derived from a socio-ecological theoretical framework developed by the National Science Foundation (NSF) for the Long-Term Ecological Research (LTER) program (LTER, 2007). This framework provided a hierarchical structure of research questions nested within each other, from which the research question was explicated from a broadscope to narrowscope refinement process. Following this explicative progression, a line of inquiry emerged for conceptualizing urbanized ecosystems in terms of associated energy, material, information and economic cost fluxes, so as to provide a basis for informed decision- and policymaking.

Towards this end, this paper presents a methodology, Urbanized Ecosystems™ (UrbEcoSys™), developed as a proof of concept application for the Village of Oak Park, Illinois. This community was first conceptualized as a complex, dynamical, and adaptive ecosystem, based on scoping, inventorying, and assessing its critical variables and relationships as represented by the flux and cyclical processes of energy, materials, information and economic costs. This conceptualization allowed a more formalized level of inquiry in the form of a system model. Findings in the form of baseline metrics were then used to develop alternative policy scenarios, which were then assessed relative to their alignment with the village’s overall vision and policy. The outcomes from this assessment could then be used to support an informed decision- and policymaking process, prioritized within the municipal budget’s allocation of finite resources.

This paper is outlined as follows. First, the purpose for the line of inquiry to investigate urban areas as analogous to ecosystems is provided, so as to establish the rationale for urbanized ecosystems. Second, an overview of prior studies pertaining to urbanized ecosystems is provided, from the disciplinary perspectives of urban planning, ecology and urban ecology. Third, the paper concludes with a proof of concept application, with a summary of findings and outcomes.

References
Cumulative effects (CEs) are highly important consequences of land-use change. CEs are cross-scale impacts in which multiple local-scale changes in biophysical processes engender larger-scale changes in natural resource systems after a temporal lag and/or spatial scale change. CEs, by definition, result from the joint and aggregated effects of many factors and processes related to land use change, and tend not to be adequately salient to the interest groups, institutions, and sectors that have stakes in the implications of land-use change. CEs can mount over time, eventually exerting powerful and damaging effects on water, air quality, local/regional climate, biodiversity, and health. In addition, because of the multi-jurisdictional and long-term nature of CEs, traditional tools and structures for managing land-use change, such as site-based environmental impact assessments, generally fail to account for almost all CEs. Consequently, although CEs are potent pathways by which land use decisions create hazards and risks for human societies, and although the costs and challenges inherent in addressing them are well-established, CEs are chronically underaddressed (e.g. Contant and Wiggins 1991).

A major challenge in managing CEs is disparity between limited human scales of experience and perception and the broader scales of social and biophysical processes by which CEs accrue. Evidence suggests that such disparities can be reduced by a synthesis of emerging methods—model-based spatial information (e.g. Tallis & Polasky 2009), visualization tools for communication (e.g. Al-Kodmany 2000), and participatory planning processes (e.g. Forester 1999)—that can expand the spatio-temporal perspective of groups engaged in land-use decision-making. A key challenge in utilizing this evidence is that there has been little effort to integrate the emerging methods into a coherent approach (knowledge system) to addressing CEs of land-use change.

Here, we propose a means by which this integration might occur, drawing on the best available approaches across a wide range of disciplines to construct a new knowledge system that can guide us in better addressing CEs. The knowledge system promotes understanding of complex natural systems with human decision-making structures by strategically integrating eco-social feedback tools related to information content, communication of that information, and processes by which decisions are made. This system can foster an expanded spatio-temporal perspective and at the same time overcome the limits of ‘top-down’ regulatory approaches to managing CE and the fragmented multi-scale governance of broader eco-social processes (e.g. Pahl-Wostl and Hare 2004).

References

Abstract Index #: 173

FACTORS IMPACTING THE URBAN HEAT ISLAND AT THE NEIGHBORHOOD LEVEL
Increasing urban density is imperative if we are to move toward sustainability at a global scale. But one of the problems of increasing urban density is its exacerbation of the urban heat island (UHI) effect. The UHI effect is defined as increased air and surface temperatures in urban areas relative to surrounding suburban and exurban areas (Solecki et al., 2005). However, our knowledge of UHIs has advanced over the last forty years. We now understand that urban areas may contain many dispersed UHIs and while most of the world’s cities have higher temperature in the urban core, this is not always true for arid and semi-arid cities (Jenerette et al., 2007). UHIs are not unique to large cities but also exist in smaller cities and towns. Lower-income residents and racial minorities are more likely to live within UHIs (Harlan et al., 2006). UHIs decrease urban air quality by increasing the production of ground-level ozone (Stone, 2004). Finally, and perhaps most importantly, climate change will further exacerbate UHI problems, decreasing both residents’ interior and exterior thermal comfort during warmer summers and increasing death rates during heat events (Smith & Levermore 2008). Efforts to lessen the negative impact of the UHI may be categorized into four categories of adaptation strategies: 1) modifying urban canyon geometry, 2) altering the thermal and energy balance properties of impervious surfaces, 3) increasing the presence of ‘cool’ islands with vegetation, water, and pervious surface, and 4) reducing anthropogenic heat. During the summer of 2010, we collected air temperature, surface temperature, wind speed, and humidity measurements in eight Chicago neighborhoods using a specially-designed weather bicycle for mobile measurements. We also supplemented this information with a careful building by building inventory of physical design characteristics for each block. These neighborhoods were selected to represent different population densities, roofing materials/slopes, urban block sizes and orientations, amounts of pervious versus impervious surface, and distances to Lake Michigan. Using a hierarchical linear modeling and multiple regression we will identify the key contributors to the UHI at a fine block by block neighborhood scale. This information will identify which urban characteristics are the largest contributors to the summer UHI in this temperate city and revisit some relationships suggested in the literature. This research is an important contribution to understanding how municipalities embarking on UHI reduction should focus limited financial and political resources to reduce the heat vulnerability of residents.

References

Despite the ongoing financial/economic crisis, sustainability remains generally high on the list of goals for government agencies, from the local to the federal level. Yet, by most standards, e.g., equity, health outcomes, greenhouse gas emissions, there is no clear indication that the US, states or cities are increasingly sustainable (e.g., US EIA 2011 for trends in GHG emissions).

In light of limited success in the implementation of sustainability initiatives, we are investigating the institutional factors that may hinder the uptake of best practices. At the federal level, a large majority of federal executives feel responsible for sustainability in their personal behaviors, and for promoting sustainability in their agencies. Yet, they also report that their agencies have taken few actions in this direction, that these actions are undertaken mainly in response to mandates or to reduce costs, and that agency efforts are inadequate due to a lack of funding, outdated infrastructure and internal cultural barriers (Government Business Council 2010).

At the local level, there is also growing evidence that most localities implement only practices that are “low hanging fruits,” would have been implemented regardless of sustainability goals, and/or achieve other goals, such as cost savings. Since sustainability is best implemented locally, we focus on barriers to sustainability practices in city and county government agencies.

We present findings from an international expert panel of academics and practitioners. They were selected from a variety of fields based on their expertise in local government efforts to implement sustainability initiatives (e.g., urban and environmental planning, adaptive and collaborative resource management, political science, participation in local government agencies, ICLEI etc). The panel contributed their “collective intelligence” through a Policy Delphi process. Through this process, we asked these experts which feature(s) of local government institutions are most important for promoting sustainability. The questions were based on a theory—driven comprehensive framework that focuses on four elements: (1) management culture (e.g., institutional inertia, attitudes towards innovation vs. risk-averse management), (2) agency structure (e.g., rigid vs. flexible hierarchical structures, integrated management vs. disciplinary silos), (3) decision-making processes (e.g., adaptive learning, collaborative practice), and (4) the overall framing of local issues and decisions in terms of sustainability --in contrast to competing priorities. The paper reports the findings from this expert-driven collaborative process.

References

UNDERSTANDING RESIDENTS’ LOCATION CHOICE IN RESPONSE TO SEA LEVEL RISE

Climate change is arguably the most daunting environmental problems faced the world today. No country or region worldwide will be left unaffected (Bedsworth and Hanak 2010). Among different climate change events, sea level rise potentially exposes cities with most economic loses (Titus 2009). In order to adapt to future sea level rises, different adaptive strategies have been proposed. These strategies are generally grouped into three categories, protection of shoreline, relocation of potentially inundated developments and accommodation of those developments that are less sensitive to sea level rises. Each of these strategies is associated with a toolkit, such as a set of measures and policies to put the strategy into practice. An effective adaptation planning and policy relies on our better understanding of those people who choose to live in the coastal areas and their location choices. However, previous location choice study focuses on industrial and residential location in relation to Central Business District (CBD), transportation hubs (White 1986, Leitham et al. 2000, Hansen 2003). Existing literatures do not provide much information on how people choose...
location in relation to the sea. As a result, the policy making in response to sea level rise lacks support in targeting the potentially impacted people.

This study aims to bridge this gap by studying the characteristics and location choices of residents who choose to locate close to the sea to understand the potential impacts of sea level rise and adaptation policies. More specifically, it will investigate what household characteristics impact people’s location choice. The hypotheses are organized by stating the significance of each selected household attribute, such as income, number of children, number of adults, self-employment, etc. The results from testing these hypotheses are crucial in making sea level rise adaptation policies work. For example, high income households may be more likely to choose coastal locations. If this is the case, the sea level rise relocation policies need to pay special attention to address the concerns of those households.

In order to test the hypotheses, this research employs nested logit model to explore the relationship between location choice and household characteristics. The dependent variable is household location which was grouped into two categories: coastal households that currently locate near sea shore, and inland households. Each category includes two subgroups. Coastal households include potentially inundated households when sea level rises under 50 years projection; and coastal but non-potentially inundated households under the same scenario. Inland households include households near inland water body such as creek and lake; and all the other households that do not belong to any of the earlier three subgroups. The case study area is Hillsborough County, Florida. The major data source was derived from Florida NHTS (National Household Travel Survey) data, which includes the coordinates of surveyed households and their characteristics. ArcGIS was used to categorize household locations. SPSS and NLOGIT software will be used to build a set of nested logit models and test the significance of independent variables. The final results will show the linkage between household location and significant factors that contribute to people’s location choice.

References

ROADS, RESORTS, AND RESERVES AS HISTORICALLY COUPLED KEYSTONE PROCESSES FORMING THE OUTER BANKS IN NORTH CAROLINA, USA

In the space of eighty years, the Outer Banks of North Carolina have transformed from wild landscapes and maritime villages with no paved roads and few structures to one of the most iconic and developed resort areas in the United States. They are as ecologically significant as they are dynamic. Economically, they have been a significant engine of growth for the state. Understanding the past and future trajectory of these evolving landscapes is an important activity for planners wishing to conserve the ecological function and natural history of the coastal barriers, in the face of increasingly intense and valuable resort use. Compounding the planning problem are seemingly insurmountable predictions of catastrophic failure of the barrier island system through coastal processes and climate change impacts.
Landscapes are dynamic and change over time. Landscape research has in the last decade drawn attention to keystone processes, or driving forces, which are the specific phenomena that determine the evolution and change of landscapes. However keystone processes do not occur in a vacuum, but rather interact and provide feedback to each other. The object of this paper is to study how three important socioeconomic keystone processes have acted in feedback mechanisms to affect the trajectory of the Outer Banks. These processes have been the construction of hard-surface highways and bridges; development of resort and residential communities; and the creation of reserves and national seashores. Beginning with the opening of the Roanoke Sound Bridge from Roanoke Island to Bodie Island in 1928, there has been an episodic expansion of the road network on the North Carolina Outer Banks. This development is correlated to the growth of amenity-driven resort development. At the same time preservation efforts have moved to protect key natural amenities.

Our research method follows five steps. First, we define the North Carolina Outer Banks as a particular region of interest including the current planning and sustainability issues. Next we establish the theoretical framework to understand landscape change. We then develop the history of the landscape with a particular interest on land use, road construction and barrier island preservation. In order to understand the dynamics of change, we then analyze the connection between these three keystone processes. Finally, we discuss both the specific prospects for long-term sustainability on the Outer Banks and the generalized idea framing sustainability of complex human-natural systems as a phenomenon of long-term change and adaptation.

The value of this research is three-fold. First it contributes to the landscape history of an important and threatened landscape, the North Carolina Outer Banks. Second, it builds a theoretical and empirical argument for the cumulative influence of coupled processes on landscape change. And finally, it provides additional evidence for framing sustainability of complex human-natural systems as a phenomenon of long-term change and adaptation.

References

Abstract Index #: 177
URBAN MORPHOLOGY AND HEAT: EXPLORING THE RELATIONSHIPS
Abstract System ID#: 5078
Individual Paper

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Previous research suggests that urban heat is related to variables such as housing density, vegetation type and albedo (Stone and Rodgers, 2001; Stone and Norman, 2006). The influence of urban pattern on heat is less clear. Urban pattern is defined by indices including variables such as lot size, building footprints, building dimensions and subdivision type, which in turn are linked to socio-economic variables and regulatory regimes. In this project we build indices of urban pattern based on analyses of neighborhood-scale features, as well as regulatory and socio-economic variables, and explore the relationships between these indices and surface temperature identified in remote sensing (Aster) data. Our case study area is the Front Range metropolitan area of Colorado. Data are drawn from a variety of detailed GIS and remote sensing sources. Preliminary findings indicate a relationship between heat and some urban form variables,
suggesting that land use regulation and municipal-scale urban design may affect social and environmental outcomes including morbidity and mortality, structural energy use and patterns of adaptation to climate change.

References


Abstract Index #: 178
ECOSYSTEM MANAGEMENT AND ITS APPLICATION AT THE LOCAL LEVEL: APNEP, CAMA AND LOCAL LAND USE PLANNING IN NORTH CAROLINA
Abstract System ID#: 5090
Individual Paper

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Typically, the task of land use planning rests with local governments. However, a growing number of efforts have attempted to exert more influence over how local governments plan for development. A fundamental purpose of state-mandated growth management has been to infuse regional environmental concerns into local land use planning. Similarly, collaborative ecosystem planning efforts have attempted to encourage local communities to participate in regional planning efforts and adopt regional environmental goals and objectives into their land use plans. Academics and practitioners tout ecosystem management as a framework for addressing human uses and abuses of ecosystems. However, there are serious challenges to implementation. While ecosystem management focuses on biotic/abiotic interrelationships, scientists and managers increasingly recognize that implementation must occur at the local level through local land use and development decisions. Therefore, local planning initiatives must be considered when attempting to manage ecosystems. The factors most closely identified with ecosystem decline, such as low-density, dispersed development and habitat fragmentation occur at the local level and are generated by local land use decisions. Using quantitative and qualitative data, this study addressed the question: To what extent does participation in collaborative and/or mandated ecosystem-based planning processes influence local land use policy? Further the study examined local factors influencing both the quality of local plans and implementation of ecosystem directives.

The study was conducted in two parts. The first part relied on local land use plans as the unit of analysis, and examined a cross-sectional sample of 20 communities, whose plans served as the basis for measuring ecosystem protection. The study examined the ability of local comprehensive plans to incorporate the principles of ecosystem management. It sought to understand how intergovernmental environmental planning efforts, such as the North Carolina Coastal Area Management Act (CAMA) mandate and the Albemarle-Pamlico National Estuary Program (APNEP), improved plan quality related to ecosystem management principles. Further, it sought to understand how comprehensive plans effectively contribute to the management of ecosystems by evaluating plans against a conceptual model developed by Kaiser, Godschalk and Chapin (1995) and modified by Brody (2003) to measure high quality ecosystem plans. The plan quality analysis provided the backdrop for case studies of three North Carolina communities: New Bern, Wilmington and Greenville. Catlin’s (1997) study of land use planning and environmental protection in Florida posits that case studies are crucial to portray a clear picture of local implementation. Data sources for the case studies include governmental environmental reports, U.S. Census data, and telephone interviews with local officials.

Results indicate that state mandates are effective at producing plans with higher ecosystem plan quality than those without. However, while these plans generally acknowledge the need for regional resource protection, they rarely go beyond stating support for State minimum requirements or beyond jurisdictional boundaries, and rely heavily on state and federal agencies to address regionally significant landscapes. Results also indicate that participation in a regional ecosystem planning effort without adequate capacity or direction will have little effect on local land use policy. Within this context, key factors yielding more environmentally focused planning and implementation included local commitment to ecosystem planning, development pressure, and recent natural hazard impacts. Key factors steering communities away from ecosystem management included poor economic conditions, a desire to maintain local
autonomy, and consultant-driven planning processes. Challenges for all communities include the ability to adopt policies that address biodiversity and regionally significant landscapes. The findings of this study suggest that there are a number of ways that plans can be improved to more effectively manage ecosystems.

References

Abstract Index #: 179
PLANNING- AND DECISION-SUPPORT SYSTEMS FOR WATER RESOURCE MANAGEMENT: THEORY AND STRATEGIES FOR IMPLEMENTATION
Abstract System ID#: 5111
Individual Paper

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Managing water resources for the protection of public health and environmental quality has been a concern of the planning profession since its inception. As with other planning domains, considerable research and development has been conducted around the use of computerized planning- and decision-support systems (PSS and DSS) as a technological means of improving the process and/or outcomes of water resources-related planning and decision-making. Most of the research in this area has focused on system design and validation, as opposed to system implementation, and there has been a considerable gap between the widespread development of PSS/DSS and their limited adoption by practitioners, particularly at the local level.

The technology acceptance model, or TAM, is a widely-used framework for evaluating PSS/DSS in terms of their (lack of) adoption. The TAM’s emphasis on perceived utility and ease-of-use, however, may contribute to the implementation gap by reinforcing the notion that the primary causes are inadequate design and/or lack of communication, as opposed to more fundamental barriers.

An alternative system-adoption model (SAM) is presented, which considers: (1) the decision-making authority granted by, and to, the user; (2) the user’s relative ability to operate the system; and (3) the solution-space of the problem that is to be addressed. Under this conception, the range of planning and decision-making problems for which PSS and DSS are likely to be adopted is more limited (i.e., focused) and the suggested strategies for affecting wider implementation emphasize capacity-building, as well as improved design and communication.

Previously-documented efforts at developing and implementing PSS/DSS for water resource management are evaluated, along with several examples of systems that have recently been tested and implemented to varying degrees in the state of Wisconsin. These include the PSS software INDEX, various online and desktop versions of the Long-Term Hydrologic Impact Assessment (L-THIA) system, and the real-time DSS Virtual Beach (VB). Various data are required to operate the different systems, including precipitation and other hydro-meteorological data or estimates, soil attributes, land use, and water quality parameters.

Among the PSS/DSS evaluated, VB represents the most successful example of system implementation, having been adopted by several Great Lakes communities. A case study of VB implementation is presented, describing the mechanisms by which system adoption and use occur. Implications for future PSS/DSS research and implementation efforts are discussed, including system characteristics and implementation strategies likely to influence adoption.

References

Abstract Index #: 180
RISK-STRESS-CAPACITY FRAMEWORK FOR ANALYZING STATE CLIMATE ACTION PLANS
Abstract System ID#: 5121
Individual Paper

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In the past couple of decades the county and city governments in United States have taken the lead in addressing climate change at the local level. A number of researchers have reported and analyzed these initiatives and local climate action plans. These research outcomes suggest that even though such local initiatives have laudable goals, and some even suggest innovative policy actions, the ultimate gains in reducing greenhouse gas emissions and limiting community vulnerability from climate change have been limited. One of the important factors is that the proposed policy actions require state policy support that has so far been lacking. With the growing realization that state policy action may hold the key to climate change management a number of states have taken on the challenge and created or are in the process of drafting state climate action plans. Primary survey conducted by the author in 2011 reveals that thirty-seven states have already adopted climate action plans and another two are in the process. This study analyzes the quality and content of state action plans in order to assess the relevance and importance of proposed policy actions for climate change management. Plan goals, objectives, and policies are evaluated separately in terms of their intent to reduce greenhouse emissions (mitigation) and reducing vulnerability to climate change impacts (adaptation). The results indicate high level of variation among the various state plan documents. Risk-Stress-Capacity framework is used to analyze this variation in quality of state climate action plans. A number of geographic and census variable are employed to derive the measures of risk, stress and capacity. State climate change risk measures include anticipated changes in average annual temperature, average annual precipitation, and percentage of 100 yr. floodplain and risk of meteorological extreme events. Stress measures include vehicle ownership, home to work travel patterns, and nature of economic activity. Capacity measures reflect the civic and social capacity using indicators of education, non-governmental environmental organizations, and income. Multiple regression analysis (OLS) is used to analyze the influence of the individual measures of risk, stress, and capacity on the state climate action plan quality. Further, the geographic distribution of risk, stress, and capacity measures is compared with the mitigation and adaptation emphasis in state action plans. This geographic analysis highlights the disconnect between state climate change action policies and ground realities of climate change. States that have high risk of climate change are necessarily not the ones with emphasis on climate change adaptation policies in their state action plans. Similarly, states that are contributing the most to greenhouse gas emission are necessarily not incorporating the best emissions reductions policies in their action plans. Overall, the outcomes of this research highlight the present lack of appreciation of climate change risk and stress (emissions) in policy formulation. Instead the primary driver of state policy seems to be the civic and social capacity. These results suggest the need for greater coordination and intersection of climate change knowledge with policy formulation for effective climate change policy action.

References

Abstract Index #: 181
THE PARTICIPATION-TRUST LINK: MEASURING THE EFFECTS OF LOCAL PLANNING COMPETENCE ON MAJOR STAKEHOLDERS’ PARTICIPATION IN WETLAND ECOSYSTEM CONSERVATION
Abstract System ID#: 5125
Individual Paper
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A collaborative process addressing concerns of a variety of major players is considered the major principle of effective ecosystem management to needed to balance environmental conservation and human development. Mutual trust and social capital between actors are produced through the joint and autonomous efforts in collaboration (Wondolleck and Yaffee, 2000). In collaborative ecosystem management, stakeholder participation is the key to forming partnerships for working out conflicts and resolving problems, recognizing the collective responsibility and vision initiatives, and supporting plan implementation. In other words, it is generally recognized that participation of actors enhances trust that leads to better results in policy making and conflict management.

While theoretical and empirical studies generally support that citizen participation can increase trust in government, Wang and VanWart (2007) found that citizen participation significantly contributed to trust building through the intermediation of government’s service competence. The components bridging stakeholder participation and public trust are those related to the dimensions of trust, competence and accountability (Frewer et al., 1996). Therefore, maintaining trust should hinge on competence of the institution. For the planning institution, competence in engaging stakeholders in planning processes plays the key role in enhancing trust building. On the other hand, it is foreseeable that synergy of both government’s competence and stakeholder’s participation will ensure trust building if competence can stimulate participation.

The purpose of this research is to understand how the competence of planning institutions effectively influences stakeholder participation, which in turn enhances trust. I will examine the effects of planners’ competence on major stakeholders’ involvement in wetland conservation. First, for planners’ competence, the quality of mandatory comprehensive plans of Florida counties will be evaluated for the component of “inter-organizational coordination”, conceptualized by Brody (2003) for ecosystem management capacity. Second, the dependent variable is the involvement of tour operators, a major stakeholder in the Florida wetland ecosystem, in wetland conservation activities, which has been collected by survey in the previous stage of this research. Some significant predictors to tour operators’ conservation actions have also been identified through regression analysis. Third, the Hierarchical Linear Model (HLM) will be constructed to include individual and contextual factors based on the concept of the contextual interaction theory (Bressers, 2009). Expended from the previous-stage regression model, the HLM model will add the contextual predictors: the plan quality on the aspect of “inter-organizational coordination”, as well as county wetland loss, the proportion of tourism related tax revenue, and county population and household income.

While trust has been considered the main effect of collaborative planning, measuring the relationship between stakeholder participation, planners’ competence in engaging main actors, and building trust is relatively lacking. The study will enrich the discussion about how stakeholder’s involvement could be enhanced through planning efforts, leading to increase trust between planners and stakeholders. In addition, the findings about the contextual and individual factors contributing to tour operators’ activeness in conservation will benefit local planners in tourism.
communities in employing proper methods to increase the mutual trust during environmental planning and management processes.

References


Abstract Index #: 182
IMPACT OF LAND USE CHANGES ON CARBON DIOXIDE EMISSIONS IN U.S. METROPOLITAN AREAS
Abstract System ID#: 5131
Individual Paper

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This study investigates relationships between land use change and carbon dioxide (CO2) emissions in U.S. metropolitan areas. During the past several decades, although many researchers have documented the association between urban spatial structure and air quality, the debate over desirable urban form—compact vs. sprawl—to improve air quality remains unsettled (Newman & Kenworthy, 2000; Neuman, 2005; Kahn, 2006). In addition, the impact of land use change on carbon dioxide emission at the regional level has not been fully explored in literature. This study hypothesizes that regional compact development patterns with higher density, mixed land use, and greater accessibility are more likely to reduce CO2 emissions. To examine the hypothesis, this study uses an integrated spatial data of population, employment, land use change, and CO2 emission data for U.S. metropolitan statistical areas (MSAs). We use the national land cover database of 1992 and 2006 provided by the Multi-Resolution Land Characteristics Consortium (MRLC). The CO2 emission data is from the U.S. Energy Information Administration (EIA) at the level of counties within the metropolitan areas. This study provides the empirical evidence on the association between regional land use change pattern and CO2 emissions through the cross-sectional and longitudinal analysis using multivariate regression models. The research findings shed light on the importance of urban spatial structure to improve air quality and promote sustainable development and planning in the United States.

References


Abstract Index #: 183
THE ADOPTION AND UTILIZATION OF HAZARD MITIGATION AND ENVIRONMENTAL PLANNING PRACTICES BY JURISDICTIONS ALONG THE TEXAS COAST
Abstract System ID#: 5150
The Disaster Mitigation Act (2000) requires state and local governments to develop hazard mitigation plans in order to receive post-disaster assistance. Over 10,000 local jurisdictions have participated in developing local mitigation plans, with 1,696 out of the 3,141 counties participating. The increasing numbers of jurisdictions participating in hazard mitigation planning activities has not guaranteed the implementation of mitigation strategies and practices at the local level.

A study of Local Mitigation Strategies (LMS) in Florida suggests that local mitigation plans are not a step toward undertaking mitigation practices, but rather a bureaucratic step in mitigation grant funding process (Rovin, 2009). A recent study in Texas found that many proposed actions target emergency management rather than mitigation, neglecting critical issues like natural resource protection and land-use planning (Kang et al. 2010). While these studies suggest a disconnect between mitigation planning and practice, they actually depend upon an assessment of planned actions, not actual mitigation and environmental practice. There is a fundamental blind spot in the literature. Little is known about the actual adoption and usage of mitigation and environmental planning practice by local jurisdictions.

The last broad assessment of mitigation practices was undertaken in 1984 (Godschalk et al. 1989) and much of the literature still depends upon these findings (c.f. Daniels and Daniels 2003).

Since the 1990s, environmental planning and mitigation studies have primarily focused on the existence and quality of plans (Berke et al. 2006). It is relatively rare to find research that actually focuses on the types of land use policies adopted and implemented by local jurisdictions. Practice and planning studies are often limited in the nature of the jurisdictions considered, focusing on state and county levels, but neglecting policies and planning at the municipal level, which in many states like Texas may be the only level of government at which mitigation practices can be adopted. This research addresses these shortcomings by examining current coastal hazard mitigation practices of jurisdictions along the Texas coasts.

This study examines the adoption and the usage of mitigation policies, practices and strategies that can enhance hazard resilience and environmental sustainability among local jurisdictions (counties and municipalities) along the Texas coast. The study specifically:

1. Examine the adoption and the implementation of broad-based hazard mitigation and Environmental planning policies paying primary attention to land use and development regulations and practices by local jurisdictions (counties and municipalities) along the Texas Gulf coast;

2. Examine the influence of local capacity and commitment in the adoption and extent of hazard mitigation regulations, policies, and strategies that can enhance hazard mitigation, after controlling for additional factors.

This research utilizes a primary survey data collected from a total of 124 jurisdictions, consisting of 26 counties and 98 municipalities. The findings suggest that both commitment and capacity are important, however of the two, commitment is by far the most important and displays nonlinear effect, suggesting that higher levels of commitment result in disproportionately higher levels of adoption and utilization of mitigation and environmental planning tools and strategies. In addition, critically important, however was the legal capacities or discretionary authority of local jurisdictions based on their abilities to determine their structure, functions, finances, and personnel.

References


Abstract Index #: 184

PLANNING THE EFFICIENT CITY
Abstract System ID#: 5172
Individual Paper

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At least 100 U.S. cities have developed climate change plans, created offices of sustainability and appointed a staff member to focus on climate change. Improving the energy efficiency of buildings is the biggest component of most urban climate change and sustainability plans. This focus is appropriate as cities are made up of buildings and buildings consume 71 percent of the nation’s electric power, 39 percent of all power, and create 39 percent of the nation’s CO2 emissions. For most cities buildings and transportation are the largest users of energy and contribute the most to a city’s carbon footprint. Yet, despite considerable federal, state and local investment, many, if not most, cities are not meeting their building efficiency goals. This article develops a hierarchy of planning and policy approaches to achieving building efficiency goals, and identifies opportunities and barriers to achieving them. The approaches are: 1) leading by example (retrofitting city-owned property); 2) stimulation programs, including educating, incentives and financing; 3) benchmarking (measuring and rating a building’s energy performance and making the information available in the form of an energy performance report); 4) strengthening building codes; and 5) technological innovation (e.g. smart grid research and development). The article places these approaches in a hierarchy based on their potential contribution to reducing carbon emissions. Leading examples of each are discussed in the context of federal and state policy that supports them. Three comprehensive case studies of Charlotte, Los Angeles, and Seattle examine implementation of planning and policy initiatives on building efficiency. The research will be based on analysis of the actual policies and programs and interviews with experts in the case study and other cities as well as interviews with experts in organizations involved with various aspects of building efficiency (e.g. Department of Energy, U.S. Green Building Council, American Society of Heating, Refrigeration and Air-Conditioning Engineers, Architecture 2020, etc.). The goal of the case studies is to present a guide to practitioners so they can understand how cities move from lower-order (low-hanging fruit) approaches to comprehensive strategies. Too often, cities are implementing piecemeal programs that do not address the complexity of the building efficiency problematic.

Audience members will learn the five basic approaches to achieving urban building efficiency goals and develop an understanding of why success is so hard to achieve. They will learn how leading cities are moving up a hierarchy of policy and supportive planning to achieve significant improvement in efficiency in both publically and privately owned buildings.

References

Abstract Index #: 185

ADDRESSING THE LEGAL CONSTRAINTS TO COLLABORATIVE RESOURCE MANAGEMENT: INTERNATIONAL LITERATURE COMPARED TO A NORTH CENTRAL IDAHO FOREST COLLABORATIVE
Abstract System ID#: 5173
Pre-organized Paper Session (Symposium) “The Limits of Collaboration”
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Mandated and voluntary regional planning have been used to address the mismatch between fragmented or localized government authority and the integrated, spatial nature of natural and built environments. Collaborative regional governance is increasingly promoted internationally and in the United States for the management of watersheds, protected areas, cultural landscapes, indigenous resources, and fisheries (National Research Council, 2002*; Cash, Adger, Berkes, Garden, Lebel, Olsson, Pritchard, & Young, 2006). For each, collaborative possibilities are framed within unique legal contexts that shape resource rights, stakeholder strategies and the implementation of voluntary agreements. However, literature on collaborative planning and resource management lacks attention transferability issues between different legal and institutional governance contexts. This analysis gap becomes more critical as adaptive co-management ideas are scaled up to address social and ecological resilience of larger landscapes (Andreas & Egerton, 2011). Healey (2006) calls for further research on the cultural and institutional contexts affecting outcomes. This paper adds to Plummer and Fitzgibbon’s framework (2004) and Margerum (2011) that categorized co-management components as preconditions, characteristics, and outcomes, with a focus on structural preconditions for collaboration. Initial analysis of 60 sources revealed a focus on social outcomes of collaboration and a neglect of how resource rights and institutional rules affect collaborative participation and implementation in land, fisheries, and watershed contexts. One precondition-stage variable is the presence of legal systems, at both state and individual organization levels that are flexible enough to allow participation in the collaboration. Focusing on a case of collaborative land management in north central Idaho, the paper illustrates the importance of examining the creation of group rules and decision paradigms as well as determination of the scale and scope of a specific collaborative process. In 2008, after 30 years of lawsuits and conflicts that had paralyzed United States Forest Service (USFS) land management decisions, the Clearwater Basin Collaborative formed to forge consensus among county, tribal, and state governments, the lumber industry, motorized recreation, backcountry hunters and anglers, wilderness and wildlife groups. In the past two years, the group has helped the Clearwater and Nez Perce National Forest to design projects for the new Collaborative Federal Land Restoration Program and to be a chosen to demonstrate the implementation of the new forest planning rule, which focuses on collaboration. Other groups have challenged the legality of this collaboration. Why does the USFS participate and how do stakeholders learn and work within legal constraints such as FACA and NEPA to implement a memorandum of agreement for collaboration? Participant observation, text analysis, and interviews conducted over two years during the creation and implementation of protocols and a memorandum of agreement show indicate that USFS personnel risk legal challenges from the non-participating public and allocate scarce staff resources to the collaborative because it increasingly enables agency accomplishments and has the potential to garner public trust. Understanding legal constructs’ roles within multiple situations can contribute to a more systematic comprehension of collaborative environmental management, including transboundary and regional governance efforts.


References

Track 4 - Gender and Diversity in Planning

Abstract Index #: 186
NEGOTIATING EVERYDAY INTEGRATION: A STUDY OF THE SPACES OF INTERCULTURAL CO-EXISTENCE AND CONVIVIALITY IN LOS ANGELES’S MULTI-ETHNIC NEIGHBORHOODS
Abstract System ID#: 4027
Individual Paper
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“Multiculturalism has utterly failed!” This bold and poignant statement made by German Chancellor Angela Merkel in October 2010 highlights the struggles many globalizing cities face to integrate immigrants and adapt to the profound cultural exchanges that contemporary globalization inexorably requires. In Los Angeles, recent opposition to new mosque construction in Temecula, the conflict over neighborhood boundaries between Koreans and Bangladeshis in Koreatown and the undercurrents of social tension as San Marino transitions to a more ethnically diverse city echo with overtones of Rodney King’s desperate appeal “Can we all get along?” at the height of the LA civil unrest exactly 20 years ago.

These conflicts reflect the contested process of sharing lives and space in ethnically diverse globalizing cities that have become what Appadurai (1991, 1996) refers to as ethnoscapes. Conflicts in ethnoscapes challenge head-on the inadequacy of abstract dialogues about integration that do not address the local urban scale. The urban is a tactile scale where the daily negotiation of positive and negative encounters of fear, anxiety and prejudice unfold when different cultural interests and practices routinely intermingle in the neighborhood streets and civic spaces (Allport 1954, Kristeva 1991, Sandercock 2000, 2003), Amin 2002).

What is the role of planning in these globalizing cities of human diversity and specifically in integrating lived differences? How can planning reconcile the “two conflicting trends” of compactness and diversity in American urbanism in order to create a sustainable “shared sense of a common future” (Talen and Ellis 2009)? The terrains of why and how the planning process should change from universal needs approach to a culturally sensitized practice are outlined in the writings of Qadeer (1997), Burayidi (2000), Sandercock (2000), Umemoto (2001) and Pestieau and Wallace (2003). However, there is a relative silence of empirical scholarship about planning and design outcomes in the quotidian built environment that can positively influence the process of living in diversity in ways that encourage relationship-building and genuine intercultural understanding. The few exceptions are Peattie (1998), Amin (2002, 2010), Sandercock (2003), Wise (2005), Bollens (2006), Wood and Landry (2008).

This paper presents empirical insights for planning from this everyday level through an exploration of the dynamics of living together in three multi-ethnic neighborhoods of Los Angeles of different socio-economic status. Using a mix of ethnographic, semi-structured interviews, cognitive mapping and a short survey with adults of different ethnicities who live, work or regularly use the neighborhood’s amenities and spaces, I will discuss the negotiation and tensions that are a routine part of sharing living space in multi-ethnic settings and the opportunities to cultivate convivial intercultural relations in the neighborhood spaces of public use (e.g. parks, libraries, events, cafes). The three neighborhoods are San Marino (affluent concentration of Chinese and Anglos), Mid-Wilshire (mixed income of Latinos, Koreans, Jews and Anglos) and Central Long Beach (concentration of poor Latinos, Cambodians and African Americans).
Framing the investigation using Lefebvre’s (1991) conceptualization of social space as a dialectical perceived-lived-conceived triad, the issues I explore in this paper include boundary perception and construction through routine socialization geography, tensions of space-sharing, negotiating belonging and the sets of opportunities that are conducive to intercultural engagement in these multi-ethnic neighborhoods. Together, these strands of inquiry weave comparative narratives of negotiating the process of integration through the everyday activities and spaces of multi-ethnic Los Angeles. Further, this paper intends to identify tangible opportunities for urban plans to respond to the relational challenges of living together that lie in the intersection of society and space of culturally diverse cities in metropolitan United States.

References

DEPORTATION THREAT DYNAMIC IN LOCAL INSTITUTIONS
Abstract System ID#: 4139
Individual Paper

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In this paper, we explore the local spaces and institutions where unauthorized immigrants experience fear and overt threat of deportation. While the effect of illegality is well documented in studies of the labor market, the effect of deportation fear is less understood in community institutions and spaces. In one case from a San Diego County community where anti-immigrant sentiment was especially high, a resident spoke of fear of leaving the house because of increased police harassment and a perceived or real increased threat of deportation. In this paper we explore how widespread these effects are and begin a dialogue that addresses the role of deportation fear in community participation among unauthorized Latino immigrants.

In the labor market, the consequences of illegality are well documented; unauthorized immigrants routinely experience lower wages, unsafe working conditions, and wage theft as a result of employer exploitation of their employees’ legal status. Sociologist Elizabeth Fussell has defined this process as part of a Deportation Threat Dynamic. The Deportation Threat Dynamic has historically been composed of three central and interdependent components: the state, employers, and immigrants. The state plays a key role in maintaining the threat of deportation through increased rhetoric and number of deportations both of which reinforce deportation fear. Employers then know of this fear and use it to defraud workers out of wages – during the Bracero era this may have entailed calling immigration authorities at the end of picking season before paying final wages, or more recently a flat refusal to pay day laborers for services rendered with the simple threat, ‘I’ll call the police’. Finally, unauthorized immigrant’s reluctance to report crime and abuse because of their fear enables further exploitation. In this paper, we argue that the Deportation Threat Dynamic has significant consequences outside of the labor market as new agents exploit deportation fear among unauthorized Latino immigrants within local institutions and spaces such as: schools, government services, housing, public spaces, and commerce. Through a series of focus group interviews with unauthorized immigrants in Los Angeles, we identify the specific local institutions within which fear and overt threat of deportation take place.
We have seen the effect of a ramping up of the Deportation Threat Dynamic play out in places like Alabama, Georgia, Arizona and other communities where physical presence without legal status has become a crime. Entire neighborhoods and communities have disappeared almost overnight as the fear of state deportation grew so strong that individuals began to self-deport, a politically convenient euphemism used to describe this forced migration. Yet even outside of these extreme situations, the Deportation Threat Dynamic may be having significant effects on the health of communities and engagement and civic participation among unauthorized immigrant populations. The outlook for communities where parents are hesitant to participate in their child’s school or where kids afraid of playing ball in the park for fear of running afoul of immigration enforcement is quite grim. By understanding the space within which fear prevents engagement, planners and policy makers can then craft interventions to counter the fear and encourage community participation among all residents.

References

INTERFAITH DIALOGUE OR LAND USE CONFLICT?
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Religious plurality has increased exponentially in Canada over the last few decades. This rise in diverse faith groups has raised issues of the siting of places of worship and led to ensuing land use conflicts. These issues go beyond the arena of planning, pointing to larger issues of social integration (and isolation) and community resilience in our urban environments. This study explores the lessons learnt from the clustering of religious developments in non-institutional land use zones, attempting to assess if such clustering works to facilitate interfaith dialogue or engender land use conflict. It compares and contrasts two clusters of places of worship: one in Richmond, British Columbia, commonly known as the ‘Highway to Heaven’ in the midst of prime agricultural land and, the other in Professional Court, a key employment area, in Mississauga, Ontario. The study is complemented further by examples of other places of worship in the province of Ontario, expert interviews, analysis of municipal plans and a physical examination of the built environment. Lessons derived from the study will formulate future land use policies which could help overcome religious differences in some of Canada’s fastest growing urban regions.

References

COLLECTIVE ART PRODUCTION INVOLVING MIGRANT WOMEN
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Abstract Index #: 189
COLLECTIVE ART PRODUCTION INVOLVING MIGRANT WOMEN
Abstract System ID#: 4203
Individual Paper
Arriving in a new setting can be a hazardous enterprise for immigrant women. They do not only experience the urge to shape physical surroundings to their needs or to accommodate with them, they will also need to cope with often conflicting cultural and social demands. Consequently their social roles need to be re-enacted and their cultural positions renegotiated (Heynen, 1998). This paper claims that the re-enacting and renegotiating process occurring in collective art production in public places can be an important and productive instigator of cultural and social change and can have an integrative effect on all people involved in the process.

Building on Turner’s unique approach stressing the processual and integrative nature of ritual in complex societies (Deflem, 1991), my research focuses on how the process of collective art production in public places of ethnically diverse urban neighbourhoods empowers migrant women to re-address social relations and relations with places. Briefly, my theoretical framework elaborates on the term “liminoid” denoting the quasi–liminal character of cultural performances and leisure activities in complex society. The liminoid originates outside the boundaries of the economic, political and structural process, and its manifestations often challenge the wider social structure by offering social critique on, or even suggestions for, a revolutionary re-ordering of the official social order. The term liminality comes from a concern with the symbolic ordering properties of those spaces that are associated with rites of passage in small-scale societies (Turner, 1974). Ultimately liminality (from limen passing; threshold passing) is all about the relationship between freedom and order. Principles of social organisation both affect and are manipulated by individuals.

In this paper I focus on agency as a capacity for action and change (Mahmood, 2001) that historically, culturally and spatially specific social relations of subordination enable and create and that come to the foreground in collective art processes. I will not elaborate on other meanings of agency as covered in organizational sociology or political theory e.g.

This paper gives voice to the experience local migrant women have had when participating in the collective art project in St. Gillis, Brussels in 2011. The aim of the project was to bring about a new dynamic around a specific public space in a mixed neighbourhood, initiated through the addition to the space of a new temporary art construction. The intended dynamic was initiated by two artists from outside the place, but grew through the participation of local (and other) users (residents, merchants, passers-by) of the public place. The paper discusses how migrant women, carrying an own cultural tradition, reproduce and act against this tradition in the specific setting of a collaborative art production. Space and place are seen to be situated between and within relations of power. Power is said to be performed through spatial relations and encoded in the representation of space (Lefebvre, mentioned in Hetherington, 1997). In my discussion I would like to argue that these women are active agents who live an existence far more complex and richer than common narratives suggest.

My research methodology employs an ethnographic and phenomenological approach with attention for gender differences, to extract and abstract lived experience from the researched participants in collective art processes. In contrast with Turner and Mahmood I pay particular attention to the specifics and influences of the locally meaningful set of spatial relations in which collective art processes take place.

References

Abstract Index #: 190
IMMIGRANT AGENCY AND NEIGHBORHOOD PROTECTION: UNDERSTANDING THE ROLE OF PLACE ATTACHMENT IN TRANSNATIONAL COMMUNITIES
Abstract System ID#: 4279
Pre-organized Paper Session (Symposium) “Immigrant Networks, Ethnic Economies & Planning – Session A”

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The history of urban redevelopment in the US has been controversial. Urban redevelopment projects have drastically disrupted the endogenous social networks of low-income minority communities, many times displacing these communities as they lacked the political or socioeconomic capital to withstand redevelopment projects. These endogenous networks however, are now changing under pressures of globalization and transnationalism (Miraftab, 2011). Transnationalism is now an accepted analytical framework to view socioeconomic and cultural relationships that link sending with receiving immigrant communities via connections of finance, communication, and sociopolitical relationships. While transnational scholars argue and demonstrate that these relationships increase the agency of marginalized immigrant populations in their sending communities (Smith and Guarnizo, 1998), little is known about the affects of these relationships on agency in receiving communities and how that increase in agency in turn may influence neighborhood redevelopment.

Empirical studies have looked at the relationship between agency, in the form of neighborhood protection, and local ties (attachments) and identity (Lewicka, 2005). However, few of these studies have been conducted in the receiving communities of immigrant transnational populations (Ehrkamp, 2005; Abramson et al, 2006). Our case study of one such receiving community, MacArthur Park in Los Angeles, California, brings together two separate bodies of literature—place attachment and identity literature from environmental psychology and transnationalism “from below” literature from migration studies to explore the ways that local ties and identity affected local agency/civic action in protecting the neighborhood from regulative top down redevelopment pressures. We empirically investigate the link between place attachment and identity, transnationalism, and local political agency within a transnational community.

An in-depth revelatory case study method was conducted, focusing on responses to neighborhood change and the attachments and identities community members associated with MacArthur Park. The MacArthur Park case study was both a “critical case” and “revelatory case”, as it represented a critical test of a significant body of literature (place attachment and identity/transnationalism/redevelopment) and revealed unexplored or unknown phenomena. Thirty-two in-depth, semi-structured interviews (1 to 1.5 hours) with local officials, community leaders, business owners, and various stakeholders were conducted to better understand local ties, identity, and responses to redevelopment. More than 180 short interviews of park users were conducted to better understand the relationship between local attachments, identity and transnational ties. A 3-point “transnational index,” based on questions related to mobility and transnational ties, was tested against a 3-point attachment/identity index, to detect any correlation that might exist between these ties and attachment/identity.

Our findings reveal that residents and users of MacArthur Park experienced strong local ties to place that significantly correlated with the transnational identity associated with the park. Our findings also suggest that the local ties and transnational connections that existed in the immigrant receiving community (such as the hometown associations) helped them increase their agency and in turn provided the social cultural capital to influence and ultimately make the redevelopment efforts in the community benefit their community. Hence, our study directly contributes to the emerging transnationalism and planning literature (Miraftab, 2011).

References
MIGRATION, DEVELOPMENT AND LOCAL TRANSFORMATIONS: THE TRANSNATIONAL PRACTICES OF DOMINICAN HOMETOWN ASSOCIATIONS

Abstract System ID#: 4552
Pre-organized Paper Session (Symposium) “Immigrant Networks, Ethnic Economies & Planning – Session A”

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A “new enthusiasm” around migration and development has led researchers to examine how migrant networks and their transnational ties forge new bridges and bonds between origin and host societies (De Haas 2007, Faist 2008). Notwithstanding these important shifts in perspective, which have placed increasing attention on the organized actions of migrant groups and their transnational character, very little is known about these entities in the development or the political context. In addition, little attention has been placed on the novel types of social and political practices that emerge when migrants engage in development projects across borders (Goldring 2008).

This paper addresses several of these analytical shortcomings and the existing gaps in the literature through the study of Dominican hometown associations (HTAs). It also approaches the idea of development from a political economy perspective that places attention on how these organizations help transform state-society relations, governance dynamics, and generate synergies with local bureaucracies as a result of their increased involvement in local development projects.

People, money, commodities, ideas and norms, amongst other flows, move through HTAs structures and across the domains of interaction where they operate (Levitt and Lamba-Nieves 2011). Examined altogether, these elements are the building blocks of distinct development logics—ways of defining and carrying out development—that are assembled and circulated through transnational social fields that link places, people and institutions across borders. As HTAs become involved in transnational community development projects, they establish linkages and dialogues with state and other actors that may end up transforming relationships between the state and society, and promoting different approaches to local development in both home and host communities.

The data presented relies mostly on a case study approach where a series of semi structured interviews and ethnographic observations were conducted in the Peravia Province—a southern, semi-arid, agricultural region of the Dominican Republic—and in important Dominican migrant destinations in the United States, such as New York City and Boston, Massachusetts.

References
There is a paradox in the world today in regard to the diversity of languages, cultures, and ways of life that exist on this planet. Cities and regions around the globe have become more diverse, experiencing the cumulative effects of global migration. Yet, on the global scale, the world is losing cultural diversity, with the disappearance of entire knowledge systems and ancient traditions. This is seen most clearly in what has been termed “language death,” which refers to the extinction of many languages and dialects. Planners find themselves at the intersection of this paradox, oftentimes struggling to understand the nature and dynamics of cultural diversity. How do we begin to orient planning practitioners and scholars to the myriad of issues and concepts pertinent to planning in a culturally diverse society? This paper provides a survey of major political theories, issues and questions pertinent to planning in a culturally diverse society, focusing primarily on ethnic and racial diversity.

The paper begins with an overview of schools of thought that inform planning approaches within multicultural settings. For heuristic purposes, we provide a brief overview of three major strands of discourse that place the nature and importance of culture at their center: cosmopolitanism, multiculturalism, and self-determination.

We then explore some of the major issues and challenges that cultural diversity brings for planners and the planning profession within the context of democratic governance. Planning regarding the coexistence of different ethnic, racial, and other forms of cultural community within the same political space encompasses the interrelated issues of process, structure, and substance. Process refers to the ways by which planning and policy decisions are deliberated among multiple and often conflicting publics. Deliberation takes places within a larger political economic structure that, in part, mediates the ways in which various publics can exert their influence with and over others. Philosophical debates surround the substance of policies and rules, particularly as issues concerning racial and ethnic groups have been historically (and problematically) dichotomized within the frame of “universalism” versus “particularism.” Issues of process, structure, and substance can be seen in contemporary planning controversies of at least three types: (a) pursuit of equality and human rights, (b) tolerance for difference, and (c) the right of groups to perpetuate and evolve unique cultural traditions and ways of life.

We close with a short list of salient questions in seeking a just and convivial society where we can all thrive equally and together.

a. How does planning shape identity formation and intergroup relations?
b. What is the role of planning in helping to achieve better intergroup relations and greater equality and justice in a multicultural milieu, understanding different histories and circumstances?
c. What are the theoretical and ethical implications of recognizing multiple publics that may share different epistemic lenses on the world? And in practical terms, what are ways we can recognize multiple publics without falling down the slippery slope of moral relativism?
d. What are the prospects for transformative planning to engage people in a process of learning how to see the world through the lens of others? What does this process look like? How can such processes lead to a greater measure of social justice as experienced by multiple publics?
e. How can we identify, codify, and routinize collaborative, transformative processes in addressing issues of cultural diversity in planning and governance?

There are a growing number of scholars who are probing these questions and this paper is built upon many of their works. But there is much more to be done.

References

EMERGING ISSUES IN PLANNING: ETHNO-RACIAL INTERSECTIONS
Abstract System ID#: 4453
Roundtable or Informal Discussion Session

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As urbanization patterns are rapidly increasing and changing around the world, the planning field is struggling to come about new intellectual and instrumental tools to both interpret and act in the world in effective ways. Urban epidemics of obesity and diabetes have prompted a renewed interest in the linkages of planning and public health. These conditions, together with concerns for the ecological footprint of cities, have spurred local initiatives in urban agriculture. The increasing evidences of climate disruption have intensified attention to planning for disaster prevention and mitigation, as well as for sustainable coastal development. The growth in size and complexity of city-regions has shown the need for more regional and transnational planning. The current financial crisis and the persistence of urban poverty and inequality demand problematizing the very ideologies of development that motivate planning. As our cities become more diverse, even scholars of race and ethnicity grapple with the challenges of becoming more mindful of how gender, sexual orientation, national origin and other identity traits interact with ethnorace and complicate societal systems of opportunity/discrimination. Not only do the changing dynamics of migration destabilize traditional demographic methods, but also conventional conceptions of housing tenure types and placemaking practices. While some important ground has been advanced in each of these areas and other emerging issues in planning, much work remains to be done in order to excavate their intersections with race and ethnicity. This roundtable brings together reflective planning scholars and practitioners to speak candidly about their own attempts to grapple with the need to bring race and/or ethnicity into their planning work and scholarship on emerging issues.

RESURGENCE OF PLANNING IN CENTRAL WASHINGTON HISPANIC COMMUNITIES: TOWARD A REGIONAL COLLABORATIVE ENDEAVOR
Abstract System ID#: 4562
Individual Paper

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This paper reflects on the lessons from successful organizational and business practices that Hispanic rural communities have evolved by developing networks of commerce and community organizing in central Washington. It builds on the assumption that successful planning practices (in terms of economic development and community organizing) in diverse towns have remained largely ignored or overlooked by the key economic development and political players of the larger region. While the Hispanic population in the Pacific Northwest has a long history, it has not been as well recognized as other parts of the country (García & García, 2005). The author argues that we could learn from what these communities have done to build successful social and economic networks even when the rest of the State underwent downward economic times, and when the country as a whole has grown apathetic to political engagement and to diversity.
Drawing extensively on the collaborative planning and democratic governance literature that links social development to deliberative democracy and collaborative governance and planning practices (Follett, 1918; Forester, 1999, 2009; Haval, 1985; Kathi & Cooper, 2005; Kemmis, 1990; King & Stivers, 1998; Neblo et al., 2010) the author makes a case for participatory and integrative endeavors as a way to promote democratic and sustainable life in cities and regions. She inquires how joint governance processes in the central and eastern regions of the state can be strengthened by truly integrating economic and civic engagement practices of diverse ethnic groups who have so far worked separately and in isolation from each other. The goal of this paper is to advance our understanding of collaborative planning practices under a resurged democratic light and taking into account that most Hispanics are not full participants in governance, and, in fact, are barely involved at all in local government, school boards, and community decision-making.

Most of the migrants arrived as seasonal farm workers starting in the 1930s but have settled to become more permanent residents in the last decades. The total population change for the five rural counties surveyed was 13% from 2000 to 2010, while Hispanic population change was 48%. Each of the counties has over 20% Hispanic population, and one county has a majority (59.3%) Hispanic. Such dramatic growth in Hispanic population came along with increasingly well organized and self-contained Hispanic communities, within a larger region of fairly homogeneous Caucasian populations, along with areas of concentrated Native American reservations. How can the region at large benefit from the local knowledge of the tightly knit communities? The author frames this question recognizing the highly polarized socio-economic context in which rural Hispanics in the state live: the reality of the exploited workers, on the one hand, and the world of successful Hispanic business owners, on the other hand. How can communities begin to collaborate toward more democratic and successful planning and governance, both within Hispanic communities and with the larger populace?

The author utilizes a mixed methodological approach involving general quantitative data (i.e., a general survey of basic economic indicators), and an in-depth qualitative study based on in-depth interviews with business owners and community groups of five counties of central Washington State (Adams, Chelan, Douglas, Grant, and Okanogan). Several field observations as well as the lengthy interviews allow the researcher to better understand the wider socio-cultural context in which both successful business practices and community organizing take shape among Hispanic communities, as well as the challenges and lessons they face.

Understanding the increasingly active presence and successful practices of large Hispanic rural communities in the central Washington region could help planners and public administrators envision new and more democratic ways to strengthen ties among the diverse populations, including business sectors and community organizing groups.

References

Abstract Index #: 195

SPECIAL CHALLENGES FACING PLANNING FOR BLACK COMMUNITIES
Abstract System ID#: 4566
Roundtable or Informal Discussion Session

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For some time, various scholars have looked at plans and planning actions that have direct, prolonged, and deep impacts on minority-race communities. Recently significant events, larger than black and minority-race communities, have overwhelmed many parts of the U. S. Hurricane Katrina and related levee failure devastated New Orleans and a series of other natural disasters such as hurricanes and tornadoes ripped apart the center of the nation, leaving in their wake dramatic damage that will not be repaired for a very long time. Minority-race communities were deeply affected and may continue to be at risk from these natural disasters. On the other end of the same scale, depopulation and deindustrialization have devastated traditionally working-class industrial cities such as Detroit, and although some circumstances have abated no whole sale resurrection is forthcoming. As in the case of natural disasters, minority-race communities are deeply and many times permanently impacted by the human-generated destruction of the manufacturing-based city. Several scholars have provided insights on these larger forces on minority communities, and this roundtable will allow them to discuss current challenges and possible research and action.

Each comes from a valuable vantage point. Ed Blakely has published several books and articles on Katrina and New Orleans, most recently My Storm; June Manning Thomas has recently co-edited The City after Abandonment and is working on an effort entitled Mapping Detroit; Jeffrey Lowe has looked at how the nonprofit world of community development has responded to the New Orleans catastrophe; and Lisa Bates will discuss her work on African-Americans' resilience in New Orleans and, in a very different context, in Portland and the Pacific Northwest. In this session we ask the four respondents to summarize their insights on how macro-structural natural or human-made issues have disproportionate impacts and what if any new public policy or research stream might help address this issue.

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In places such as Sacramento, California, the presence of voluntary agencies, mutual assistance associations, and religious organizations, among other groups, comprise an infrastructure that has facilitated the migration, resettlement, and adaptation of a number of different refugee and immigrant communities since the 1970s. This is one example of how a set of specific relations is shaping regional identities—both institutionally and spatially. At the experience of everyday life, migrant groups are also transforming the region. The cultural landscape of ethnic commercial districts, neighborhoods, and religious spaces scattered throughout the Sacramento region provide evidence of growing economic and political influence. Taken together, what we can observe from these practices are the institutional and cultural formations that grow out of particular sociospatial arrangements, which are creating “multi-ethnic” regions and cities.

This is not to suggest bounded definitions of space or place, but one that is informed by multiple networks across different localities and regions. From this perspective, places can be viewed as an assemblage of different practices that involves negotiations between groups whose histories are intertwined and are situated in territorialized space (DeLanda 2005). Some have argued that the “power to act” resides locally, but that this power also incorporates extra-local forces aimed at producing a progressive or extroverted sense of place between global, local, and trans-local processes (Amin 2004). As geographer Doreen Massey (2005) has pointed out, places necessitate invention and negotiation to make
sense out of the complex power-geometry of space and time. This “practicing of place” is inherently political and requires action between people—re-acting and pro-acting, drawing together local circumstance with external forces at play.

For migrants and refugees, places provide a common sense of territorial identity despite these groups having roots elsewhere. A central theme of these experiences is a longing for homeland, while the specific site for placemaking is the actual home, dwelling, or geographical community. Scholars have pinpointed this “homing” tendency to illustrate that home is simultaneously material and imagined, politicized vis-à-vis power and identity; and, the multi-scalar nature, that is, from the actual space of dwelling and nationhood to homelands that are produced by Colonialism and Empire (Blunt and Dowling 2006; Brah 1996). This raises questions about the way we think about place and the fixity of boundaries of ‘here’ and ‘there’, ‘inside’ and ‘outside’, the ‘visible’ and the ‘invisible’, and what it means to dwell in place.

This paper describes the case of the Hmong in Sacramento that originally came to region as refugees in the 1970s, but now call it home. Specifically, the paper focuses on the following question: How is placemaking constituted by transregional and translocal practices? Based on focus groups, interviews, and archival data, I analyze the social networks of Sacramento’s Hmong community to understand the process of transregional and translocal placemaking. In the paper, I describe transregional networks of organizations that maintain and promote the cultural, economic, and political survivability across different regions, but manifest in a territorialized infrastructure. Translocal networks are also discussed to highlight spatial practices such as religious activities, cultural festivals, and consumption, as well as public campaigns and protests. I illustrate how spatial practices give meaning to the environments in which social groups inhabit and how these practices contribute to group identity, solidarity, and political efficacy. However, translocal and transregional networks are not mutually exclusive, but converge in ways to create a greater sense of belonging, authorship, and power. Thus, the paper helps to inform a theorization of place as a negotiative space where citizenship is being produced through placemaking as groups struggle to build community, and gain social and political standing.

References

Abstract Index #: 197
CULTURE, POLITICS, AND PLACEMAKING IN NEW IMMIGRANT COMMUNITIES: LEARNING FROM CHICAGO’S ETHNIC PARADES
Abstract System ID#: 4596
Individual Paper

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One of the key challenges facing planning today is how to reconcile arts and culture as tools of economic development and urban revitalization with the values of equity planning. Loukaitou-Sideris and Soureli (2012) explore the potential for cultural tourism to benefit ethnic neighborhoods, although they acknowledge the potential for these efforts to inadvertently spur gentrification and displacement. This tension is even more pronounced as new immigrants who lack the political power to withstand forces of gentrification establish ethnic enclaves in American cities. These groups are faced with the dilemma of how to attract external resources to strengthen neighborhood economies without ceding control over neighborhood development to external actors. To help bridge the divide between the use of culture for economic development and the political empowerment of new immigrant communities, this paper will compare parades among three immigrant groups – Indian, Mexican and Chinese – drawn from a larger study of sixteen ethnic
parades in Chicago, Illinois, conducted between 2009 and 2011. By studying ethnic parades, this research builds on Gotham’s (2005) work, which demonstrates how the tourist spectacle of Mardi Gras provides space for local action and autonomy even while it provides a stage and venue that promotes the interests of external actors. It also draws on Holston’s (1999) findings that cities are increasingly becoming spaces where the boundaries and meaning of citizenship are challenged and remade. This paper examines why immigrant communities in adopted the cultural practice of ethnic parades and how these parades inform planning for ethnic neighborhoods and communities. It also explores how cultural practices are linked to neighborhood place-making and generating spaces of hybrid-nationalism in cities. These practices are reshaping local, national, and transnational politics in ways that direct local and international resources into ethnic neighborhoods, embedding culture in public spaces through urban design and ephemera in the process.

Data for this paper are drawn from newspaper sources, such as the Chicago Tribune historical archive and the Chicago Defender, general histories of Chicago, specific histories of Chicago’s immigrant communities, and ethnic news sources where available. Records of City Council proceedings were also consulted when relevant. Interviews, observation, video coverage, newspapers, weblogs, parade documents, and City Council records provided data on the current character and function of ethnic parades. The findings of this study suggest that attention to cultural practices like ethnic parades can illuminate ways in which arts and culture can promote greater political visibility, challenge the limits of citizenship and civic participation within immigrant communities, and develop networks of cultural, civic, and economic actors in support of larger community development goals.

References

Abstract Index #: 198
FACILITATING IMMIGRANT SETTLEMENT IN CANADIAN CITIES
Abstract System ID#: 4598
Pre-organized Paper Session (Symposium) “Revisiting Hull House: Planning for Immigrant Integration in the 21st Century”

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Like the US, Canada is a country built through immigrants. Immigration is a crucial factor in planning for growth and change in Canadian cities, since it has all but replaced natural growth rates. However, the social and spatial impacts of immigration on Canadian cities are also significant for planners: immigrants have different integration trajectories depending on federal and provincial immigration policies, the labour market, and existing concentrations of ethnocultural populations. Immigrants’ residential spatial patterns differ markedly depending on factors such as the availability of rental housing, the ability to gain employment and the location of existing social networks. Many of these issues have been examined through Metropolis, an international comparative research and public policy development on migration, diversity and immigrant integration in cities.

At the heart of immigrants’ integration is their ability to access housing and neighbourhoods that will enable them to live, work, and engage in Canadian cities (Daswani et al, 2011). This paper will discuss policies and programs at the federal, provincial and municipal levels that help immigrants integrate into the types of housing and neighbourhoods they desire. Policies developed at the higher levels of government often have major impacts upon municipalities, who have fewer resources to deal with them. For example, a federal policy shift towards temporary worker permits has meant rapidly-growing, transient populations in small, resource-dependent cities such as Fort McMurray, Alberta, where the booming oil sands companies are located (Krahn et al 2003). How have municipal policies and programs shifted to support this growth in temporary workers in the city, such as providing more short-term housing alternatives? How has the increase in immigrants entering through the Live-in Caregiver Program, a federal immigration program, affected housing trends in Toronto? (Thomas 2012) What role do immigrant service providers, often funded through
federal programs, play in municipal service provision in suburban areas where immigrants tend to settle? (Lo et al. 2010)

Planning for growth and change, including important demographic and cultural shifts, is essential for municipal and regional planners, yet much of the policy and development in facilitating immigrant integration falls outside of traditional “planning”. Using a literature review and policy analysis, the paper will evaluate existing policies and programs designed to facilitate immigrant settlement into Canadian neighbourhoods, and provide discussion points on comparative policy of interest to planners. The paper builds on important comparative work such as Teixeira et al (2012), highlighting Canadian approaches that could work in other geographic and sociopolitical contexts.

References

Abstract Index #: 199
EXAMINING AN INFORMAL NICHE IN A GLOBAL CITY: A CASE STUDY OF MEXICAN IMMIGRANT GARDENERS AND THEIR SOCIAL NETWORKS IN LOS ANGELES’ INFORMAL ECONOMY
Abstract System ID#: 4620
Pre-organized Paper Session (Symposium) “Immigrant Networks, Ethnic Economies & Planning – Session B”

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The domestic household service sector of contract gardening dominated by Mexican immigrants in Los Angeles constitutes an important and under-examined component of this global city’s informal economy. While domestic help has historically been a privilege of the affluent, the middle-class—especially during the post-World War II era—has also acquired the financial means to hire immigrants and racial minorities to perform traditional household duties. Due primarily to the American obsession with the front lawn (Steinberg 2006), the increased influx of low-wage immigrants to the U.S. since the mid-1960s (Massey 1986; Massey et al. 1987) and the structural shift from a manufacturing-dominated industrial complex to a new, service-dominated economic complex during the past several decades (Sassen 1994), the demand for contract gardeners has become an integral part of local neighborhoods. Despite the positive benefits contact immigrant gardeners provide to American cities and suburbs, planning scholars and other social scientists have traditionally ignored this group.

To address the shortcomings in the scholarly literature and debunk the pejorative popular views of Mexican immigrant gardeners, this research provides a complex and nuanced interpretation of this informal niche. This research re-conceptualizes this service sector from a homogenous group of immigrant workers to a heterogeneous group (i.e., immigrant workers and petty-entrepreneurs). It also re-frames the popular narratives of Mexican immigrant gardeners as ignorant, passive agents who perform simplistic, labor-intensive activities to intelligent, social agents with agency who engage in complex social relations and economic transactions.

My main finding and contribution to the scholarly literature centers on how the two sub-groups that I examined within this informal niche—i.e., immigrant workers and petty-entrepreneurs with similar low socio-economic backgrounds—differ in their outcomes because they self-organize in a typology of economic models based on the availability of their
strong social ties or migrant networks, including the hierarchical nature of these webs of social relations. This typology that I coined includes the following economic models: (1) Informal Petty-Capitalism (IPC) model; (2) Informal Master-Apprentice (IMA) model; and (3) Informal Gardener Markets (IGMs).

For this research, I mainly employed ethnographic methods. This included conducting 50 in-depth interviews with Mexican immigrant gardeners (25 workers and 25 petty-entrepreneurs), participant observation, archival research and document analysis. As a single-case study (Yin 2003), this research provides a nuanced understanding of this underexamined, service sector niche. Since I’m focusing on Mexican immigrant gardeners and their social networks in the context of the informal economy, the single-case study represents an ideal approach for understanding the complex and multi-faceted nature of this heterogeneous group.

By better understanding the existing social capital, rich resources and sophisticated forms of self-organization that Mexican immigrant gardeners possess, social scientists, policy makers, planners, civic leaders and organizers will be better informed to assist this group and other immigrant groups in a collaborative and strategic manner to improve the working and living conditions of disenfranchised groups in this country. Moreover, in lieu of formalizing the contract gardening service sector with high entry costs, strict government regulations and coercive laws, which inevitably lead to the criminalization and further marginalization of this informal niche, as a society, we need to support and provide informal immigrants with the tools, resources and incentives they need to better incorporate them into American society.

References

Abstract Index #: 200
THE SOCIAL ROLE OF IMMIGRANT ENTREPRENEURS AND ENTREPRENEURIAL SPACES
Abstract System ID#: 4718
Pre-organized Paper Session (Symposium) “Immigrant Networks, Ethnic Economies & Planning – Session B”

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Most of the research on immigrant entrepreneurship focuses on economic mobility outcomes (earnings and employment), while paying scant attention to social processes related to community building that may also be important for how immigrants “make it” in America. In some ways, the focus on entrepreneurship and economic mobility makes sense because immigrants have been consistently overrepresented among American small businesses and have higher rates of self-employment compared to the native born (Light 1984). At the same time, most immigrant workers are not entrepreneurs and tend to work in the general economy outside of ethnic enclaves and ethnic economies, suggesting that immigrant entrepreneurship plays a relatively small role in explaining how immigrants as a group adjust to life in the U.S. To date, scholars have paid little attention to the social roles that immigrant entrepreneurs play in their communities and the role of immigrant entrepreneur spaces in the wider immigrant and non-immigrant communities. For example, many immigrant entrepreneurs serve as formal and informal leaders within and outside of their communities and concentrations of immigrant entrepreneurs can create a space and opportunity for immigrants to interact socially with other immigrants and non-immigrants. These social functions of entrepreneurs and
the spaces where they work might lead to increased levels of social capital among immigrants that ultimately expand the opportunities and resources available within the immigrant community (Zhou 2004). In fact, Zhou (2004) argues that this critical mass of co-ethnic immigrant entrepreneurs and workers is vital for generating resources that help immigrants acquire the skills and information necessary for socio-economic mobility.

In this article I use qualitative data to respond to the following two research questions: (1) What social roles do immigrant entrepreneurs and immigrant entrepreneur spaces play in the immigrant and non-immigrant communities and (2) How do these social roles facilitate and/or impede the social and economic adjustment of immigrants to life in the U.S.? I focus on immigrants working at three immigrant entrepreneurial spaces along a recently revitalized commercial corridor in Minneapolis, Minnesota. Data used in the analysis include field notes from participant observation at the entrepreneur spaces and semi-structured interviews with immigrant entrepreneurs, representatives from non-profit organizations that support immigrant entrepreneurs, and local government officials.

Preliminary results indicate that immigrant entrepreneurs and their businesses strengthen immigrant communities in ways that are not captured by looking at the financial success of immigrant businesses alone. In addition to providing a venue for building social capital in the immigrant community, immigrant entrepreneurs and the spaces where they work help to shape the identity of immigrant groups. As formal and informal leaders, immigrant entrepreneurs frequently fill the role of “spokesperson” for the immigrant community in conversations with the media, civil society institutions and local governments. The kinds of businesses they operate and their ability to provide a space for community events in the immigrant community (e.g., cultural celebrations) also help to define the self-image of immigrants as well as the image of immigrants in the minds of non-immigrants. Finally, immigrant entrepreneurial activity and the use of spaces that blur the distinction between private and public life (e.g., immigrant shopping malls with food courts and other gathering spaces) help immigrants to assert their “right to the city” in an era of growing antipathy toward immigrants among native born residents of the U.S. (Harvey 2003; Varsanyi 2008).

References

Abstract Index #: 201

IMMIGRATION, XENOPHOBIA, AND THE SPACES OF SOCIAL INCLUSION IN KHUTSONG, SOUTH AFRICA

Individual Paper

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In May 2008, formal and informal settlements in the poorer areas of large South African cities were wracked by xenophobic violence that left more than sixty people dead and many thousands displaced and homeless. This paper contributes to recent analyses of the May 2008 violence, and the issue of xenophobia more broadly, by focusing on the case of Khutsong, a poor township on the outskirts of Johannesburg. Arguing against prevailing explanations that link xenophobia with poverty and deprivation, this study examines the popular organization and action against xenophobia that developed in Khutsong. It highlights the centrality of a community-based organization, the Merafong Demarcation Forum (MDF), in halting the spread of violence. In its recent struggle against municipal demarcation, the MDF nurtured a collective sense of place that granted primacy to provincial boundaries while downplaying ethnic, racial and national divisions.
This study draws on a series of in-depth interviews with a sample of township residents along with focused interviews with local leaders, attendance of community meetings, and analysis of census data, planning documents, and academic research. I examine tactical forms of coalition building by the MDF and other local organizations that encouraged an inclusive local identity to build in Khutsong. More broadly, I consider emerging grassroots movements in South African cities as ‘critical urban planning’ agents (Souza 2006) and the conditions under which they can effectively counter racial and ethnic exclusion at the local level. This analysis has relevance for planning theory and practice by critically examining the dynamics of social inclusion and the local level (Roy 2009). It also has implications for ongoing discussions of how to address violent xenophobia and prevent its future recurrence. I conclude by suggesting the need to examine local social struggles and their intersections with broader political-economic trends when accounting for the presence or absence of violent xenophobia.

References

Abstract Index #: 202


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Current literature on place-making and community building by immigrant groups has highlighted important social, political, economic and cultural processes of ethnic and racial minorities. In particular, the debate has centered on the role of transnational communities and placemaking (Smith and Guarnizo, Sandoval, 2011). Despite this valuable contribute to the academic literature on transnational processes, we have a theoretical and practical gap in our understanding of how immigrant communities shape and negotiate with other successive immigrant communities (Massey, 1995).

This paper will address the question of how is it that a place can be transformed by various waves of transnational immigrants. Specifically, this paper focuses on the complex layering of ethnic, racial, and gendered waves of transnational labor migrants in the Sacramento Delta from the 1970’s to 2004. Through a case study of the historical town of Locke, California, a town formed by Chinese immigrants and farm workers in 1915, I analyze how their transnational community developed and was eventually supplanted by a wave of transnational Latino workers in the 1970’s to understand how each group built their community and networks in the context of the transformation of capital (Harvey, 1990). My study focuses on the structure of the urban and agricultural policies that transformed the place, as well as the role of Chinese and Latino immigrants and their negotiations for their own space.

Another key aspect of this paper is to extend the concept of transnationalism to agricultural labor workers across various generations and to explore through ethnographic and historical methods, the transition between immigrant groups and the material practices developed and appropriated by each group. These findings, I argue, will shed light on the contemporary social, economic, and political structures of place building within neoliberal spaces developed by new immigrants. (Harvey, 1989; Pred, 1984).

References
While much attention has been paid to sub-federal anti-immigrant policies such as Arizona’s SB 1070, Alabama’s HB 56 and Hazleton-like local ordinances, there are thousands of local jurisdictions that have adopted pro-immigrant policies that work to integrate immigrants into social and civic life. A number of local government officials, for example, have designated their jurisdictions as “sanctuary cities” where municipal employees or police do not inquire about immigration status. Local organizations and businesses have accepted alternative forms of identification, such as Matricula Consular, an identification card issued by Mexican Consulate offices to Mexican citizens, in order for immigrants to receive services. There are also city managers that have developed immigrant advisory boards in order to give immigrants a voice in shaping planning and public policy decisions.

This paper examines immigrant integration strategies developed and implemented by local government agencies across the United States in order to better understand how these strategies vary and whether they are effective in integrating immigrants. Recent scholarship within the fields of sociology and political science have shown that immigrant incorporation processes vary considerably across bureaucratic institutions, such as health agencies or police departments, resulting in diverging levels of inclusiveness across bureaucracies (Massey 2008; Marrow, 2009; Jones-Correa, 2005). Furthermore, the degree of bureaucratic incorporation plays a large role in immigrants’ level of political and civic engagement, thereby potentially affecting a range of factors that contribute to socioeconomic well-being.

This paper will discuss the results of strategic planning process in three municipalities in North Carolina, in which the goal was to develop immigrant integration strategies that involved a variety of municipal agencies, local non-profit organizations, institutions of higher education, public officials, and immigrants. While there are many examples of immigrant integration programs in jurisdictions throughout the country, there are very few, if any, that do so collaboratively across a wide range of municipal agencies. This study develops a model for a planning process that can build the integrated immigrant city.

References

JANE ADDAMS AND THE CREATION OF AMERICAN CITIZENS
Addams was concerned about two groups of people in the U.S. who lacked full citizenship in the late 1800s: immigrants and women. If we define citizenship as the ability to participate in the political processes by which one is governed, neither new immigrants nor women qualified as citizens because neither could vote. Addams believed immigrants and women deserved the vote, and she worked hard on behalf of both groups. She also believed strongly in global citizenship, or the necessity for American involvement with political events around the world. Addams became an ardent peace activist before World War I, and remained so throughout the war. In this presentation I will review the issues of citizenship associated with immigrants, women, and international events. Addams had something to say about each.

A large part of Addams’s work consisted of teaching immigrants how to become Americans. Europe’s legacy of monarchies and its rigid class systems, as well as language barriers and extreme poverty, prevented European immigrants from achieving full citizenship as Americans. How do you transform people unaccustomed to self-governance into active participants in a democratic society? For Addams, education was the answer, but not just the formal education that occurred in schools. She thought children should understand their roles in the larger society, in addition to leading a moral life. For example, she thought children should learn about the rights and responsibilities of citizens, as well as what was expected of them within the family.

Many of the issues facing Americans now are similar to those that Addams addressed one hundred years ago. Immigration is again at a peak and is again politically controversial. Immigrants are accused of taking jobs from Americans, and states with large immigrant populations propose legislation to limit immigrants’ access to health care and higher education. Localities pass zoning laws that restrict the number of people who can occupy the same house, making it illegal for extended immigrant families to save money by living together.

We might remember Addams’s commitment to turning immigrants into citizens through education and civic involvement, and ask ourselves whether it is better to include newcomers in democratic processes, or to exclude them from society and create larger gaps between the haves and have-nots.

References
Planners are taught to be facilitators and empowered to be stewards of underserved populations, but the methods for balancing these roles in the face of difference are often unrefined and can lead to unfortunate situations if students are not armed with the proper skills and sensitivities. Further, it is thought that these community-based studios are a unique opportunity for planners to engage in interdisciplinary design research efforts, but disciplinary boundaries create other obstacles to an already delicate negotiation process. In this paper I will investigate the best and worst practices of community-based development education and the value of interdisciplinarity in these unique situations. I will quickly review the literature on the subject within the planning field and the various approaches employed in planning programs across the country, before delving into a more reflective inquiry regarding my experiences as a student, a community partner, and then as an academic in community-based development studios. Other data sources that will enrich this inquiry include student surveys from an interdisciplinary summer program I administered the past two years, as well as interviews with planning academics and community partners who have participated in interdisciplinary community-based design studios.

References

Abstract Index #: 206
PLANNING THE IMMIGRANT CITY; THE MARIEL BOATLIFT AND CUBAN AMERICAN EMPOWERMENT IN MIAMI 1980 -1992
Abstract System ID#: 5044
Individual Paper

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Who do planners represent in a city defined by empowered immigrants? In this paper I examine how metropolitan planners in Dade County dealt with the Mariel Boatlift of 1980 and the political challenges by the Cuban American community that followed. By combining archival research of planning documents and interviews with retired metropolitan planners, I investigate a history of planning crises: the refugee crises of the Mariel, when the increased arrival of Cuban and Haitian immigrants marked a period of social turmoil in Miami and the Meek vs. Metropolitan Dade county legal decision, leading to the redrawing of county commission districts. Miami’s case opens an inquiry into two mutually constituted questions: Not only what does the practice of urban planning do with immigrants? Plan for them? Assimilate them? Segregate them? Incorporate them? but also how do empowered immigrants use urban planning to claim power and control in the city?

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MULTICULTURAL ‘SMART GROWTH’: CHALLENGES AND OPPORTUNITIES FOR PLANNERS

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Rapidly changing demographics increasingly intersect with pressure to balance environmental concerns with growth needs in many US metropolitan areas. Research on the importance of place based identity (Fullilove 2004) points toward a need for planners to be more agile in regards to supporting sustainable development within the context of a multi-cultural urban landscape. As the fastest growing population group in the US, also notable for having younger and larger households, housing for Latinos represents a unique and significant pressure for growth in metropolitan regions. General responses to environmental concerns and growth pressures include paradigms such as Smart Growth, Transit-Oriented Development and New Urbanism but planners, designers and architects working within these models have made limited overtures to Latino communities, as of yet.

Front yard enclosures, bright house colors and the outdoor display of religious icons characterize the Mexican American cultural landscape (Arreola 1988) while Latinos more universally make extensive use of front yard space for socioeconomic activities, activating the public-private boundary (Rojas 1993). With regularity, Latinos modify the American single-family housescape to better meet aesthetic and functional preferences. This process has been documented in communities across the US southwest. Culturally competent space for Latinos has deep ties to Latin American urbanism. Significantly, historical and contemporary urbanism in Latin America is in sync with the environmentally conscious development paradigms noted above. Latino New Urbanism, or, simply, Latino Urbanism, is a pattern of compact, transit-oriented development gaining recognition by researchers and practitioners that understands and interprets sustainable urban form through a culturally Latino lens.

Place based theories assert that place has both positive and negative meanings that inform and influence individual and social identities (Manzo 2005). Latinos are a heterogeneous, multi-ethnic group consisting of recent and established immigrants and long-standing natives. They have both shared and unique place based relationships that are recognized in this research as socially, historically and contextually constructed. This research takes a grounded theory approach to explore the challenges and opportunities planners face in bridging the gap between pressures to be environmentally responsive as well as to meet the needs of a growing Latino population.

This research asks, what barriers exist that, if overcome, would improve the cultural competence of housing and community development targeting Latino housing consumers while maintaining a sustainable development paradigm? Furthermore, to what degree are Latino constituents recognized by planners as likely strong proponents of metropolitan growth that is more compact, walkable, mixed-use and transit-oriented communities? Preliminary interviews conducted in July 2010 in Mesa, Arizona, suggest that city agents then were unfamiliar with the traditional placemaking practices of Latinos in their community, even though they comprise nearly thirty percent of the city’s population. Similarly, there was minimal awareness that engaging the city’s growing Latino community could significantly boost support for the city’s zoning ordinance re-write, initiated in preparation for a light rail extension into downtown Mesa. Through a survey and a series of in-depth interviews, this paper explores the relationship between planners and development in growing Latino communities in metropolitan Phoenix.

References
REVISITING HULL HOUSE: PLANNING FOR IMMIGRANT INTEGRATION IN THE 21ST CENTURY

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Hull House in Chicago, Illinois, started by Jane Addams, was my home as a baby. This was a natural setting for my parents to choose for housing since they were both social workers. At this time, this settlement house was the pulse of the social issues existing in Chicago. Hull House was modeled after Toynbee Hall, London’s East End, which Ms. Addams visited during her second trip to Europe 1887-88. This was not a spontaneous visit, but determinately planned. Before the trip, her many readings culminated in the idea of democracy as a social ideal. This was further cemented when she read about the idea of a settlement house. The first such was Toynbee Hall. The plan for a “must visit” ensued.

In 1889 upon returning to Chicago, she moved forward with her plan to create an environment for people to have a place to interact equally, have open conversations. This grew over the years to what became known as the Settlement House, make up of many buildings covering a large area now occupied by the University of Illinois, Chicago. This area was a “hot bed” of immigration, people who could not speak English, have skills, find jobs, have day care, etc. These were some of the roles that the settlement house filled by proving classes and a safe place to learn about a new country. Not only did Ms. Addams take on the immigrant issues, but also garbage and sanitation. Next she worked with Jens Jensen, a very important landscape architect, to argue for and then create green spaces, small and large, because she realized the important for health and the need for clear air among all of the industry surrounding the area.

The importance of understanding these aspects through these individuals and how this influenced what and how I have taught planning is the significance of my presentation. Not a research project, but one that anchors the historic contribution of Hull House today.

HULL HOUSE AND THE POMONA DAY LABOR CENTER: EXPLORING PROGRESSIVE PLANNING, AND IMMIGRANT INTEGRATION AND INFRASTRUCTURE

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One of the most successful day labor centers in Southern California has been the Pomona Day Labor Center. Its mission, resources, and services for newcomers, although limited, resemble those provided by Hull House. Hull House was an institution that resulted from a progressive idea; that of integrating newcomers in neighborhoods and in cities. The Pomona Day Labor Center operates under different historic, geographic, and political circumstances and this paper compares and contrasts their contexts (Hull House and Pomona Day Labor Center) in order to explore the practice of immigrant integration, the infrastructure for immigrants planning, and the skills required in planning to carry out and also to inform immigrant integration. This paper seeks to inform whether the Day Labor Centers currently located around the country resemble the settlement movement epitomized by Hull House. Other questions to address are: What progressive meant during the Hull House era and what does it mean today? What ideas surrounded and surround progressive planning and practice and immigrant integration? What was and is the profile of immigrants in each case? What—if different—would be their mission, services, civic engagement activities, and development skills? Hull House and the settlement movement advanced key innovations in terms of labor, health, housing, and women’s participation. What are then the potential innovations of Day Labor Centers such as the Pomona Day Labor Center. Finally, I will explore and advance recommendations for planners to work for today’s global immigrant populations and their integration locally. By revisiting Hull House I would be moving backwards to inform the planning practices in the
present and in the future. These practices open the possibility to rethink the practical skills that planners need to develop in order to approach the dynamism of immigration, the sustainability of integrationist policies, and the creation of a common future.

References

Track 5 - Housing and Community Development

When defining housing affordability, policymakers have long relied on the standard rule of thumb that households should not spend more than 30 percent of their income on housing expenditures (Quigley and Raphael, 2004). In the US, this threshold determines the appropriate level of housing subsidies for federal programs such as the Housing Choice Voucher program which closes the gap between metropolitan-level "fair market rents" (FMR) and 30 percent of a qualifying household's income.

Urban planners routinely work within the constraints of vehement opposition to low-cost housing by suburbanites (Goetz, 2008). Yet, even in prominent proposals for federal housing policy reform (e.g. Landis and McClure, 2010), planners do not fully engage with two concerns about this traditional notion of housing affordability that are usually raised by economists. First, major federal tax and welfare programs should not be tied to local price levels as this implicitly subsidizes recipients to live in expensive locations with above average quality of life (e.g. Kaplow, 1996). Second, any affordability metric that combines both income and housing costs potentially conflates issues of income inequality with problems in the housing market and households' consumption choices of non-market goods, such as amenities or local public goods (Glaeser and Gyourko, 2008). Indeed, given that significant inter-metropolitan differences in the ratio of income to housing cost are consistent with the basic notion of locational equilibrium, the national 30 percent affordability threshold seems particularly problematic as differences in non-market goods are capitalized into both housing prices and wages. Seminal work by Roback (1982) and Blomquist, Berger and Hoehn (1988) demonstrates that households are willing to pay more for housing and accept lower wages in metropolitan areas which provide a higher quality of life because of local amenity differences.
Yet, federal public housing and rental vouchers programs are explicitly indexed to local prices by relying on local metropolitan-area median incomes to determine eligibility and local FMRs to determine the level of benefits. In their current form, the affordability objectives of federal housing policy are thus introducing both locational inefficiencies and housing consumption inefficiencies. This paper makes several contributions to the literature:

(i) We propose a new quality-of-life adjusted metric of metropolitan-level housing affordability that is consistent with a general class of cost-of-living indices that take into account environmental and other nonmarket factors that affect consumers’ well-being.

(ii) If current federal housing subsidies merely offset differences in local amenity packages, households living in low-amenity areas might be receiving lower quality housing bundles than those residing in high-amenity areas. We provide national estimates of the dollar value of the subsidy that households would have to receive to maintain a constant level of utility without relocating to a different metropolitan area. Related research is limited to affordability rankings for a single metropolitan area (Fisher, Pollakowski, and Zabel, 2009).

(iii) Our preliminary estimates suggest that annual inter-metropolitan FMR differentials are comparable to the quality of life premium across all metropolitan areas, growing in importance for some of the larger metropolitan areas. Using unadjusted FMRs as a basis for allocating housing assistance is therefore most problematic for larger metropolitan areas, where amenity-driven compensating differentials play a particularly important role. Estimates from our national model suggest that these effects are likely to be economically significant as the average American household sacrificed between $12,000 and $19,000 during the year 2000 in order to consume the bundle of spatially delineated amenities conveyed by their preferred location.

We are in the process of developing simulation results in order to quantify the welfare impact of our housing affordability measure, both with regard to the efficiency of location choices and housing consumption.

References


Abstract Index #: 211

COMPLETE COMMUNITIES, THE CANADIAN DREAM, AND ASPIRATIONS FOR SUBURBAN HOUSING

Abstract System ID#: 4015
Pre-organized Paper Session (Symposium) “Completing Suburban Communities?”

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With the aim of creating efficient urban environments which address diverse household needs, Canadian planning policy since the 1970s has been advocating compact form, mixed-use, higher densities, and a range of housing types. This paper examines contemporary planning practice in rapidly-growing cities in Canada to explore how policy and practitioner discourses construct the relationship between housing types and household needs in shaping new suburban developments. Canadian planning reveals the long-term influence of theories such as sustainable development, new...
urbanism, and smart growth. Authorities in several provinces have established higher-order policy or governance mechanisms to facilitate regional coordination and planning to achieve land-use efficiencies. An examination of suburban development trends in several provinces reveals some of the challenges facing efforts to reorient local building practices and consumer expectations. While planning policies increasingly advocate ‘complete communities’, planning practice encounters suburban aspirations for homeownership: the Canadian dream of the detached house with a yard continues to motivate housing consumers and providers. In the context of market realities that have dramatically increased housing costs in some cities, however, those producing new suburban developments are seeking to rewrite assumptions and expectations about the relationship between housing type and household stage. The paper considers how market pressures and planning policy are converging in some cities to support diversification in housing products and practices while the Canadian dream remains stubbornly resilient in others.

Methods: The paper presents the results of a long-term study of suburban development trends in Canada using a comparative case study approach. We report on six cities in three provinces. Methods include analyzing planning policy, evaluating census and housing data, and reporting interview data collected from planners, municipal councillors, and developers / builders.

References


EXPLAINING VARIATION IN ACCESSORY DWELLING UNIT REGULATION IN THE PHOENIX REGION

Accessory dwelling units, which are secondary living quarters on a single-family home property, are touted as a strategy to meet a variety of planning goals, from increasing the low-cost rental housing stock, to retrofitting suburbia, to enabling families’ ability to age in place. Yet, aside from a few highly publicized cases, such as Santa Cruz, California, relatively little is known about the extent to which localities are regulating these units, why they are regulating them, and what their effects have been. The purpose of this research is to build on recent scholarship on the experience of accessory dwelling unit development in California, Oregon, and Washington by providing evidence of the extent, evolution, and effect of regulations in the largely more suburban and politically conservative Phoenix region, where desires to diversify the tract home housing stock and densify communities adjacent to the nascent light rail system drive regulation more than the need to expand housing affordability. Based on interviews with local officials in the twenty-five cities that comprise Maricopa County, along with an analysis of their general plans, zoning ordinances, and demographic, socioeconomic and housing market trends, this study will test whether localities’ regulation of accessory dwelling units derives more from their economic, political, and demographic characteristics, residents' needs and activism, or spatial location and institutional networks—factors that generally drive local housing policymaking (Meltzer & Schuetz 2010). By sharing the stories of how localities’ regulations developed, as well as the
challenges that they have faced, this research will provide guidance to planners and housing advocates seeking to implement this strategy on-the-ground in diverse communities nationwide.

References

Abstract Index #: 213
APPROACHES FOR IDENTIFYING AND DEALING WITH ABANDONED HOUSING
Abstract System ID#: 4024
Individual Paper

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Because planners typically manage growth and development rather than decline, planning research has not adequately addressed challenges like abandoned housing that often result from population loss (Gallagher, 2010). Abandoned houses are a significant problem in shrinking cities, contributing to neighborhood decline in their own right. They are fire hazards, as well as health and safety hazards—which can quickly become infested with rodents, become sites for illegal dumping, harbors for criminal activities, or places for vagrants to live (Cohen, 2001). How can cities use data on abandonment to assist in resource allocation and policy implementation?

To answer this question, the present research has two objectives. First, it will explore variables that predict abandoned housing under the premise that if communities can predict abandonment using readily available data, they can take a more proactive approach to dealing with the challenges posed by abandoned housing. Because it is less costly to keep a property occupied than to return an abandoned house to use, preventing abandonment from occurring in the first place is the best strategy (Mallach, 2006). Specifically, the author conducts a factor analysis on data from Columbus, Ohio and Youngstown, Ohio to test whether sixteen potential predictors of abandonment load on four factors: financial abandonment (failure to invest in a property or meet minimum financial responsibilities); physical abandonment (neglect of the interior or exterior upkeep of a property); market conditions; and socioeconomic conditions (Hillier, Culhane, Smith, & Tomlin, 2003). Rather than examine a slew of variables, the author argues that focusing on these four factors—or even focusing on the one factor that is the strongest predictor of abandonment—makes more sense from both a practical and policy implementation standpoint.

Second, the research examines abandoned housing as a spatially dependent phenomenon. It is widely believed that abandoned housing not only clusters in inner-city neighborhoods, but also spreads (Schilling, 2002). However, this notion has received little empirical attention. Using global Moran’s I and local Getis-Ord Gi statistics, the author concludes that there are statistically significant clusters of abandonment in Columbus and Youngstown. In other words, there is a functional relationship between what happens at one point in space and what happens elsewhere; therefore, the relationship needs to be accounted for when making decisions about resource allocations. To support this point, the author will compare traditional maps of abandonment to ones that account for spatial dependence. Then, a discussion of how the maps can be practically used by planners, city officials, and others will ensue.

References
While the ongoing mortgage crisis has brought heightened awareness to housing problems nationwide - including foreclosed, abandoned, and vacant properties - the problem of housing abandonment is not new. Long before the current mortgage crisis, many large metropolitan areas were already grappling with the problems of housing abandonment and neighborhood decline (U.S. General Accounting Office, 1978; Kain, 1983). This problem, however, is no longer confined to older cities but spreading to small towns and suburbs across the country due to the recent foreclosure crisis.

Scholars argue that housing abandonment can harm a neighborhood by lowering property values and increasing crime rates (Shlay and Whitman, 2006; Spelman, 1993; Whitman et al, 2001). The economic loss is not confined to the abandoned houses and nearby properties, however. Lost tax revenues from tax delinquent, abandoned properties harm the community as a whole. This subsequently affects the ability to finance public services, which exacerbates the problems associated with abandonment.

Despite the extent of the housing abandonment, research on the topic and the development of effective policies to address it have not been at the forefront of urban research or policy-making in recent years. Unfortunately, housing abandonment has traditionally been viewed as an inevitable outcome of market failure or of neighborhood life cycles. Past research on housing abandonment demonstrates that it lowers nearby property values, and that blocks with a large number of abandoned properties also have high crime rates. However, no research has looked explicitly for nonlinear relationships between abandonment and its impact on nearby property values, which would identify the most opportune times for government intervention. Plus there haven’t been any empirical studies on the relationship between abandonment and neighborhood decline over time. And no studies examined the impact of abandonment depending on the spatial distribution of abandonment.

Hence, the study to be presented extends the current level of understanding of the relationship between housing abandonment and neighborhood decline by addressing following research questions: (1) What is the impact of housing abandonment on nearby property values? (2) Does the impact of housing abandonment on nearby property values differ depending on the spatial distribution of abandonment – scattered or concentrated abandonment? (3) Is there a threshold in the number and proportion of abandoned properties beyond which neighborhood quality declines dramatically and is there a second threshold where neighborhood quality stabilizes?

The presentation will present the results of quantitative analysis using longitudinal data set on abandoned residential properties and property sales in Baltimore, Maryland, between 1991 and 2010. The analysis employs the repeat sales methodology to estimate the impact of housing abandonment on nearby property values and spline regression to estimate the thresholds.
Estimates of the impact of abandonment on nearby property values will provide a basis to project the potential benefits from renovating abandoned houses. Plus, understanding the thresholds of impact will help identify the most opportune times for government intervention or to allocate limited public resources.

References

Abstract Index #: 215
SOCIOECONOMIC SEGREGATION IN HONG KONG: SPATIAL AND ORDINAL MEASURES IN A HIGH-DENSITY AND HIGHLY UNEQUAL CITY
Abstract System ID#: 4041
Individual Paper

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The spatial distribution of households of different socioeconomic groups in urban areas has long drawn attention from scholars and policy makers because residential location patterns impact social outcomes and the economic efficiency of cities. Theoretical and normative debates depend to some extent on accurate measurement of the phenomenon. An extension of the entropy, or information index has recently been developed (Reardon and Sullivan, 2004; Reardon and Bischoff, 2011) that is explicitly spatial and accounts for the ordinal nature of income data, thus allowing for a disaggregation of segregation levels by scale and income. This provides an important nuance to more common measures, yet to date this technique has only been applied in US cities. This paper applies these measurement techniques to Hong Kong, in order to answer questions about the impact of density and public housing on the spatial distribution of different socioeconomic groups. Hong Kong makes an ideal case study because of its high population density, high level of income inequality, significant role of the government in land development, and large share of publicly provided housing.

Results from Hong Kong are compared to average values from the United States and the Greater San Francisco Bay Area. Findings reveal that segregation levels in Hong Kong are quite similar to those in the United States but that the shape of the segregation profile across scales and the income distribution is quite different. Segregation levels decline much more rapidly as the scale of analysis is increased and high-income households are much more segregated than low-income households in Hong Kong. Possible explanations for this include the high density and high-rise built environment of Hong Kong (Pendall and Caruthers, 2000), changes in the spatial structure of the city’s housing market (Monkkonen et al., 2012) and the importance of public housing in the city.

References
Neighborhood housing market typologies (NHMTs) are tools used to classify neighborhoods into distinct categories through quantitative analysis based on housing and socioeconomic characteristics. Richmond, Virginia and Baltimore, Maryland, along with a host of other cities, have begun to employ typology methodologies in different ways to better understand the conditions of their neighborhoods. In general, these cities use typologies to tailor neighborhood (re)investment efforts so as to best address the needs of a given area. More specifically, NHMTs are used to track neighborhood performance, forecast neighborhood change, or support a comparative analysis of select neighborhoods.

Since the late 1990s, neighborhood housing market typologies (NHMTs) have become a popular policy tool used by cities to evaluate neighborhood housing markets. NHMTs support place-based interventions, and are used by practitioners and scholars provide a profile and understanding of housing market conditions, and more importantly, can guide investment decisions. Influenced by place-based policies and for the purpose of stabilizing communities in decline, cities are encouraged to identify the unique qualities of their neighborhoods before deciding where and how to invest resources. The assumption is that the effectiveness of local investment strategies to trigger neighborhood change is linked to existing neighborhood conditions. However, this assumption has not been tested explicitly in terms of neighborhood housing markets. This study examines the following key question: does the impact of public investments on nearby home sale prices vary across neighborhood housing market conditions?

The purpose of this research is to measure the impacts of the HOME Partnership Program investments between 1996 and 2003 on sales prices in Baltimore, Maryland from 2004/2005. The HOME Partnership Program is the largest federal block grant program and is intended to help state and local governments carry out housing redevelopment projects, typically to provide affordable housing for low-income residents. This research will examine the degree to which the effects of such investments are determined by existing neighborhood housing market conditions. Furthermore, this research is designed to identify whether other factors, such as magnitude and concentration of investments, proximity to neighborhood assets, and external neighborhood conditions, affect nearby housing values.

In this study, two statistical methods will be used to analyze the effects of the HOME Partnership Program:

- The cluster statistical method. This method will be used to group neighborhoods into categories based on socioeconomic, housing, and neighborhood services characteristics.
- The traditional hedonic regression. A more robust multivariate model, the traditional model will estimate the effects of HOME Partnership investments across market typologies, controlling for other neighborhood quality factors.

References

Residential Stability and the Social Integration of Immigrants in Parc-Extension, Montréal

Abstract System ID#: 4051

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Research on the housing conditions of immigrants has tended to focus on their spatial distribution in metropolitan areas, the discrimination they face in the search for housing, and their housing trajectories, in particular their access to homeownership (see for example Rosenbaum and Friedman 2007, Murdie 2002). Little work has been done, though, on what role, if any, housing plays in the integration of immigrants in their host society, and yet it is generally assumed that it is “an important indicator of quality of life, affecting health, social interaction, community participation, economic activities, and general wellbeing” (Hiebert, Mendez and Wyly 2008: 10).

The research presented orginated in a long-standing collaboration with a community-development planner in one of the destination neighbourhoods for immigrants in Montréal. This person’s experience in community housing—he helped to set up a community-housing organisation that now has four buildings—raised the hypothesis that certain forms of housing could be more conducive to the successful integration of immigrants in their host society. In particular, it was hypothesized that community housing, in which tenants participate actively in the management of their buildings, could give immigrants more social contacts and enhanced skills that would stand them in good stead for their overall integration.

A first phase of the research in 2009-2010 saw the administration of a survey questionnaire to the tenants of the community housing mentioned above. Its findings were interesting but inconclusive. The sample of respondents was too small to perform statistical analysis (only one-fourth of household responded), some of the terms were ill-defined (especially social integration), and some causal factors were poorly accounted for (in particular the relationship with length and tenure and social integration). In order to overcome the limitations of the first phase of research, we conducted a series of focus groups and interviews with renters, homeowners and housing specialists.

The purpose of this second phase of research, conducted in 2011-2012, was threefold: to understand better what respondents understand by “social integration,” to probe more deeply into the possible causal relationship between life in community housing and social integration, and thereby to understand better what community housing developers should prioritize in order to foster the integration of immigrants. The additional findings yielded by the second phase of research both support and contradict the hypothesis of our community partner.

References

CAN MONEY MOTIVATE US COMMUNITIES FOR ALLOWING AFFORDABLE HOUSING PROJECTS?
A CASE STUDY FROM MASSACHUSETTS

Abstract System ID#: 4065
Individual Paper

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Exclusionary zoning is one of the leading causes of the persistent housing-supply problems in many US states including Massachusetts. Large minimum lot requirements, bans on multifamily housing and caps on growth are some of the tactics adopted by the exclusionary zoning regulations to restrict the supply of affordable housing. In Massachusetts, the average lot-size increased by 47 percent between 1970 and 2002. A study of 187 cities and communities in eastern and central Massachusetts revealed that an additional acre in minimum lot size raised the median sale price of homes in the locality by 19.5 percent in 2001. Greater Boston experienced a 186 percent increase in the median price of a single family home between 1999 and 2005. As a result, workforce and jobs are moving away from Greater Boston to more affordable regions. Nearly 9,000 residents moved from Massachusetts to North Carolina between 1990 and 2002. Between 2000 and 2005, more than 230,000 residents migrated away from Massachusetts.

Why do communities adopt exclusionary zoning: restrict denser/affordable housing projects, cause a shortage of housing, and aggravate regional economy? They cite a number of reasons. First, they believe that denser housing projects will lead more low income families to settle in communities, and this will generate insufficient property tax to maintain the quality of schools. Second, they believe that the settlement of low income families in communities will reduce property value of neighboring single family homes. Third, they believe that allowing denser housing development in communities will increase traffic and congestion. Finally, they believe that denser housing projects may be settled by social groups associated with criminal activity.

However, what if a state offers monetary-incentives to its communities for every unit of denser housing development they allow in their jurisdictions? Will communities accept the incentives and allow denser housing development? In 2004, Massachusetts adopted a monetary-incentive based state housing policy: Chapter 40R. Chapter 40R provides monetary incentives to communities “that designate a smart growth zoning overlay district (40R district) and that allow as–of-right development of denser/affordable housing projects”. A one-time payment of between $10,000 and $600,000 is made from the state budget depending on the number of projected housing units, as permitted under the adopted Chapter 40R district. Additionally, a one-time density bonus of $3,000 for each unit of new construction will be awarded upon issuance of a building permit.

In response, 24 out of 351 communities had adopted Chapter 40R as of October 2008. This paper investigates why some communities adopted Chapter 40R and others did not. Planners and administrators from 10 Massachusetts communities, five Chapter 40R-adopting and five non-adopting, were interviewed to answer these questions. Secondary data from the Greater Boston Housing Report Card, Department of Housing and Community Development, and Pioneer Institute for Public Policy Research and Rappaport Institute of Greater Boston, were reviewed for understanding, and laying out the general characteristics of Massachusetts communities.

This research found that the Chapter 40R-non-adopting communities tended to be less knowledgeable about Chapter 40R, more concerned about density, less susceptible to the threat of Chapter 40B (Anti-Snob Zoning Law), and had limited access to sewer and water supplies. The adopters included communities looking for clear cut residential design standards, more development funds, and an alternative to Chapter 40B. This research offers insights on how communities are responding to Chapter 40R, what can encourage more communities for adopting the policy, and how monetary-incentive based state housing policy works in communities.

References
NEGOTIATING SPACES OF INCORPORATION: IMMIGRATION AND HOUSING IN THE US, DENMARK AND CANADA

Abstract Index #: 219

NEGOTIATING SPACES OF INCORPORATION: IMMIGRATION AND HOUSING IN THE US, DENMARK AND CANADA
Abstract System ID#: 4069
Pre-organized Paper Session (Symposium) “Home Spaces, Session II”

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Local and neighborhood institutions play an important role in incorporation and membership for immigrant individuals and communities. These organizations often mediate and translate between the policy and programatic interventions of the political state, and the everyday experiences of immigrant residents. Additionally, they play a role in defining incorporation and membership through the types of social, economic and political participation they support. Analyzing the roles of local and neighborhood organizations strengthens an analysis of the impact of state interventions on immigrant residents, by helping to identify pathways through which policies become local spatial negotiations.

This paper focuses on local bureaucratic actors and non-profit organizations working in the field of housing in three predominantly low-income, urban neighborhoods, where immigrant residents are settling in large numbers in the US, Denmark and Canada. These neighborhoods are Olneyville in Providence RI, Nørrebro in Copenhagen, and Spence in Winnipeg, Manitoba.

These cases provide a particularly strong opportunity for comparison. First, each country represents a distinct approach to government intervention, particularly in the economic and social spheres. In the US and Denmark, interventions are respectively weak and strong in both spheres, and in Canada there is a mix of weak economic and strong social interventions. These differences work to shape and condition the roles and practices of local organizations including their interactions with immigrant residents. Further, given the shared characteristics of each case, the role of these organizations in shaping housing in their neighborhoods is especially visible.

Drawing on document analysis, interviews with staff and observational fieldwork, this paper begins by examining the ways in which these local organizations understand their own work. What are their practices and programs? How do organizations in these three cases variously amplify or contest state narratives around housing and immigration, and how do they envision their relationships with immigrant residents?

The paper then compares and contrasts organizational impressions with the evaluation of immigrant residents in these neighborhoods. Based primarily on narrative interviews, this section of the paper asks how, and if, residents interact with these organizations, how accessible they find the organizations, and what role residents see these organizations playing in their own strategies around housing.

Preliminary results indicate that in the Canadian and Danish neighborhoods organizations are more directly intertwined with political states, and in many ways able to provide more stable services, and to take on negotiations for residents. However, the very marginality of the organizations in the US case is promoting organizational diversity, change, and
opportunities for immigrant residents to take on a wider variety of roles within the organizations, and within negotiations about housing and neighborhood development.

The comparative aspect of this paper helps to put the local work of housing and community development into a broader context, examining the possibilities as well as the limitations of working at this scale. The comparison also highlights the ways in which housing – particularly in terms of its role in incorporation – cannot be reduced simply to production, speculation or exchange. Instead, examining the varied roles and actions taken on by these local organizations highlights the ways in which housing is also intimately related to cultural, social and political concerns. Finally, putting organizational and resident narratives into conversation moves the work beyond the idea of immigration and incorporation as problems to be solved by host communities. Instead, this paper is an example of how we might draw on immigrant residents' own understandings, uses of space, and spatial negotiations to evaluate housing conditions in these three cases.

References

Abstract Index #: 220
DEVELOPING WEATHERIZATION AND LEAD ABATEMENT INDICATORS TO TRACK NEIGHBORHOOD SUSTAINABILITY
Abstract System ID#: 4078
Poster
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Over the past 15 years, neighborhood indicator projects have proliferated due to a combination of grassroots efforts to establish local data intermediaries, accessibility of geographic information systems and geodatabases, and governmental initiatives to increasingly provide access to administrative records via “open data” portals. Communities have had to determine which indicators to track in order to monitor neighborhood change and stability while balancing the practical decision on availability and robustness of data (Galster et al, 2005). Of course, most indicators have implications for many facets of quality of life for residents which can be attributed to a more coordinated approach to community development in general. For example, in 1995, the Healthy Homes Initiative was launched during the Clinton Administration to eliminate lead-based paint hazards in privately-owned and low-income housing. The key intervention involves coordination between public health and housing departments to prevent housing-related health and safety hazards. Lead exposure had become one of the most common pediatric health problems in the United States which led the U.S. Department of Health and Human Services to establish the goal of eliminating elevated blood lead levels (EBLL) in children by 2010. Tracking the percentage of children with EBLL in a community became a commonly tracked indicator in the 2000s, showing dramatic reductions that all stakeholders could understand.

In 2009, the Obama administration launched the Partnership for Sustainable Communities, which called for even greater coordination of the Healthy Homes Initiative with environmental programs. With American Recovery and Reinvestment Act (ARRA) funds, the Healthy Homes approach began integrating weatherization and other energy-savings programs with health and safety interventions so that the programs do not inadvertently work at cross purposes (e.g. sealing windows in a home with asthmatic children without addressing indoor air quality, Manuel 2011). Just as
lead abated homes were tracking EBLL in children (a public health outcome), weatherized homes are being tracked for energy utilization (an energy consumption outcome).

The increase in funding for weatherization was significant; in some states, including Maryland, more homes were weatherized from 2009-2011 using ARRA funds than during the entire previous decade. From a neighborhood indicators perspective, the coordination of these two programs (lead abatement and weatherization) could be significant with respect to not only stabilizing housing for low-income households but also modernizing the housing stock in transitional markets. The purpose of this poster is to show preliminary analysis of the relationship between newly constructed weatherization and lead abatement neighborhood indicators and other reported indicators relevant to community development such as sales transactions, rates of foreclosure, vacancy and other code violations.

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Abstract Index #: 221
ESTIMATING THE EFFECTS OF NEIGHBORHOOD ON THE PHYSICAL HEALTH OUTCOMES OF LATINO AND AFRICAN-AMERICAN CHILDREN

Abstract Index #: 4087
Individual Paper

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Planners have long been concerned about the degree to which deprived neighborhood environments impeded the development of children and adults. Previous studies have linked neighborhood conditions to a wide array of health outcomes. However, numerous questions remain as to the magnitude of such effects and the mechanisms by which these effects transpire across developmental stages, gender and ethnicity. In this paper, we contribute to this literature by using a natural experiment in Denver to quantify the relationships between various measures of neighborhood context and Latino and African American physical health outcomes. We address the question: For Latino and African American children from birth to age 18 who spent a majority of their childhood years living in DHA public housing, are there significant differences in their physical health outcomes (asthma, cognitive disorders) that can be attributed to differences in their concurrent, lagged, and/or cumulative neighborhood environments, all else equal?

Our analysis is based on a sample of 1,855 Latino and African American children who resided in Denver public housing for the majority of their childhood. Data analyzed come from a large-scale retrospective survey of current and former residents of the Denver (CO) Housing Authority (DHA) as well as from qualitative interviews with 84 caregivers or their young adult children. Because the initial assignment of households on the DHA waiting list to either scattered-site or conventional public housing developments mimics a random process, this program represents an unusual natural experiment holding great potential for overcoming parental geographic selection bias in the measurement of neighborhood effects.

One out of five children in the study had asthma; one out of seven were diagnosed with cognitive health problems such as autism, ADD or ADHD, or had developmental or learning disabilities. Utilizing logistic regression with a clustered robust error adjustment to account for clustering at the family level, our findings suggest a significant association between residence in more disadvantaged neighborhoods and poor physical health outcomes.
Study findings are discussed in terms of their contributions to the literature regarding the magnitude of cumulative neighborhood effects and the existence of lagged and/or developmental stage specific effects on the physical health of low-income Latino and African American youth. Study findings also are discussed in the context of expanding current intervention efforts to alleviate asthma and cognitive disorders from focusing only on the individual to focusing on aspects of neighborhood that I principle could be changed by planning initiatives.

Abstract Index #: 222

**FOSTERING PARTICIPATION AND CAPACITY BUILDING WITH NEIGHBORHOOD INFORMATION SYSTEMS**

Abstract System ID#: 4094
Individual Paper
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Although public participation can create a sense of local ownership and improve accountability, residents and organizations in poorer neighborhoods may lack the information and technical skills to participate effectively in planning processes. Some scholars and practitioners argue that data democratization – equal access to information and analytical tools – would level the playing field (Sawicki & Craig 1996). With this goal in mind, universities and nonprofit intermediaries across the country are developing neighborhood information systems (NISs)* that deliver U.S. Census and municipal data and maps to the public for free, often through a web-based interface. NIS proponents claim that the systems can support participatory and capacity building efforts in low income neighborhoods. Though previous evaluations have included vignettes of system use (Kingsley et al 2009) and surveys of users (Hwang & Hoffman 2009), none have explored how NISs interact with preexisting patterns of participation and capacity building. I fill this gap by addressing three pressing questions:

1. How do neighborhood-level actors use NIS?
2. What factors enable NIS to improve participatory processes?
3. What factors enable NIS to improve capacity building processes?

While relying on seminal works in planning to define participation, capacity, and capacity building (e.g. Glickman & Servon 1998), I draw from organizational theory and from science, technology, and society to inform this paper’s framing of NIS impacts as potentially mediated by user roles, organizational culture, and other factors (Leonardi & Barley 2010).

I conducted semi-structured interviews and participant observation in Cleveland and Minneapolis, which have strong revitalization programs and nationally-recognized data providers. These are critical cases, where the claims of NIS proponents should prove true. While the NISs in both cities were once web-based, the system in Minneapolis shifted to providing only offline custom services. Past users in Minneapolis can therefore compare how the two models of information provision differ in supporting participation and capacity building. The interviewees are primarily community-based organization staffers and block club leaders operating in twenty-two neighborhoods, including high-poverty and low-poverty areas. I asked how revitalization projects work in detail and how NIS use influences (or is influenced by) information and skill sharing between stakeholders. As appropriate, I compare the same project before and after the introduction of NIS or compare projects that relied on NIS with similar projects that did not rely on NIS. Data analysis consists of two stages: (1) identifying change in participation and capacity building processes through the accounts of stakeholders and by formal network analysis, and (2) determining factors that foster participation and capacity building by inductively identifying potential factors and testing them with qualitative comparative analysis. Data for factors comes from the American Community Survey (for neighborhoods) and Guidestar (for organizations).

The initial results—supported by 45 interviews as of March 2012—show that revitalization activities requiring parcel-level data can involve resident participation and exchanges of technical and legal knowledge. However, a prior culture of community outreach within certain organizations explains these occurrences better than the use of NIS. Instead, NIS plays a positive role by allowing staff members in such organizations to spend less time searching for and preparing...
data and more time working with residents to catalyze actions on problem properties. The functionality NIS proponents emphasize most often—web-based access and breadth of data—do not appear to foster participation and capacity building within the projects investigated.

* In this paper, “NISs” is the plural form and “NIS” is the singular form.

References

EXCLUSIVELY WALKABLE? EXPLORING THE INCLUSIVENESS OF WALKABLE NEIGHBORHOODS

Planning research has shown correlations between higher neighborhood walkability and increased walking behavior independent of race, education, income, or lifestyle preferences. Presumably, people with access to a walkable neighborhood might improve their total well-being; however, housing research suggests that walkability is not equitably allocated and that price, sorting, discrimination and individual preferences may pose barriers to walkable neighborhoods as a health resource. As such, this study evaluates the inclusiveness of walkable neighborhoods in the San Francisco Bay Area, with the primary question of whether or not those with lower income can afford to live in walkable neighborhoods.

Using a series of regression models, the study finds no evidence of a positive association between income and walkable neighborhoods in the San Francisco Bay Area. The analysis does however suggest that area with the highest concentrated of the Black population, locations with a higher share of the total regional population, are less walkable. This leads to the hypotheses and key learning objectives -- that affordability and socio-cultural factors might be contributing to minority clustering in less walkable neighborhoods, and that policies such as improved street design, increased affordability, influencing behavior, and changing the type of housing and financial tools available, might encourage more inclusive walkable neighborhoods.

References
Abstract Index #: 224
AN EVALUATION OF MUNICIPAL EFFORT
Abstract System ID#: 4111
Individual Paper

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Since 1967, California’s Housing Element law has required that municipalities complete a housing element as part of a general plan. The law currently requires that Councils of Governments satisfy regional housing demand by issuing municipal housing “opportunity” allocations that are stratified in four levels of household income (e.g. Very-Low, Low, Moderate, and Above Moderate). The state recognizes that providing housing to low- and moderate-income households requires inter-agency cooperation and evaluates the law by annually enumerating the number of municipalities that maintain compliant housing elements. However, no agency or researcher can state how the law has affected municipal low-income housing inventory; my research, with its content analysis of municipal data, responds to this need.

In 2000, California’s Department of Housing and Community Development commissioned a statewide housing plan update that thoroughly examined household formation, land availability, multi-family housing production, and regulatory climate (Landis, Reilly, Corley, & Jerchow, 2000). That report received considerable press because it estimated that California needed 220,000 new housing units per year until 2020 in order to meet forecasted demand. Yet, neither that plan, nor its predecessor, addressed the state intervention (e.g. the Housing Element law) or the intervention’s affect on municipal processes and/or low-income housing production. In later years, Lewis found that municipal compliance to the law had no statistical relationship to housing production; however, he did not examine low-income housing production (2005). Other research on housing elements evaluated the plans’ intent and goals, but did not examine if such plans led to the construction of low-income housing (Connerly & Muller, 1993; Hoch, 2007).

My paper evaluates the Housing Element law by determining if there were any increases or decreases in the municipal inventory of low-income housing between the years of 1990 and 2005. I selected this period because it frames substantial legislative changes to the law. I shall analyze the housing elements of 19 Northern California and 31 Southern California municipalities. My purposive rationale is informed not only by Tobler’s first law of geography, but also by Veazey, who has stated that “housing for all economic levels of society is a regional issue which all jurisdictions should be involved in addressing,” as regional benefits do not stop at municipal borders (2008, p. 73).

I expect to demonstrate that low-income housing production will be substantially lower than its allocation (e.g. VL, L, M) and that market-rate housing production will be double or triple its allocation (e.g. AB). If confirmed, then this would suggest that loopholes allowed municipalities to protect exclusion and shift the provision of low-income housing to regional, state, and federal agencies. I also suggest that if the municipal low-income housing inventory does not increase in proportion to total housing inventory, then over time, the housing opportunities for low-income households will be constrained (i.e. overpayment, overcrowding, longer commutes, and fewer educational opportunities) or eliminated. And finally, until policymakers understand the law’s effects on municipalities, then future modifications to the law (e.g. minimum densities for urban/suburban/rural areas, extension of housing element effective period from 5- to 8-years, allowance of un-restricted granny flats as low-income housing units in high-income municipalities) may have adverse effects on low-income housing production.

References

Abstract Index #: 225
HOUSING CHOICE VOUCHER LOCATION PATTERNS A DECADE LATER
Abstract System ID#: 4124
Individual Paper

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In 2003, HUD prepared a study of the location patterns of the Housing Choice Voucher (HCV) program (Devine et al, 2003). This study became an important baseline for the evaluation of the HCV program and its ability to serve the goal of poverty deconcentration. The study examined the ability of HCV households in the 50 largest metropolitan areas to locate in high-opportunity neighborhoods with low levels of poverty, low levels of TANF usage, high levels of educational attainment and high levels of employment.

With the release of the 2010 Census data, it is possible to reassess the location patterns of the HCV program. This reassessment will both bring our knowledge of the locations patterns of the HCV program up to date and help to identify how the program has changed in the intervening decade.

Because of improved reporting and geocoding, the study will be able examine more areas of the nation. All metropolitan areas will be examined as will all non-metropolitan areas.

The new assessment of the location patterns of the HCV program will help to identify which markets are the most receptive to poverty deconcentration and which households confront the fewest barriers.

References

Abstract Index #: 226
EXPLORING THE RELATIONSHIP BETWEEN GENDER, FAMILIAL STATUS AND FORECLOSURE IN THE PHILADELPHIA MSA
Abstract System ID#: 4129
Individual Paper

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For the past several years there has been a virtual tsunami of studies on the foreclosure crisis at the national level (e.g., Immergluck, 2009, 200b), at the regional level (e.g. Immergluck & Smith, 2005) and for select metropolitan areas (e.g., Immergluck & Smith, 2005). While race and ethnicity has been investigated in many foreclosure studies (e.g., Anacker & Carr, 2011; Bocian et al., 2010; Laderman & Reid, 2008), gender and familial status has been largely understudied (see Deitrick, 2011 for an exception).
For many homeowners, a home represents one of several large assets in their lives. For the majority of low-income or minority homeowners, many of them female, a home typically represents their biggest asset. According to the Survey of Consumer Finances (SCF), housing equity represents about one-third of the net worth of the average household (Yamashita, 2007). Owner-occupied housing comprised 65.9% of total assets for the bottom 80% of households and 6.4% of total assets for the top 1% of households in terms of household wealth. For Blacks/African Americans, owner-occupied housing comprised 45.8% of total wealth, compared to 28.6% for non-Hispanic Whites (Gittleman and Wolff, 2004). Owner-occupied housing also comprises a large proportion of total assets for female households compared to male households although this aspect has also been understudied (Rao and Anacker, in progress). This paper will contribute to the gap in studies on the foreclosure crisis that focuses on females and familial status.

We focus on the Philadelphia Metropolitan Statistical Area (MSA). We chose this area for several reasons. First, it is one of the largest metropolitan statistical areas in the United States. Thus, we consider it to be a representative East Coast MSA. Second, since the early 1900s, Philadelphia’s homeownership rate has been higher than other similarly sized or located cities, such as Boston, Chicago, or New York City (Crossney, 2010). Third, out of the 15 most populous MSAs on the East Coast, the Philadelphia MSA had the highest proportion of high-cost conventional loans originated in 2006 by other lenders (i.e., lenders not regulated under the CRA) to low- and moderate-income borrowers out of all originations (Traiger, 2008/2009). A high proportion of these high-cost conventional loans originated by independent mortgage brokers went into foreclosure (Anacker & Crossney, under review) and we suspect that a high proportion went to females.

Using publicly available 2004 – 2010 Home Mortgage Disclosure Act (HMDA), which covers about 80 percent of all home loans nationwide in 2004 and 2005 (Avery et al., 2007), 2010 U.S. Census, 2010 American Community Survey (ACS), and foreclosure data from January 2007 to June 2008 from the Department of Housing and Urban Development’s (HUD) Neighborhood Stabilization Program (NSP). We answer three research questions for the Philadelphia MSA. Our unit of observation is the Census tract which is typically chosen in studies in housing and community development.

1. How do foreclosure rates change as gender and familial status varies between tracts?
2. What are the factors that influence foreclosure rates by gender and familial status?
3. Are there differences in the factors that influence foreclosure rates by (a) and (b)?

We use descriptive statistics, regression and spatial analyses to answer the above research questions. Preliminary results indicate that there are significant differences in the home ownership and mortgage experiences of females and males. Female homeowners have a high proportion of foreclosures, a high proportion of mortgages with adjustable rates (mortgages with an interest rate that resets typically to a higher rate after two to five years) and a high proportion of subprime mortgages (mortgages characterized by a higher interest rate than prime loans).

References


Abstract Index #: 227
HISTORIC REHABILITATION TAX CREDITS AS A TOOL FOR URBAN PLACEMAKING: EXPLORING THEIR USE AND IMPACTS IN CLEVELAND, OHIO AND RICHMOND, VIRGINIA

Abstract System ID#: 4131
Individual Paper

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As one of the most popular historic preservation tools, federal rehabilitation tax credits (RTCs) are often touted in preservation advocacy arguments for their links job creation and ability to leverage private sector investment dollars. Preservationists and others maintain that RTCs are a key driver of urban revitalization, but there is a severe dearth of research and analysis exploring this notion. Accordingly, this paper explores the use of RTCs in Cleveland, OH and Richmond, VA and analyzes their impacts on urban revitalization and placemaking.

Cleveland and Richmond are among the national leaders in RTC developments. Between 1997 and 2010, Cleveland has experienced more than 200 RTC projects, totaling more than $1.2 billion in investment and producing more than 3,000 housing units. During that same time period, Richmond was witnessed over 700 RTC projects, totaling more than $1.3 billion in investments occurring in over one-third of the city's 163 block groups and producing nearly 6,000 housing units. This paper analyzes the spatial distribution of RTCs in the downtowns and neighborhoods of both cities while assessing the concentration and dispersion of tax credit projects over time. Furthermore, we compare and contrast the characteristics of block groups with varying levels (intense, moderate, low, none) of RTC activity. To create a robust portrait of the RTC landscape in two major U.S. cities, the data includes all federal RTC projects in Cleveland and Richmond from 1997-2010 (address level, geocoded data), U.S. Census information, walkscores, local planning and development activities, and media accounts.

The findings aid in the on-going development of an RTC neighborhood typology, contribute to broader knowledge of preservation’s impact on contemporary urban development, and continue to bridge the gap between urban planning and historic preservation research. This in-depth analysis facilitates scholarly and practical understanding about RTCs’ neighborhood quality-of-life and economic impacts. Developing a thorough understanding of the local impacts of this powerful historic preservation policy is an essential, and often overlooked, element in the evolving conversation about revitalizing urban space.

References

COMMUNITY-UNIVERSITY PARTNERSHIP AS FACILITATOR OF CHANGE IN DIFFERENT TYPES OF NEIGHBORHOODS

Abstract System ID#: 4140
Individual Paper

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In this paper, we examine the Charlotte Action Research Project (CHARP), an initiative based in the Department of Geography and Earth Sciences at the University of North Carolina at Charlotte. CHARP’s goals are twofold: first, to empower residents of challenged Charlotte neighborhoods by facilitating access to university and city resources, as well as administrative support to neighborhood associations; and secondly, to provide opportunities for service learning for UNC Charlotte students enrolled in planning courses. CHARP is a highly participatory and community-based action research project focused on neighborhood organizing with the purpose of revitalizing challenged communities. Since its inception in 2008, we have partnered with residents of ten Charlotte neighborhoods. Six of these partnerships were facilitated by a UNC Charlotte graduate student “Community Liaison,” funded by the City of Charlotte’s Neighborhood and Business Services division. The CHARP model has encountered both successes and challenges in each of these neighborhoods; however, CHARP staff and students have noted dramatic differences in the types of success and challenges present in each community. The purpose of this paper, then, will be to investigate the way in which geographical, demographic and historical neighborhood context have influenced the CHARP model’s outcomes. Furthermore, it will present specific recommendations for how the model might be adjusted to better accommodate different types of challenged neighborhoods.

The paper will begin with an overview of the various geographic and social factors which have influenced the model’s efficacy in the CHARP neighborhoods. These include the following phenomena:

- Suburban poverty
- Geographic isolation
- Homeowner’s Associations
- Dearth of usable public space
- Foreclosures
- Landlord/tenant issues
- Immigrants and refugees
- Gentrification
- Neighborhood organization history

Following this broad overview of existing conditions, we present the findings of a project evaluation, designed to assess the impact of the aforementioned factors on the model. Our data consist of field notes, key informant interviews, and content analyses of student-produced neighborhood plans and reports for each of these communities. The evaluation findings will inform a set of recommendations for how the model: 1) might be adjusted to suit various types of challenged neighborhoods, and 2) might be reproduced in other cities and regions.

Abstract Index #: 229

RACIAL DIFFERENCES IN RESIDENTIAL RELOCATION DECISIONS: DO THEY RESPOND DIFFERENTLY TO NEIGHBORHOOD CHANGE?
Abstract System ID#: 4163
Individual Paper

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Race, residential relocation, and socioeconomic wellbeing are closely interrelated in the United States. For households that reside in a neighborhood that is becoming poorer, less safe, or more racially segregated, decisions to change residential location can have a substantially impact on the welfare of individuals in the households. If the likelihood of relocating from such a neighborhood varies for different racial groups, therefore, their relocation choices may contribute to racial disparities in educational opportunities, unmarried motherhood, unemployment, and income. At the aggregate level, racial differences in residential relocation are critical for reshaping the patterns of residential segregation.

In explaining segregated residential patterns between whites and blacks, previous research focused on racial differences in income, racial differences in housing choices, and housing market discrimination (for a review, see Dawkins 2004).
Much less well-known is the dynamic interplay between race, neighborhood change, and residential relocation. A notable exception is research on “tipping point” (Ioannides and Zabel 2003; Clark 1991; Schelling 1969) and “white flight” (van Ham and Clark 2009; Crowder 2000; Taub et al. 1984), but it focuses only on how change in racial composition of the neighborhood drives moving decisions of whites and blacks. Moreover, none of the above studies account for how neighborhood change can motivate different racial groups to stay longer or move within a neighborhood in a different way.

This study contributes to the literature on residential segregation by examining how whites and blacks make their decisions whether to stay in or relocate from the neighborhood that has experienced specific neighborhood change over the previous 2 and 5 years. It incorporates a wide range of factors such as change in relative income status, change in the share of black population, change in crime rates, and change in house prices and rents and tests if resident responsiveness to these changes differs across different racial groups. To the author’s current knowledge, this is the first analysis that estimates a full range of choices of residential relocation, including inter- and intra-neighborhood moves. It hypothesizes that whites and blacks may have different levels of capacity of converting neighborhood dissatisfaction into relocation. In addition, they may have different preferences for neighborhood environment (e.g. whites’ aversion to being surrounded by blacks) and be more sensitive to change in different neighborhood factors.

This study relies on a unique dataset that matches the nationally-representative, longitudinal household data from the Panel Study of Income Dynamics to neighborhood-level data from the US Census. It uses two empirical models including racially-stratified hazard models and multinomial logit (MNL) models. Hazard models estimate the extent to which neighborhood change increases (or decreases) durations for which whites and blacks stay in the census tract of origin. MNL models estimate racial differences in choices among alternative outcomes including no move, move within a neighborhood, and move out of a neighborhood as a function of household and neighborhood characteristics. Both models are controlled for a series of household-level characteristics including lifecycle factors, income, and housing tenure as well as static neighborhood characteristics.

Preliminary results suggest that blacks may delay residential relocation from the neighborhood with an increase in the share of the black population, but whites behave in an opposite way. This indicates that residential segregation may be reinforced not only by significant white flight but also by black self-segregation (Ihlanfeldt and Scafidi 2001) potentially associated with social ties among blacks, lack of mobility capacity, or external barriers (South and Crowder 1997; Massey and Denton 1993). Also evident is that blacks are more sensitive to a change in housing affordability and the availability of owner-occupied housing than whites when they consider residential relocation.

References

Abstract Index #: 230
CULTURE REVITALIZATION STRATEGIES AND THEIR IMPLICATIONS FOR LOCAL RESIDENTS
Abstract System ID#: 4164
Individual Paper

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Cities in Western countries have adopted culture strategies for urban regeneration, in order to achieve economic, social and political goals. According to Evans (2005), the culture development approach is especially useful because it can defy globalization and promote the achievement of both competitive advantage and quality of life. The goal of our research was to expand our understanding of culture as a tool for local social regeneration and community development. The questions were: What are the common culture strategies that are used for urban regeneration and development and what are their special characteristics? What are the implications of these culture strategies from the point of view of the local residents, who live in the areas in which the culture projects take place?

Based on critical survey of the relevant international literature, a new typology of three strategies for urban development and regeneration through cultural projects is proposed: (a) real estate development for elitist culture; (b) development of community-arts projects and (c) development of cultural and creative quarters. The paper characterizes each of the three and provides a few examples of each.

In order to investigate the implications of the various culture strategies, an empirical study was conducted in 2006-2007 in three selected districts in the center of the city of Tel Aviv - Yaffo: in type (a) one can find the Performing Arts Center (Golda Center), Tel Aviv Museum of Art and the central public library of the city; in (b) there are two main centers of activity: a community center of “Beit Tami” on Shenkin street and the Crafts Fair on Nachalat Benjamin pedestrian street; (c) is Neve Tsedek neighborhood, where elitist culture institutions - a dance and theater center, museums and galleries are located side by side with art and design studios and a neighborhood community center. The main tool of the empirical study was a population survey of 185 residents. In addition, three types of in-depth interviews with senior workers in the local culture sector were conducted, statistical data from various official sources and an assortment of relevant publications, such as previous studies, newspapers, internet articles, annual reports of cultural institutions and apartment price lists, were also used.

A variety of local implications were studied, including: socio-demographic, socio-economic, socio-cultural and more. Research findings have revealed that all three types of culture strategies have contributed to social regeneration of their districts by attracting new population, mainly young and highly educated. In spite of that, no gentrification was found in two of the three areas, while in the third (Neve Tzedek) a gentrification process occurred but without significant displacement of poor veteran residents. All three strategies generated personal and social benefits to women and men, to young and old, to more and less affluent residents, including very high participation of the local population in various kinds of cultural activities carried out in their residential areas. Many of the respondents said that they gained new knowledge and found new friends through their participation in the cultural activities. The 60% of homeowners among the respondents, veteran poor households included, gained also indirect benefits related to the rising prices of their property. In addition, the level of satisfaction with the residential area was found to be much higher than in comparable districts. All these are relevant to the three strategies, but each of them also had its own contribution and also a few dis-benefits to certain aspects of local population life, as detailed by the paper. A main general conclusion is that the development of culture strategies is an effective tool available to the planner who wants to benefit local residents, including at least part of the local disadvantaged long-term households; thus, we found that it promotes social equity, in addition to its contributions to economic growth that was studied by former researchers.

* This paper is based on a doctoral work of the first author, supervised by the second author.

References

Asheville, North Carolina’s urban renewal program did not follow the typical timeline experienced in other American cities. Bankrupt at the end of World War II, the city had no funding to pursue the Urban Renewal programs enabled by the federal government. This lack of money is often credited for the preservation of Asheville’s unique architecture in its downtown. However, it is not quite true that Asheville did not pursue urban renewal. Instead of initiating widespread clearance during the 1950s and 1960s, Asheville began its urban renewal program in the late 1960s and 1970s, culminating in the 1980s. Because the city had capitalized on its downtown architecture in the form of tourism dollars, these neighborhoods escaped the bulldozer. Instead, the urban renewal programs in Asheville targeted the African American neighborhoods just outside of the downtown.

This paper reviews urban renewal program undertaken by the city of Asheville, focusing on the East Riverside neighborhood. This neighborhood was chosen because it is currently the focus of yet another revitalization effort on the part of the City of Asheville. Although it has been more than thirty years since the end of urban renewal in East Riverside, the legacy of displacement and top-down planning is clearly printed in the minds of residents and planners alike. This legacy continues to haunt planning initiatives today, making even the most participatory and advocacy-minded planning efforts extremely difficult to pursue. Deep mistrust of planning and city government infiltrates every aspect of current planning initiatives in Asheville. We discuss how planners are trying to overcome these challenges to create vibrant, diverse neighborhoods while attempting to prevent gentrification and displacement of current residents.

Research Questions

1) How has the city’s approach to planning changed in the past 30 years?
2) How well is the city integrating the needs of current residents while balancing economic and environmental redevelopment?
3) How is the city approaching issues of gentrification and displacement?
4) What steps might the city take to ease the burden that the revitalization process may have on current residents?

Research Design & Methodology

This will be a single-case study utilizing the following methods:

1) Archival research of the existing HUD documents at UNC-Asheville and review of pertinent literature to compile a history of urban renewal in Asheville, specifically in the East Riverside neighborhood analysis of policy documents and plans to determine city intentions and goals; content analysis of newspapers, blogs, and reports to follow the progress of the planning endeavor
2) Interviews with decision-makers at the city and community agencies; interviews, focus groups, and/or surveys of neighborhood residents to gauge their views of the project as it moves forward; review of "best practices" used to counter and/or prevent gentrification

References

EXPANDING AFFORDABLE HOUSING THROUGH COMMUNITY LAND TRUSTS IN NEW YORK CITY

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The calamity of foreclosures that have destabilized U.S. communities is just another epoch in the continuity of the housing crisis. The end to this epidemic is not close at hand. Bocian, Li, Reid and Quercia (2011) estimated approximately 6 million families lost homes due to foreclosure, and various projections indicate another 12-15 million families could lose homes before the its end. Communities of color have been hit the hardest. Nationally, about 8 percent of African-American and Latino families have lost their homes in comparison to 4.5 percent of white families, ultimately resulting in a massive loss of wealth and an increase in poverty (Gilderbloom and Squires 2011).

Furthermore, two of every three pre-foreclosure notices (66 percent) in New York City were sent to homeowners in communities of color (Iwanisziw and Ludwig 2012).

The traditional housing market, fueled by speculation, continues to fail in providing permanent affordable homeownership opportunities (Marcuse 2009). Even remedies to diminish foreclosures, as offered through national programs, do very little to remove the role of speculation from homeownership. On the other hand, the foreclosure epidemic and recent social movement (the 99 percent) has provided an exceptional opportunity to consider transformation of the traditional approach to homeownership by limiting speculation and expanding housing security and community sustainability through community land trusts (CLTs).

This paper assesses models for CLTs most appropriate for the socio-political environment in New York City. It draws on the work of a semester studio at Columbia University spurred on by the housing epidemic, and by social movement-based organizations desiring planning innovation in policy formulation that promotes long-term solutions to the affordable housing crisis and to community sustainability.

The paper will offer theoretical underpinnings that place the foreclosure epidemic within the context of the longer-term affordable housing crisis. Given the local nature of planning, the paper seeks to inform scholarship and practice of the potential of CLTs in a global city where market demand remains strong and the local political economy is arduously pro-growth over development. Subsequently, the paper will illuminate the role of planning and the potentials of a planning studio in facilitating a resurgence of planning in community development and transformative policy formulation that prioritizes a right to housing over speculative gain.

References
DOES HOUSING CHOICE VOUCHER PROGRAM (HCV) INCREASE PROPERTY VALUE IN POOR NEIGHBORHOODS? COMPARISON OF PROPERTY VALUE IMPACTS OF HCV AND HCV USED IN LOW INCOME HOUSING TAX CREDIT PROGRAM (LIHTC)

Abstract System ID#: 4201
Individual Paper

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This study empirically examines impacts of Housing Choice Voucher Program (HCV) and HCV in Low Income Housing Tax Credit Program (LIHTC) on single family property value in poor neighborhoods of three counties in Florida. Recently, the volume of voucher program dramatically has increased. Since the program starts in 1998, the federal Section 8 HCV program has become one of the largest housing subsidy programs in the United States, providing critical subsidies to over two million low-income families in 2008 (Schwartz, 2010).

Despite the largest production of subsidized program, these HCV holders can be fiercely opposed by communities because of community NIMBYism (Not-In-My-Back-Yard) (Galster et al. 1999). Concerns over the voucher holders often lead to drop in property value of nearby homeowners because of crime, poverty concentration, and low quality of education attainment. An evidence show that single family housing sold within 500 feet of voucher holders/sites significantly decrease property value (Galster et al. 1999).

However, HCV recipient living in LIHTC may not be a target of opposition in the community. Since the affordable housing including LIHTC is generally located in poor neighborhoods, the voucher holders are more likely to choose affordable housing in spite of voucher subsidy (Pendall, 2000). Thus, LIHTC is an important source for HCV holders particularly for households earning less than 40% AMI who otherwise are unable to rent a housing unit. In this sense, the LIHTC-dominant poor neighborhood might see positive effects of from HCV. The debate within the research community whether the HCV has positive or negative effects on neighborhoods is still inconclusive (Varady et al., 2010). Not many studies have worked on this subject due to data availability and methodological difficulties.

This study reexamines the ongoing debate over the effects of HCV on property value in Alachua County, Duval County and Orange County. To that end, two questions will be addressed: 1) What is the spatial effect of HCV on property value? 2) How do HCV programs in/out of LIHTC perform in affecting property value in different neighborhoods? To answer these questions in a comprehensive way, difference-in-difference regression analysis will be used. In the econometric analysis the relevant independent variables like property characteristics, neighborhood characteristics, and a dependent variable such as housing sales price will be identified and operationalized. Panel data will be collected to examine before and after effects of subsidized housing. To stratify income segregation and severity of poverty in neighborhoods, this study adopts the methodology developed by Galster and Booza (2007) to define extremely low income neighborhoods, very low income neighborhoods and low income neighborhoods. This study combines various datasets obtained from HCV data confidentially obtained from HUD through the Shimberg Center at the University Florida, as well as Property Tax Rolls, Census, American Community Survey and crime data from Florida Department of Law Enforcement.

The results of this study will help to guide decisions about planning for housing for needy recipients. It will show that revitalization efforts of poor neighborhoods need multiple strategies based upon the unique characteristics of the neighborhood itself. The research demonstrates that HCV works for both inclusion of low income households and increasing property value in revitalizing poor neighborhoods. For academic researchers, the results of the study will contribute to understanding the potential of a more sophisticated methodology in the housing field.

References
PUBLIC FUNDING FOR PRIVATE PURPOSES: WHAT IS THE PUBLIC GOOD?

Abstract System ID#: 4205
Pre-organized Paper Session (Symposium) “Gentrification Policy in Over-the-Rhine”

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Urban neighborhoods are both public and private, places for private residences and places where shared activities and forms of community are enacted. Public policy and planning must take both these aspects of place into account and seek to balance the public forms of funding against the bundle of private and public benefits of subsidies that leverage investment in various places.

I argue that the interests of new residents and consuming visitors have come to take priority over the interests of pre-existing residents in Cincinnati’s Over-the-Rhine neighborhood. Some forms of diversity and inclusion are being promoted (varieties of consumption and more professional and well-to-do residents) while social bonds are being reconfigured to favor greater privacy and insularity for residents at the expense of public services and public networks that serve the poor. The more explicit social policy objectives of past planning regimes and periods are being replaced by a notion that residual benefits will fall to everyone, including the poor as a result of commercial and housing development which is the goose whose eggs we must try to gather.

In this paper I will explore two aspects of this public/private nexus. One is to follow the funding for development that has been used to subsidize private housing development and land acquisition in Cincinnati’s Over-the-Rhine. The monies come from various community development grants and non-profits as well as some private sources. What are their stated goals of this funding and how closely do the projects that the money has been used for meet these stated purposes? How much has pump priming the private market cost and is it a good use of public funds, or put differently, does it serve public goals in an effective and efficient way?

Secondly, I will examine the explicit and implicit meanings of the “public good” that is reputedly served by the development investment in Over-the-Rhine, drawing on literature about the ‘commons’ and common property aspects of urban spaces. Other colleagues on the panel will provide more detailed assessment of the impact of development on low-income households. We aim to provide a topical panel that combines concrete and more conceptually abstract views of development in Cincinnati’s historic Over-the-Rhine neighborhood.

References

2. DeFilippis, James and Fraser, Jim. 2010. “Why Do We Want Mixed-Income Housing and Neighborhoods?” (http://www.kcl.ac.uk/content/1/c6/04/32/37/JamesDeFilippisandJimFraser.pdf)
AFFORDABLE HOUSING IN FLORIDA: WHAT ARE THE RESULTS AFTER TWENTY-FIVE YEARS OF GROWTH MANAGEMENT?

Abstract System ID#: 4221
Individual Paper

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Successful growth management programs have been defined as those “designed to mitigate the adverse effects of urban growth and to expand housing opportunities for lower-income households” (Nelson et al. 2004, p. 158). However, a limited number of studies have explored how well growth management regimes actually address housing for low-income households. These studies indicate a limited priority toward the issue (Connerly and Muller 1993; Berke and Conroy 2000; Goetz, Chapple, and Lukerman 2003).

For the past twenty-five years, Florida’s Growth Management Act has required comprehensive planning of all counties and local jurisdictions throughout the state. The housing element within these plans must include policies to provide an adequate supply of housing to current and anticipated residents, including low-income households. This research examines the extent to which Florida’s municipalities plan for affordable housing for low-income households as a result of the state’s growth management legislation.

Based on a stratified, random sample of forty municipalities and a content analysis of plans adopted by them over the past two decades, this research answers three questions: 1) how well have local comprehensive plans addressed affordable housing over the past twenty-five years under Florida’s Growth Management Act; 2) is there a relationship between a locality’s need for affordable housing and the quality of its housing element; and 3) is there a relationship between the quality of the housing element and the subsequent change in the affordable housing supply?

References

HOUSING SUBSIDY PROGRAMS AND NEIGHBORHOOD SPILLOVER EFFECTS

Abstract System ID#: 4225
Roundtable or Informal Discussion Session

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The purpose of this roundtable is to review recent research on the extent to which different housing subsidy programs (housing vouchers, Low Income Tax Credit) have had either positive or negative impacts on their surrounding communities, and assess the implications of these results to overcome community resistance to these programs.
Lan Deng (University of Michigan) will discuss how LIHTC developments may affect the surrounding neighborhoods, drawing upon her research in three places, Miami-Dade County, Florida, Santa Clara County, California, and Detroit, Michigan. Deng will discuss how affordable housing developments such as the LIHTC should respond to the suburbanization of poverty.

George Galster (Wayne State University) will assess the extent to which our post-public housing-- housing policies have been able to deconcentrate poverty. More specifically, his talk will explore the degree to which four federal housing programs have reduced such poverty concentrations over the last quarter-century: (1) scattered-site public housing; (2) tenant-based Housing Choice Vouchers (HCV); (3) private developments subsidized through the Low-Income Housing Tax Credit (LIHTC); and (4) mixed-income redevelopment of distressed public housing estates (HOPE VI). Based on a synthesis of the evidence, Galster will draw implications for current housing subsidy programs.

Kirk McClure (University of Kansas) will discuss the Moving to Opportunity program which Briggs, Popkin, and Goering called a “strong idea, weakly implemented.” It achieved mixed success in permanently relocating families to high opportunity neighborhoods. McClure will discuss the ways in which the current voucher program might be modified to guide more households to high-opportunity neighborhoods.

Shannon Van Zandt, Jesse Saginor and Ayoung Woo (Texas A&M University) will examine the relationship between housing subsidies (those included in HUD's “Picture of Subsidized Housing”) and neighborhood characteristics in the Dallas-Ft. Worth Metropolitan area (Metroplex). This research builds on Van Zandt’s earlier work looking at the distribution of LIHTC units in the Metroplex by expanding the selection of subsidy programs to compare both supply-side and demand-side programs and by employing more sophisticated spatial analysis of neighborhood characteristics.

References

PLACE REMAKING THROUGH URBAN ENVIRONMENTAL JUSTICE: EXPERIENCES OF NEIGHBORHOOD-BASED INITIATIVES IN BOSTON, BARCELONA, AND HAVANA

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Life in distressed neighborhoods is often closely coupled with degraded infrastructure, substandard services, unhealthy housing structures, and severe environmental hazards. In these neighborhoods, low-income and minority residents generally receive fewer environmental amenities and services such as street cleaning or open space maintenance, while wealthier and white communities tend to benefit from environmental privileges – parks, coasts, – often in a racially exclusive way (Pellow, 2009; Landry and Chakraborty, 2009). To outside eyes, such neighborhoods often appear degraded and abandoned, with much unused vacant space and with residents deprived of a welcoming and safe environment.

Today activists within marginalized communities in a variety of cities around the world are organizing against long-term abandonment and neighborhood degradation. In their initiatives, residents, community groups, and organizations focus on green and recreational spaces, gardens and farmers’ markets, green and healthy housing, and improved waste management. Examples range from the growth of urban farms and community gardens in Detroit or Los Angeles, the
creation and enhancement of green and recreational spaces in Villa Maria del Triunfo, Lima, or community initiatives for improved waste collection and composting in Mumbai.

Traditionally, environmental justice (EJ) researchers have centered their attention on “brown” cases of injustice and on the fights of residents against disproportionate exposure to environmental toxins and other health risks (Carruthers, 2008; Pellow, 2000; Varga et al., 2002; Bullard, 2005; Downey and Hawkins, 2008; Ortega Cerdà and Calaf Forn, 2010; Mitchell and Dorling, 2003). However, EJ scholarship as related to struggles for “green” environmental justice and greater livability is still nascent, despite growing research about the United States (Agyeman et al., 2003; Gottlieb, 2005; Gottlieb, 2009; Pellow and Brulle, 2005; Checker, 2011; Gould and Lewis, 2009; Diaz, 2005). Furthermore, little is known about how complex underlying demands and goals shape community organization across a variety of cities and how concern for place, place attachment, and sense of community play out in neighborhood organization.

This project is built around an international comparative study of three critical and emblematic case studies of minority and low-income neighborhoods organizing for improved environmental quality and livability – Casc Antic (Barcelona), Dudley (Boston), Cayo Hueso (Havana). The selected neighborhoods encompass a variety of political systems, histories of urbanization, and contexts of marginalization. I am specifically focusing my study on emerging arenas of environmental demands, such as parks and playgrounds, sports courts and centers, urban agriculture and farmers’ markets, and waste management. During my eight-month fieldwork in Barcelona, Boston, and Havana, I conducted semi-structured interviews with leaders of community-based organizations and NGOs working on innovative environmental projects, with a sample of active residents in each neighborhood, and with municipal agencies. Furthermore, I engaged in observation of meetings and events, as well as participant observation of projects focused on environmental improvements. Last, I collected data from secondary sources on neighborhood development issues and environmental and health projects.

Through this research, I show that activists in all cities use their environmental initiatives to rebuild a broken community and re-make place for residents. Activists have taken action in a variety of complementary domains that feed on each other. Environmental initiatives are also more holistic than traditionally presented, as activists do not envision their work in silos or compartments. In turn, socio-environmental endeavors are meant to remake a broken place, fight against grief, loss and violence, and create safe havens and refuges. They encompass aspects of safety and security that go beyond individual protection against physical, social, or financial harm to include soothing, nurturing, and resilience.

References


Abstract Index #: 238
PUBLIC HOUSING DEVELOPMENT AS THE BASIS FOR LAND USE PLANNING AND LEGITIMACY: THE CASES OF HONG KONG AND SINGAPORE
Abstract System ID#: 4256
Individual Paper

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The commitment of governments in North America and Europe to the public provision of housing has shrunk dramatically in the last two decades, reflecting both the triumph of neo-liberalism and the demand by middle-class households for individual home ownership. In sharp contrast the governments of Hong Kong and Singapore have maintained and even expanded their investments in public housing. In these two city states public housing development is a principal means for land use planning, for dampening real-estate speculation, for enhancing the legitimacy of the state, and for diminishing poverty. In Singapore it is also a vehicle for ethnic and class integration. Castells, Goh, and Kwok (1990) in a much cited work pointed out that, despite their strong support for free market practices in promoting economic growth, Singapore and Hong Kong had the largest public housing sectors in the non-Communist world. Differing from the Right to Buy program that Margaret Thatcher introduced in the United Kingdom, private ownership by households of their individual units in these cities did not remove the structures from public control but rather sustained the viability of publicly constructed housing.

This paper examines the use of public housing in these two city-states as a vehicle for urban redevelopment, planning, redistribution, and social stability. It argues that the system of public land ownership and the use of leasehold as the basis for private development enable the public to capture gains from increases in the value of property that is superior to other methods.

References

RESPONDING TO THE FORECLOSURE CRISIS: THE CUYAHOGA COUNTY LAND BANK
Abstract System ID#: 4259
Pre-organized Paper Session (Symposium) “Muddling Through Foreclosures: Does a Resurgent Planning Offer a Better Response?”

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Cleveland, Ohio and Cuyahoga County were one of the areas hardest and earliest hit by the housing foreclosure crisis. Even without a housing bubble, predatory lending in Cleveland's neighborhoods resulted in rapidly rising foreclosure rates beginning in 1999. From the city of Cleveland, the foreclosure crisis spread to the inner suburbs of Cuyahoga County. More recently, the major cause of foreclosures has been the economic recession resulting in layoffs and unemployment affecting many homeowners.

As a result of pressure from suburban mayors, the County in 2005-2006 provided more support to the courts to reduce a growing backlog of foreclosures and also created a Foreclosure Prevention program to fund several agencies to counsel homeowners in danger of foreclosure. Nevertheless, the number of foreclosures continued to rise, with foreclosures in the suburbs outnumbering those in the city of Cleveland in 2009 for the first time.

With an estimated 15,000-20,000 abandoned houses in the county and many becoming a public nuisance, the ability of Cleveland and its neighboring suburban cities to cope with this crisis was overcome by its magnitude, even with funding from the federal government's Neighborhood Stabilization Program (NSP) created in 2008, providing limited funds to assist with the demolitions of blighted abandoned houses. While the city of Cleveland had created a land bank in 1978, it only accepted vacant parcels from the County resulting from tax delinquency.
A coalition of Cuyahoga County, its cities, community organizations, and housing activists decided to lobby the state legislature to create a countywide land bank with considerable power and funding capacity to address the crisis. It was modeled on the Genesee County, Michigan land bank created to deal with the blight of abandoned housing in the depressed city of Flint. In 2009, legislation was approved to create the Cuyahoga County Land Re-utilization Corporation (Land Bank). Since then, it has played a major role in addressing the crisis. It is empowered to acquire vacant foreclosed properties, demolish or rehabilitate and sell them, and organize vacant properties for re-use and redevelopment.

With financial support from the County, NSP funding, and bond financing, it has been able to make considerable progress already.

It has negotiated groundbreaking agreements with FNMA, HUD and several major banks to acquire their low-value foreclosed properties, keeping them out of the hands of speculators, who have engaged in unscrupulous practices. Its early accomplishments are found in its first public report: "The Beginning, the Present, and Beyond 2009-2011" (July 2011), available on the Land Bank's website: www.cuyahogalandbank.org

It has become a model for other counties in Ohio, which are also establishing their own land banks.
This paper will review the organization and funding of this land bank, update its accomplishments and impact on the housing abandonment problem through Summer, 2012, and analyze what lessons can be learned from its short history.

References

Abstract Index #: 240
BOSTON FORECLOSURE
Abstract System ID#: 4268
Pre-organized Paper Session (Symposium) “Muddling Through Foreclosures: Does a Resurgent Planning Offer a Better Response?”

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Foreclosed properties have created extensive disruption in communities throughout the U.S. over the last five years, and city planners are often tasked with developing policy responses to these issues. While Boston was generally less affected by the foreclosure wave than many major cities, foreclosure rates reached as high as 7% of total the housing units in the city. Like many cities, Boston’s foreclosures were mainly concentrated in low-income neighborhoods, where homebuyers stretched to afford a new home by taking on exotic mortgages. The foreclosure problems in these areas was exacerbated by the prevalence of triple deckers, New England’s unique multifamily housing form, which had been converted to condos in large numbers during the housing price run up and attracted low-income buyers who hoped to be able to afford the step into home ownership.

This paper reviews city, state, and private efforts to reduce the effect of these foreclosures. The City of Boston has used typical tools in an aggressive manner to address the community effects of concentrated foreclosure. Federal NSP funds were used to strategically acquire vacant, foreclosed properties, including one block with seven foreclosed properties; the city required registration of foreclosed properties to identify who would maintain them; and it also established a Home Center that offered counseling and advice to foreclosure victims. The State of Massachusetts
passed legislation that extended the time for foreclosure process to 90 days and subsequently 180 days. One of the most effective approaches has been a non-governmental program called Project No One Leaves, aimed at helping homeowners and tenants in foreclosed properties stay in place. No One Leaves is a joint effort of a local community organizing group, the Harvard Legal Aid Bureau, and a local Community Development Finance Institution.

The paper also describes a graduate student workshop organized by MIT’s Department of Urban Studies and Planning to investigate a specific area of the Dorchester neighborhood that has experienced a high volume of foreclosures and crime. Students brought together a variety of data – financial information, city inspection reports, and crime statistics – to try to determine links between the extent of foreclosure and social and physical effects in this targeted area of the Dorchester neighborhood.

As part of a session on comparative policy responses in different cities, this paper is intended to a) present and comment on the effectiveness of a particular set of foreclosure response policies in Boston and b) illustrate how a graduate planning program incorporated this important issue into a community-based learning experience.

References


THIS OLD HOUSE: THE ROLES OF AGING RENTAL AND OWNED HOUSING IN NEIGHBORHOOD CHANGE

Filtering is the process at the heart of neighborhood change, as housing passes into new hands and people move into different housing (Galster, 1996). Over their lives, people generally move into successively larger and more valuable housing while housing deteriorates as it ages (Myers, 1983). The matching of households and housing can lead to downward filtering or gentrification, depending on the population and their preferences. Understanding this interaction between households and housing will help planners preserve and adapt our aging housing stock to meet future housing needs.

In his analysis of the determinants of neighborhood change, Rosenthal (2008) finds that middle-aged housing predicts neighborhood decline, while old housing predicts neighborhood revitalization. He explains that this finding is consistent with the idea that as housing ages, it deteriorates and finally is demolished to make way for redevelopment. But housing can last far longer when maintained and renovated to suit changing needs. Since owners have stronger incentives than renters and landlords to maintain and renovate their homes (Henderson & Ioannides, 1983), aging owned housing should have a weaker effect on neighborhood change than aging rental housing. Building on Rosenthal’s analysis, I investigate whether there a difference between the ways aging owned and rental housing affect neighborhood change, and test the explanation that old housing is demolished for redevelopment, again separating the effects of owned and rental housing.

I first examine the relationships between tenure, housing age, and neighborhood change for census tracts in Atlanta, Chicago, Los Angeles, and Philadelphia in the 2000s, measuring the change in tract economic status between the 2000 U.S. Census and the 2006-10 American Community Survey. Following Rosenthal, I use lagged housing age,
socioeconomic, and spatial variables from the 1990 U.S. Census to avoid the endogeneity of 2000 building and locational decisions on neighborhood change in the next decade. Preliminary results for Los Angeles show that middle-aged rental housing predicts neighborhood decline, and old rental housing predicts neighborhood revitalization, controlling for demographic and socioeconomic variables, building size, and density. However, the age of owned housing has no statistically significant effects on neighborhood change. Using the same dataset, I next assess whether old rental or old owned units predict development in a census tract. In Los Angeles I find that old rental housing has a positive relationship with development, whereas old owned housing has a negative relationship with development. Both sets of findings are consistent with my hypothesis that owned housing is better maintained than rental housing.

These differences by tenure imply that housing deterioration is not inexorable; for housing at least, people can arrest or even reverse the aging process. The ability to preserve and adapt housing is critical for planners, because more than half of the U.S. housing stock is over 30 years old, and was built for different types of households with different housing needs. Aging housing is also our largest supply of affordable housing. Since the housing crisis and recession, planners will need to rely even more on existing housing rather than new construction. This research encourages planners to develop policies and programs to promote maintenance and renovation of existing housing, targeted by tenure.

References
neighborhoods, access to nearby parks and transit stops might coincide with higher crime risks, and land use mix might represent a higher likelihood of living near a variety of undesirable land uses. In other words, the same indicators of walkability that are appreciated in higher-income neighborhoods do not necessarily have the same value in neighborhoods where crime, poor quality of amenities, and undesirable land uses are prevalent (Talen and Koschinsky, 2011).

Our paper is devoted to making the issues involved in relating “walkability” to “affordability” explicit. To accomplish this, we will present 5-8 case scenarios or vignettes intended to expose the contextual variation involved in neighborhoods that, on the surface, meet the goals of being both affordable and walkable. The vignettes will be chosen from around the U.S. and are intended to cover the range of possible contexts, and associated socio-economic parameters, of places that satisfy both conditions. The case scenarios will be drawn from a national database of affordable housing locations and walkability measures. We will use these to characterize how walkable, affordable neighborhoods vary along a range of parameters, particularly in terms of crime, socio-economic status, density, and environmental factors. These vignettes, along with the historical, empirical, and theoretical literature involved in relating affordability to walkability, are intended to help move forward on key policy debates, resolving questions such as: Under what conditions can we expect walkability and affordable housing to offer meaningful benefits for low-income residents? What are the limitations and advantages of attempting to make affordable housing “walkable”? 

References

Abstract Index #: 243

OUR RIGHT TO THE CITY: DISPLACED PUBLIC HOUSING TENANTS OPT TO RETURN TO THEIR REDEVELOPED DOWNTOWN COMMUNITY

Abstract System ID#: 4301

Individual Paper

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Reviewing trends in gentrification research, Slater (2006) observes that displacement, which he considers an essential element in that process, has disappeared from the research agenda. Hulchanski (2007) examines trends in spatial patterns of income distribution in Toronto, Canada, finding growth in the proportion of higher income households in the central city. He concludes that in that city, with a thriving downtown core, poverty has moved from the city centre to the periphery.

In a range of ongoing projects, Toronto’s housing authority claims it will redevelop downtown public housing while guaranteeing original tenants a legal right of return. Among these the largest is a $1.5 billion public-private project to redevelop Regent Park, a large, decaying, 1950s Modernist style public housing project on 70 downtown acres, into a higher density, environmentally sustainable, phased, mixed income project of New Urbanist design. Critics label it state-led gentrification.
This paper examines the original residents’ perspectives on that redevelopment, and tracks their experiences with being displaced, relocated, re-relocated (in some instances), and then resettled—or not. Using qualitative research techniques, this longitudinal study follows a sample of 51 low-income households displaced, relocated, and subsequently resettled into new replacement public housing. Recruited in a convenience sample, these households are from the first of a projected six phase project over 10-15 years. A total of 89 semi-structured personal interviews conducted over a six year reference period explore the residents’ views about moving back to their original downtown community. Key informant interviews have also been conducted with representatives of the housing authority, the developer, and local community agencies and organizations.

Despite their previous experiences with substandard housing conditions—disrepair, vermin, crime, drug dealing—and in spite of the negative stigma associated with Regent Park (Purdy 2005), the displaced tenants overwhelmingly chose to return to their downtown community after its redevelopment. Many opted to be rehoused temporarily within that Regent Park community. They explained that even though the old buildings were in poor condition, and their neighbourhood became a construction site, staying in the vicinity allowed children to continue in the same schools, and enabled all residents to continue attending the same community programs and maintain friendships. In spite of obstacles—including wait time of at least five years, higher density—and despite the availability of alternative new public housing elsewhere, study results find that most residents prefer to return to this rebuilt community. As documented by Gibson’s study of a HOPE VI redevelopment project in Portland, Oregon, public housing tenants can develop close bonds of friendship and informal support (2007). Most Regent Park residents interviewed feel a strong place attachment to their original community, close social ties to former neighbors and a preference for living downtown. Most resist the option to be re-housed outside of their original community, preferring to wait to return to their old, rebuilt homes.

References

Abstract Index #: 244
THE SECONDARY UNIT IN THE HIGH COST METROPOLIS: A SMART GROWTH SECRET WEAPON?
Abstract System ID#: 4303
Pre-organized Paper Session (Symposium) “Accessory Dwelling Units: A Twenty-First Century Housing Diversity, Affordability, and Sustainability Strategy?”

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While planners throughout the nation have sought to reorient growth patterns according to a “Smart Growth” paradigm for decades, California metropolitan areas today are operating under the most ambitious state-level policy framework for greenhouse gas emissions reduction via land use changes ever put in place. But some of the very metropolitan areas, particularly those on the coast, in which these changes are being attempted are also those in which housing supply is most constrained (Glaeser et al 2005). Under constant housing market pressure, homeowners have developed their own solution – secondary units (also sometimes referred to as Accessory Dwelling Units).

Are these secondary units ironically also serving as an under-deployed “secret weapon” in the battle to grow smarter? While contemporary urban political dynamics and reliance on procedurally-oriented land use controls systematically
tilt new development towards large developers operating at scale on large, vacant or underused sites and away from “mom and pop” builders and homeowners seeking to add housing units via micro-infill to well-established residential neighborhoods (Schleicher 2012), secondary units are an exception. This is because of their rare ability, within the universe of housing packages, to be deployed under conditions of informality, i.e. to be added to the housing stock while often not complying with official requirements such as adherence to zoning regulations (Antoninetti 2008).

Relying on three types of data collection – online rental advertisements, a homeowner survey, and interviews with elected officials and city staff – we analyze the existing and future potential alignment between secondary unit housing and Smart Growth objectives along an eight-mile-long urban corridor in the East Bay subregion of the San Francisco Bay Area. Using GIS and multivariate regression techniques, we find that existing (i.e. mostly, though not exclusively, informal) secondary units are already fulfilling two important Smart Growth objectives, namely the inclusion of small, modestly-priced rental housing stock in areas with transit access and richly mixed-use land use patterns and also in “neighborhoods of opportunity” (cf. Briggs 2005) in which such housing is otherwise scarce and difficult to build.

Combining their primary data with an analysis of feasible changes in municipal zoning ordinances, such as a relaxation of parking requirements (Chapple et al 2011), we estimate that secondary units could be added to transit-rich areas and neighborhoods of opportunity in numbers that greatly exceed the current (and already substantial) levels. We project that these quantities would make a material contribution towards meeting regionally-specified Smart Growth targets.

In addition, we argue that increasing secondary unit production could further Smart Growth objectives in two additional ways. First, increasing the density of officially-recognized secondary units would not only significantly increase the stock of small, affordable rental units requiring little to no public subsidy but also free up scarce housing subsidies for the production of housing targeted to chronically underserved populations, such as large families and formerly homeless individuals. Second, regularization of existing secondary units would have beneficial fiscal impacts to the cities in they are located.

References
protect property values in desirable environments. For these reasons, the issues on where assisted households can be located have been longstanding concerns to policy makers (Freeman & Botein, 2002; Galster, Tatian, & Smith, 1999; Santiago, Galster, & Tatian, 2001).

NIMBYism is based on the common perception that property values will be negatively affected by proximity to assisted housing households, as described above. This research examines empirical evidence for this perception. Several prior studies have focused on the impact of assisted housing on nearby property values in the last decade but have produced conflicting results. Some have found a negative impact of assisted housing programs on neighborhoods, while others have found a positive impact, or even no impact. The reason for contradictory results would be due to two aspects. First of all, lack of methodological rigor induces confusing findings, and it casts doubt on validity of prior results (Nguyen, 2005). Second, the impact of assisted housing may be different under certain circumstances, such as neighborhood characteristics (Freeman & Botein, 2002). Prior studies have overlooked these key factors, so their results remain in question. Thus, this research attempts to overcome some of these limitations. It addresses the following research questions: Does the impacts of assisted housing programs on nearby property values vary due to (1) the different type of assisted housing programs, (2) the different socio-economic characteristics of neighborhoods, and (3) the development size and the clustering of assisted housing units?

The Dallas-Fort Worth metropolitan area in Texas is exploring as the research area. Even though the Dallas-Fort Worth metropolitan area includes one of the largest populations and numbers of assisted housing projects on the national scales, few studies that focus on Dallas housing market have been done compared to other metropolitan areas. We use data from HUD’s Picture of Subsidized Households, the 1990 and 2000 Census data, the FBI’s Uniform Crime Reports, and the Columbia Regional Geospatial Service data to examine the relationship between subsidized housing and neighborhood socio-economic and housing characteristics. We create panel data to examine how the placement of subsidized housing influences change in neighborhood variables. By identifying characteristics of subsidized housing such as development size and clustering that influence changes in neighborhood characteristics this research may shed light on mechanisms by which subsidized housing may be successfully introduced into neighborhoods.

Abstract Index #: 246
TOO LITTLE, TOO LATE AND TOO TIMID: THE FEDERAL RESPONSE TO THE FORECLOSURE CRISIS AT THE FIVE-YEAR MARK
Abstract System ID#: 4313
Individual Paper

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Federal responses to the crisis fall into two basic categories: those focused on preventing or reducing foreclosures and those focused on mitigating the impacts of foreclosures on neighborhoods where they are concentrated. The first set of responses includes major initiatives under President George W. Bush and President Obama. These initiatives include the creation of the National Foreclosure Mitigation Counseling program beginning in late 2007; the facilitation of the Hope Now Alliance in 2007 and the related modification programs spearheaded together with the American Securitization Forum; and the Making Home Affordable (MHA) programs (including the Home Affordable Modification program and the Home Affordable Refinance Program, and their ancillary programs) which began in 2009. The second category of responses, which focuses on attempts to mitigate the impacts of foreclosures on local communities, includes the three phases of the Neighborhood Stabilization Program (NSP), NSP 1, NSP 2, and NSP 3 (Newberger, 2010.).

Overall, most observers have been generally critical of the federal responses to the foreclosure crisis both under the Bush and Obama Administrations, especially many of the programs focused on loan modification (White, 2009, SIGTARP, 2011). This paper reviews policy responses since 2007 in both of the two primary categories. While there is less information at this point on the outcomes of mitigation polices, the overall federal response is found to be lacking thus far. At least in comparison to the magnitude of the challenges, the programs have been modest in scale. They have also suffered from significant problems of design and implementation. Foreclosure prevention efforts, in particular, are faulted for being too reliant on marginal incentive payments, for failing to include a key policy (bankruptcy...
modification) that would have encouraged lenders to modify loans more aggressively, and for not sanctioning servicers more aggressively for poor performance or noncompliance. The federal response is also characterized as moving too slowly in some cases and being too captive to the structures and policy preferences of the mortgage and financial services industry.

References


Abstract Index #: 247

CREATING DIVERSE COMMUNITIES THROUGH INFILL: THE EFFECT OF INFILL HOUSING ON NEIGHBORHOOD INCOME DIVERSITY

Abstract System ID#: 4329
Individual Paper

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Infill development, as an alternative to sprawl, can promote socio-economic sustainability as well as environmental sustainability by realizing more compact urban form and ensuring economic vitality and diversity. Compact development and more diverse housing options realized through infill can alleviate spatial segregation and promote social diversity in communities (Talen, 2006; Pendall and Carruthers, 2003). In particular, infill development with various housing sizes and types can promote a mixture of incomes, attracting diverse new residents into the neighborhood.

However, income diversity of neighborhoods may not be improved by infill development in the long term because residents respond to physical, demographic, and socio-economic changes in the neighborhood, and their responses, which can be expressed by their residential choices, affect neighborhood characteristics over time (Grigsby et al., 1986). Conceptually, infill development attracts new residents into the community and changes the built environment of neighborhoods. These changes can cause a voluntary or involuntary migration of existing residents who dislike the changes to the built environment, or who cannot afford increased housing prices, or who are uncomfortable with new residents. Subsequently, these migrations derived from infill development can lead to new residential sorting (Ellen and O’Regan, 2011; McKinnish et al., 2010; Grigsby et al., 1986). As a result, a mixture of incomes in the community may not be achieved thorough infill in the long term.

Based on these arguments, the objectives of this study are to provide evidence about the effects of infill housing on neighborhood income diversity, and to outline the strategies for sustainable infill development. Specifically, two research questions are addressed:

(1) What is the effect of infill development on neighborhood income diversity?
(2) Are there any differences between short- and long- term effects of infill development?

To answer these questions, quantitative analysis, including spatio-temporal analysis and spatial econometrics, is applied to two metropolitan areas which have different contexts in terms of geographic location, land availability, and policy
background: the Orlando metropolitan area in Florida and the Portland metropolitan area in Oregon. Ways to operationalize potential infill areas using density thresholds and a developed land ratio are suggested, and the development pattern and attributes of infill housing are analyzed considering housing market dynamics and regional contexts. The association between residential infill development and neighborhood income diversity from 1990 to 2010 is analyzed using spatial econometric models. Data from various sources such as property tax rolls, Census, and National Land Cover Database are used. Existing land development and housing policies, development patterns of infill housing and results of spatial econometrics are related and evaluated for policy implications.

This study will provide the first direct and systematic analysis of the complex and temporal relationship between neighborhoods and infill development, thus advancing the sustainable infill housing strategies through which the potential for socially mixed communities can be promoted.

This research is part of my ongoing dissertation work. I will defend my dissertation by the end of this year. My advisor is Kristin Larsen, Associate Professor and Chair of the Department of Urban and Regional Planning, University of Florida. Her e-mail address is klarsen@ufl.edu.

References

The dominant metropolitan areas of the North Carolina Piedmont – Charlotte-Gastonia-Rock Hill and Raleigh-Durham-Chapel Hill – provide classic examples of sunbelt suburbanization and have become exemplars of contemporary metropolitan sprawl. In the Piedmont region as in other US metropolitan regions, external forces such as structural economic change, secular changes in social organization and demographic structure, and immigration have clearly had a significant impact in shaping trajectories of ecological change (Kitchen and Williams, 2009). Given the joint action of post-war external forces and historical concentration of poverty and racial minorities, the Piedmont has rapidly evolved into segmented, diversified and polarized socio-ecological settings and a more pronounced polycentric metropolitan form. Little is known, however, about the concomitant changes in social ecology, or about their relationship with the changing metropolitan form.

This paper introduces a socially and spatially integrated framework to investigate tract-level changes in the socio-spatial ecology of the Piedmont region between 1970 and 2000. Trajectories of neighbourhood change in the metropolitan Piedmont region reflect both persistent segregation and increasing diversification. In particular, and in contrast to the well-defined sequences of stages in cyclical models of neighbourhood change (Schwab, 1987; Schwirian, 1983), this study has found a multidirectional pattern of ecological transformation. Detailed analysis of these trajectories points to some interesting patterns of both central city and suburban ecological succession and transformation. Yet in spite of the variations in patterns of ecological succession among five types of tracts, there is
something in common: generally speaking, urban-side tracts are more likely to have experienced a downward socio-economic transition, while suburb-side tracts tend to have upgraded into upper-class or middle-class neighborhoods. This study also identifies four types of growth patterns resulting from ecological transformation: clustering, sectoral growth, greenfield expansion, and border accretion. This implies the selective operation of a variety of socio-spatial processes, including segregation/congregation, filtering, invasion/succession, redevelopment and gentrification, greenfield development, and border models of neighborhood change.

References

INNOVATIONS IN AFFORDABLE HOUSING: LIMITED EQUITY COOPERATIVES WITHIN COMMUNITY LAND TRUSTS
Abstract System ID#: 4334
Pre-organized Paper Session (Symposium) “Shared Equity Housing Models”

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For the last decade, the nation’s affordable housing market has been increasingly volatile. During the boom years, housing prices outstripped income growth, placing homes out of reach for individuals in many markets. With the housing bubble burst in 2008, many households are substantially cost-burdened and experiencing restricted access to homeownership and credit markets, as well as a tightening rental market. While the government debates housing policy, non-profit actors have initiated a number of innovative responses to the affordable housing shortage. Frequently referred to as third sector housing, these alternatives provide a for equity building outside of the conventional homeownership model. As an intermediate step between the increasingly divergent options of renting or traditional ownership, shared equity models ensure homes remain permanently affordable, benefitting the household and the community. Prominent among them are community land trusts (CLTs), non-profit stewards who own the land to ensure perpetual affordability and allow for private ownership of improvements, and limited equity cooperatives (LECs), traditionally affordable housing units (generally multi-family) owned and operated collectively through a blanket mortgage.

While CLTs and LECs have each operated as independent third sector actors, there are greater opportunities to increase affordable housing access through a hybrid model. This paper evaluates the innovations and affordable housing opportunities presented by LECs operated in conjunction with CLTs. It develops a typology for the forms of LEC-CLT partnerships currently in operation and identifies their contributions to the stock of affordable housing. While, existing literature documents the significant social and economic benefits provided by LECs and identifies their operational challenges including: long-term financial stability, educational outreach, and the need for a stronger support system, it does not explore the role of CLTs in offering an organizational model. To remedy this gap, this paper focuses on three questions: (1) What are the characteristics of ongoing LEC-CLT projects within the US? (2) What is the ongoing role of the CLT in the success of these projects? (3) What are the strengths, obstacles, and unique opportunities afforded to LEC projects implemented by CLTs, including the risks and rewards for both residents and the CLT?

This paper employs a mixed method approach combining a national survey of ongoing LEC-CLT projects with interviews and analyses of project resources and associated legal documents. While this research is ongoing, preliminary findings suggest that CLTs have the ability to offer LECs continuous operational support and leadership, in addition to stability when projects are faced with unexpected challenges within the cooperative structure. Equally as important, LECs have the ability to expand the CLT’s portfolio through the addition of a shared equity homeownership alternative targeted towards households who cannot qualify for a mortgage but wish to participate more directly in their housing choices.
References


Abstract Index #: 250
SCHOOL QUALITY, SORTING & NEIGHBORHOOD CHANGE: THE HOME PRICE EFFECT OF A PUBLIC/PRIVATE SCHOOL PARTNERSHIP
Abstract System ID#: 4363
Individual Paper

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In 2003, the University of Pennsylvania in partnership with the School District of Philadelphia opened the Penn Alexander Elementary School on the western edge of the University campus. The school enrolls Pre-K through 8th grade students residing within the 0.38 square mile school catchment area and provides a $1,330 subsidy for each student. The school has proven so successful that a January 2012 article from the Philadelphia Inquirer reported that more than 70 people were camped out on line in the cold for 2 days hoping to register their child for kindergarten, quoting one parent as saying “The school was the only reason we bought our house (Hill, 2012).” Enrollment in Penn Alexander has been so ferocious that the school no longer promises a spot for children living in the catchment.

In 2010, Pennsylvania proficiency scores for 5th grade mathematics now have the school ranked 6th citywide (Pa. Department of Education). The local housing market has fared equally well, with real home price increases of 63% since the school opened its doors, outpacing the rate in adjacent school catchment areas by a third.

Following Tiebout (1956) households sort themselves according to heterogeneous preferences for public services and amenities, suggesting residents with implicit school quality preferences will sort themselves inside of the Penn Alexander catchment and pay a price premium for doing so. This research aims to estimate this price on an annual basis providing insights into both the sorting process and how this kind of place-based investment can facilitate neighborhood change.

As school quality will likely be correlated with other unobservable neighborhood characteristics, traditional hedonic home price techniques are insufficient for estimating price effects. Instead, this research employs Black’s (1999) boundary discontinuity design, a simple, yet effective econometric technique for estimating the value of school quality while dealing with the endogenous nature of other non-school neighborhood effects. The method assumes home prices on either immediate side of the catchment boundary share identical neighborhood characteristics, and when controlling for the internal features of homes, the remaining variation is the price effect of locating inside the catchment area.

It is expected that the price premium rate of change will increase steadily over time and that there will be statistically significant differences in catchment area demographics between 2000 and 2010.

References


Abstract Index #: 251
ACCESSORY DWELLING UNITS: HISTORIC CONTEXT, CURRENT PRACTICE AND RESEARCH QUESTIONS
Abstract System ID#: 4372
Pre-organized Paper Session (Symposium) “Accessory Dwelling Units: A Twenty-First Century Housing Diversity, Affordability, and Sustainability Strategy?”

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Accessory dwelling units (ADU) are independent living spaces with separate kitchen, sleeping and bathroom facilities added to an existing single-family dwelling or in a separate structure on the same lot. ADUs are an invaluable housing alternative that enables homeownership, provides affordable rentals and allows households to meet changing needs such as providing support for elders or adult children who cannot afford to live elsewhere. Post World War II zoning codes have generally discouraged the creation of ADUs out of concerns for the perceived challenge to the dominance of single family housing, lower property values, absentee landowners, overcrowding, lack of privacy, emergency response difficulties, parking, and impacts on schools. Some municipal officials have recognized the contribution of ADUs to the housing market, but have chosen to not make them legal on the premise that property owners will be forced to make special efforts to minimize negative externalities in order to ensure that neighbors do not complain. Zoning provisions that have allowed ADUs are often quite restrictive. For example, jurisdictions may require a familial relationship between occupants of the primary and accessory units. Owner occupancy is often mandatory. Some jurisdictions require the removal of the unit if either of these provisions is no longer met. ADUs may be limited to older adults and/or those who have owned property prior to a specified date. In some cases, ADUs may be allowed after a specified period of ownership ensuring that property owners have demonstrated a legitimate commitment to the traditional, unconverted single family house. Other provisions might limit the ADU to existing space within the main house or prohibit them as a separate unit on the property.

In the past two decades, there have been enormous changes in how communities view ADUs. Some cities see ADUs as encouraging more efficient use of infrastructure and community revitalization through in-fill. It is also seen as facilitating private investment in the creation of affordable housing. Planners in Portland, Oregon overhauled the city’s ADU program by allowing detached units, removing the five year waiting period and owner-occupancy requirements, and allowing ADUs in new construction. More recently the city has eliminated service development charges for new ADU construction saving property owners up to $15,000 in fees. Florida counties are enabled to give tax breaks to help homeowners create units for elder parents. Charlottesville, VA defers property tax increases to help ADUs get built and Santa Cruz, CA offers community outreach and homeowner assistance to encourage ADU development. This paper will offer an historic overview of ADUs based on a review of scholarly literature, trade journals in fields such as construction and architecture, and popular media. Attention will be given to identifying what is enabling the current interest in ADUs such as the ready availability of ADU images that are attractive and compelling, expanding capacity of developers to offer ADU support, changing demographics, rising housing costs and growing interest in urban living. Attention will also be given to clarifying continuing challenges in that the range of innovations remains in stark contrast to the majority of jurisdictions that are resisting ADUs. Finally, the paper will examine the research questions that emerge from a consideration of the Accessory Dwelling Unit as a housing alternative.
References


Abstract Index #: 252

THE NUANCED NATURE OF NIMBY IN AFFORDABLE RENTAL HOUSING DEVELOPMENT

Abstract System ID#: 4380
Individual Paper

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Offering to build affordable rental housing can lead to accusations against developers, governments, and advocates of concentrating poverty and encouraging an influx of poor, jobless, minority households who will demand more public services than their taxes will afford. Despite robust efforts to disprove such arguments, there is much we still do not understand about not-in-my-backyard (NIMBY) sentiments, including their heterogeneity across various agents, how they may be differentiated across space, and the interactions of multiple publics and places with particular policies.

This research investigates the nuances behind NIMBY attitudes by asking: Why do some communities support publicly-assisted affordable rental housing development, while others do not? For planners and policymakers, answers to this question can inform future marketing, planning, programming, and evaluation of affordable rental housing development with the goal of broadening local government responsiveness and participation in such programs. For researchers, they produce a series of rival hypotheses on the diverse underpinnings of NIMBY syndrome, suggesting areas for further study on the roots and consequences of opposition to affordable rental housing development.

Three pairs of New York State municipalities were studied with similar socioeconomic characteristics, but differing levels of participation in the federally-sponsored, state-administered Low Income Housing Tax Credit program. Data collection and analysis included a review of state, regional and local housing plans, studies, and reports, and interviews with twenty-five local housing officials and public, private and nonprofit sector developers involved in affordable housing development within the six jurisdictions. The case studies reveal how jurisdictions have their own unique housing legacies – including subsidized rental housing, fair housing discrimination, and regional inequalities in affordable housing distribution – that affect their future support of new/more units. Development environments and conditions – including regulations and incentives, existing property conditions and redevelopment costs, and developer commitment and capacity – varied greatly between urban and suburban jurisdictions, but inter- and intraregional distinctions were also pronounced. Finally, how a community perceives affordable rental housing development seems based on complex interactions between individual household fears, concerns of local officials, local housing market histories and conditions, and regional tensions.

As a key administrator of the LIHTC program and other affordable rental housing development programs, state governments can work to overcome nuanced NIMBY sentiments. They can help overcome legacies by facilitating regional solutions through incentives and/or mandates. Barriers within the development environment can be overcome by (1) providing flexible, functional funding responsive to contextual needs and state priorities, (2) directing developers with commitment and capacity, including local public housing authorities, to projects in areas with high priority and need, and (3) reexamining property tax issues around exemptions and payments-in-lieu-of-taxes to ensure affordability to tenants, predictability to owners, and sustainable revenues to municipalities. Community perceptions can be overcome through increased program and project transparency, by closer monitoring and evaluating of outcomes, and by actively responding to results. More research is needed on how diverse local contexts interact with NIMBY concerns, as well as how community perceptions can be effectively changed over time, and whether or not this increases the supply of affordable rental housing.
References

STEWARDSHIP AND RESPONSIBILITY IN NEW ORLEANS NEIGHBORHOODS, OR HOW RESIDENTS MANAGE NEIGHBORHOOD CHANGE IN A SHRINKING CITY

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Shrinking cities as an analytical framework has gained currency in the last decade. Scholars and practitioners have attempted to shift narratives of decline into a vision for renewal without growth. Shrinking cities scholarship continues to address critical planning, vacant land and infrastructure issues (Thomas and Dewar, 2012, forthcoming) as well as to offer creative visions for temporary and permanent land reuse in areas with limited demand (Oswalt, 2006). Much research has focused on planning, design and other public interventions. Patterns of urban life and change are nevertheless shaped by the everyday work of residents who collectively and individually maintain private and common spaces. In addition to property maintenance, residents rake leaves, pick up litter, landscape park strips and, in shrinking cities, maintain parks and vacant lots, clear the drains and organize neighborhood clean up efforts. Some of these are informal and others are mandated by local or state law. This paper examines these efforts which I call stewardship practices in New Orleans, Louisiana. Stewardship refers to the everyday efforts to clean, clear and repair streets, sidewalks, public spaces and private properties. These often overlooked actions are mechanisms by which people maintain and claim urban space, engage with neighbors, manage neighborhood change, and create spatial boundaries and meanings (Woldoff, 2011; Kefalas, 2003). New Orleans has lost population since 1960. The 2005 hurricane devastation exacerbated decades-long depopulation, and the city’s 2010 population was 75% of its 2005 estimate but only 55% of its 1960 peak.

This paper draws from an ethnographic project about how residents live with population loss. The methods used for this paper includes systematic observations over an eight month period along the two street corridors that were chosen for their comparative value. Washington Avenue traverses a historic area with a mixed income gentrifying neighborhood, a predominantly white wealthy neighborhood, and predominantly African American neighborhoods that experienced significant disinvestment since the 1960s and have the lowest incomes in the city. Morrison Road travels through African American suburban neighborhood and gated apartment complexes that were built from the 1960s through the 1980s, but began losing population in the 1980s. The paper also draws on informal and formal interviews with neighborhood residents and key informants, observation of public meetings, and a discourse analysis of news coverage about blight and property abandonment. The paper examines four emergent themes: 1) how people engage to stem neighborhood decline, 2) how they withdraw collectively (through private security and maintenance districts) or individually; 3) how they adapt to the changing circumstances; and 4) how they understand patterns of responsibility for the situation and envision effective action and outcomes.

The impact of everyday work to maintain the city is critical for both planning practice and theory. A rich body of literature has documented privatization or the exclusionary efforts that targeted low income residents and visible disorder when cities faced with uncontrollable decline (Vitale, 2008). However, developing exclusionary practices is only one response, and this paper enriches the understanding about how residents work to manage change by examining when actions became exclusionary in conjunction with cases where neighborhood and resident efforts remained focused on public rather than narrowly defined community betterment. Understanding the range of resident efforts—whether or not they were effective—contributes to explaining what residents see as possible and important, and helps envision how local institutions can be adapted to the specific constraints facing shrinking cities.
How is quality of life related to neighborhood conditions in the city of Pittsburgh and nearby communities in Allegheny County? How does community satisfaction differ by race and other socio-economic conditions in Pittsburgh and how are these related to different aspects and conditions in these neighborhoods and communities? This paper will analyze results from the Pittsburgh Quality of Life Survey, conducted at the University of Pittsburgh, and link these to the Pittsburgh Neighborhood and Community Information System (PNCIS), a comprehensive neighborhood indicators system.

The research will focus on understanding the links between indicators of urban life, typically derived from secondary data sources, and subjective assessment of urban conditions and individual satisfaction collected through primary survey research (Marans and Stimson, 2011). This research builds on quality of life research that brings together objective and subjective data in an integrative fashion (McCrea et al, 2011). While quality of life research is extensive, fewer quality of urban life surveys integrate survey results with data on social, physical and other indicators of an urban environment. This paper will extend that work.

The two main data sources for this research include (1) Pittsburgh Quality of Life Survey; and (2) Pittsburgh Neighborhood and Community Information System (PNCIS). The Pittsburgh Quality of Life Survey was conducted in summer-fall 2011 to a geographic region centered on the city of Pittsburgh and Allegheny County. The results include 799 surveys for Allegheny County, with an oversample of African Americans to ensure geographical and racial distinctions can be significant. The PNCIS incorporates over 60 key address-level indicators from multiple administrative data sources to provide a dynamic view of neighborhood conditions in Allegheny County, including data on vacancy, foreclosure, tax delinquency, property ownership, sales, public safety, elections, and land use.

The analysis will combine GIS and statistical analysis to examine differences in Quality of Life in Pittsburgh by geography and race, along various domains, including housing, public safety, health, education, transportation, environment and the economy. Preliminary results show strong differences in perceptions of neighborhood satisfaction by race, along with other key demographic and economic features such as level of educational attainment and income.

Learning Objectives: Despite its recent resurgence, Pittsburgh retains its legacy of renown as a “shrinking city” (Beauregard 2009). As Thomas (2011, p. 1) notes, “… race, ethnicity, and social-economic status are at the very heart of the dilemma facing shrinking cities in the U.S….“ As Pittsburgh continues to transform itself as a post-industrial city and region, it remains important for planners and policymakers to understand the parts and people of the regional economy experiencing lower quality of life than residents nearby and what is affecting those lower perceptions.
Linking subjective survey results to other urban indicators creates valuable information for planners, neighborhood organizations and public officials.

References

RESIDENTS' PERCEPTIONS OF NEIGHBORHOOD CHANGE IN AN INNER-RING SUBURB OF CHICAGO, IL

The gentrification of older inner-ring suburbs is an emerging phenomenon that has the potential to result in shifts in household location patterns and changes in the socio-economic composition of neighborhoods similar to examples of gentrification observed in central cities. Yet, few empirical studies address the transformation of older inner-ring suburbs. The study examines the interrelated physical, economic, and social changes occurring in an inner-ring suburb of Chicago, Illinois, between 2000 and 2010. The research project explores the impact of housing redevelopment on the residents of the Village of Norridge, a middle-income inner-ring suburb of Chicago and addresses the following questions: (1) how have the socio-economic and demographic characteristics of Norridge changed between 2000 and 2010; (2) how do incumbent (i.e., original) residents perceive the physical, social, and economic changes that have occurred in their neighborhood; and (3) what are incumbent residents' attitudes toward those changes? This study uses mixed methods, including quantitative analysis of U.S. census data and interviews with residents of Norridge. The qualitative analysis follows an interpretative qualitative approach and includes the analysis of semi-structured interviews with 36 neighborhood residents.

References

THE BACK-TO-THE-CITY MOVEMENT: NEIGHBORHOOD REDEVELOPMENT AND PROCESSES OF POLITICAL AND CULTURAL DISPLACEMENT

While certain U.S. cities are still depopulating, others, such as Chicago, New York and Washington, DC, have seen a reversal of aggregate out-migration patterns. This phenomenon has been termed the back-to-the-city movement and it has been associated with neighborhood redevelopment. Some urban scholars, political figures and real estate boosters celebrate this urban population influx, as it will likely increase property values and broaden municipal tax bases;
however, we know little about the social costs associated with the back-to-the-city movement. This study investigates the consequences of the back-to-the-city movement through a two-year (2009-2011) ethnographic case study of the revitalization of Washington, DC’s Shaw/U Street neighborhood. The redevelopment of this iconic African-American neighborhood is associated with the city’s 5.2 percent population increase, which occurred between 2000 and 2010, mainly among whites. While some residential displacement has occurred, certain affordable housing policies help to keep a sizable proportion of long-term, low-income residents in place as their neighborhood redevelops. Despite these efforts political and cultural displacement occur as upper-income newcomers flock into this historic African-American neighborhood. This article contributes to the back-to-the-city movement literature and the practice of mixed-income development by highlighting that neighborhood revitalization can have important political and cultural implications often overlooked by the urban planning field.

References

Abstract Index #: 258

STATE AND LOCAL HOUSING EXPENDITURES: HOW MUCH IS SPENT, AND WHERE DOES THE MONEY COME FROM?
Abstract System ID#: 4424
Individual Paper

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The past three decades have seen states and local governments assume an increasingly important role in the development and implementation of housing policy in the United States. Faced with static if not declining federal funding, states and localities have devised their own programs to foster affordable housing. Some policy analysts argue that states and localities should do still more. For example, in her Forward to the just-published Oxford University Handbook of Local Government Finance, the distinguished budget analyst Alice Rivlin writes that “The federal government could retain clear responsibility for national security, foreign affairs, air traffic control, problems that move across state boundaries (air and water pollution), Social Security and health care financing, while devolving to the states and their localities functions that require adaptation to local conditions, citizen input and community support. These include education, housing, most law enforcement and transportation, economic development, and social services. “

Indeed, in a time when reducing the federal budget deficit has become a political priority, there is little political support for maintaining much less increasing, federal housing expenditures. To the extent that housing assistance is likely to increase, such growth will derive in large part from decisions at the state and local level.

This paper will assess state and local spending on housing. Drawing from an analysis of microdata from the 2007 Census of Government, it will examine the expenditures of states, counties, and cities on housing. The study is the first analysis in many years of Census of Government data; previous research on state and local housing programs derive primarily from case studies and surveys. Although the period covered precedes the collapse of the housing bubble and subsequent financial and economic crisis, the data set provides the most detailed information available on the level and source of state and local housing expenditures. More recent data would most probably show a decrease in spending.
The paper will examine the types of housing activities supported by states and localities, and the sources of these funds. In particular, the paper will examine the extent to which state and local expenditures on housing derive from federal block grants or from their own borrowing or tax revenue. The paper will compare state and local housing expenditures controlling for such factors as population and region.

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Abstract Index #: 260
RECLAIMING VACANT PROPERTIES--ADVANCING POLICY REFORM AND INNOVATIVE PRACTICES THROUGH APPLIED RESEARCH
Abstract System ID#: 4432
Roundtable or Informal Discussion Session

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Communities throughout the country are struggling with increasing inventories of vacant lots and foreclosed homes (GAO 2011). Vacant properties impose significant social and economic costs on the local governments, nonprofits, businesses, and residents. Legacy cities that have lost more than half their population (e.g., Cleveland, Detroit, Buffalo, etc.) have many distressed neighborhoods where vacant properties outnumber occupied structures. With the recent mortgage crisis and economic downturn, fast growing cities such as Phoenix and Las Vegas, along with first tier suburban communities are now searching for new policies and practices to reclaim the growing problems of vacant properties in their cities (Hollander, 2011).

In response to the nation’s vacant property crisis, local governments and nonprofits are experimenting with a handful of planning and policy strategies that are designed to prevent, abate, and acquire vacant lots and foreclosed homes. Some cities such as Detroit and Youngstown are doing strategic demolitions in their most distressed neighborhoods supported with infusions of federal NSP dollars. By the latest count over 600 cities have enacted vacant property registrations ordinances that require mortgage servicing companies to maintain and keep track of homes throughout the foreclosure process. A few cities, such as Philadelphia and Baltimore, are launching special vacant properties initiatives designed to coordinate cross agency actions. Thanks to the reform of state laws dozens of cities throughout Ohio and Michigan (and soon New York) are now operating land bank authorities to acquire, maintain, and transfer vacant properties.

Other than a few policy reports and law review articles, there is little research about how local governments and community based organizations are using these strategies and sharing their results. This roundtable will explore how applied research can help advance community efforts to reclaim vacant properties and facilitate the translation with policymakers and practitioners. The roundtable will also highlight emerging work on these different techniques, such as NSP demolitions and strategic code enforcement, and the need for more strategic policy initiatives. Participants will also provide feedback on an emerging research agenda that could facilitate policy change.

References

This paper offers a reconsideration of the concept of fair housing. First, I trace the ways in which Fair Housing litigation and enforcement incorporates concerns about both exclusionary white communities and segregated communities of color. I argue that Fair Housing concerns have expanded from an initial orientation toward opening up the suburbs to non-white occupancy to efforts aimed at breaking up communities of color in central areas. The shifting gaze of Fair Housing towards neighborhoods of concentrated poverty (almost exclusively communities of color) has manifested itself in both a criticism of and opposition to affordable housing programs in central areas and support for the what Polikoff (2009) calls the ‘radical surgery’ of displacement and demolition of existing communities of color. Such an approach constitutes a distortion of housing policy goals and, invoking Calmore’s (1980) argument, is a misapplication of the idea of fair housing. I conclude by setting out an argument for a somewhat different and expanded view of fair housing that still retains race/ethnicity as its core, but would incorporate a broader set of goals.

References

Since 1993, Florida has lost 53 rental housing developments with over 2,400 units receiving monthly rental assistance from HUD or USDA Rural Development (RD). These developments have been converted to market-rate rental housing or condominiums, or have lost subsidies due to poor physical or financial conditions. Units with HUD or RD rental assistance enable low-income tenants to pay 30 percent of their income for rent, with the federal government paying the owner the difference between that amount and an agreed-upon rent for the project. The lost properties are tracked in the Shimberg Center’s Lost Properties Inventory (LPI) database.

When subsidies are terminated at a development with rental assistance, tenants living in the units at the time of the termination are given Housing Choice Vouchers with which to find new rental units. These vouchers similarly pay a private landlord the difference between the tenant’s 30 percent of income payment and the actual rent for the unit. If the building is continuing to operate as rental housing, tenants may have the option to remain at the property using their vouchers. In many cases, however, the housing is demolished, reconfigured, or otherwise no longer available. In these cases, tenants receive vouchers and usually assistance with relocation to new housing.

This research explores, via survey and geospatial analysis, the relocation experiences of more than 300 tenants living in 4 lost properties in Florida and their level of satisfaction with their new housing and neighborhoods.
THE GRASSROOTS AND NEW URBANISM: A CASE FROM A SOUTHERN CALIFORNIA LATINO COMMUNITY

Abstract System ID#: 4459
Individual Paper

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Participation is important to the design of New Urbanist plans. We examine the benefits and challenges of community organizing and action research for the types of needs in lower-income Latino urban areas undergoing NU. We use the case of Santa Ana, which recently released a plan for the Station District (SD) project to revitalize a transit-oriented area supported by a Mexican and working-class urban neighborhood. The SD is an example of New Urbanism, which promotes transit service and mixed income neighborhoods. We examine how a coalition planned within and outside the public policy process in pursuit of a community benefits agreement (CBA). One noteworthy finding is that organizing and action research allow a deep picture of urban development issues and this is important to respond to local context. There are challenges in obtaining a CBA and sustaining a coalition. We conclude by suggesting research on governance and claims to place.

References

JOB LOSS AND HOUSING FORECLOSURES --- EVIDENCE FROM THE STATE OF MARYLAND

Abstract System ID#: 4467
Individual Paper

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According to the “double trigger” theory highlighted by recent literature, unexpected shocks shrink borrowers’ financial liquidity, while negative equity serves as the necessary condition for housing foreclosures. However, insufficient efforts have been made on the effects of the so-called trigger events (unexpected shocks). This research focuses on one of the most common and significant trigger events – job loss. Specifically, we attempt to answer the following questions: 1) Does job loss increase housing foreclosures? If so, how much of the foreclosure is attributed to job loss? 2) Do losses of low-wage jobs and high-wage jobs have different impacts on foreclosures? If so, how much different are they?
The recent economic recession, marked by abundant layoffs and foreclosures, provides a good opportunity to examine the job loss effects. We employ the foreclosure data in Maryland during the 1st quarter of 2006 – the 3rd quarter of 2009, and annual employment data from LEHD (Longitudinal Employment and Household Dynamics) during 2002-2009. Because our foreclosure data is geo-coded on the GIS map, we are able to measure the size and rate of foreclosures in each neighborhood (e.g., census tract). Because our employment data is attached to census block, we are able to measure geographically accessible jobs for the neighborhoods. We assume layoffs induce foreclosures in the local area, as residents usually find jobs within certain commuting time or distance. The following empirical model is implemented:

\[ F_{i,t} = a_0 + a_1 J_{L, i,t} + a_2 X_{i,t} \]

where \( F_{i,t} \) is the foreclosure rate in neighborhood \( i \) at time \( t \), \( J_{L, i,t} \) represents job losses that influence neighborhood \( i \), and \( X_{i,t} \) contains all control variables as well as neighborhood and year fixed effects. If job loss induces foreclosures, we should observe positive and significant \( a_1 \). There are different ways to measure job losses. One is to use the decline of accessible jobs in the recession (e.g., number of jobs within 30-min or 45-min commuting time) to proxy the unemployment conditions in the neighborhoods. This measurement represents not only the unemployment probability, but also the likelihood to find new jobs in a short period after being fired. Second, taking advantage of the home-work matrix from LEHD data, we can measure the job changes in particular areas where most residents in each neighborhood work. Alternatively, American Community Survey (ACS) estimates unemployment rate on census tract during 2005-2009, which can also be employed as the JL variable. By doing these we consider local variation of job losses and foreclosures, different from traditional literature using county or state-level unemployment rate. We will further distinguish the job losses by low-wage and high-wage, based on the hypothesis that unemployment has larger impacts on the liquidity of low-wage workers than that of high-wage workers. Instrumental variables for JL may be needed for potential endogenous problems as foreclosures could also cause local layoffs.

This research is important in following aspects. First, literature has not found all major driving forces behind the recent substantial foreclosures, and the job loss is considered as an important candidate to further explore. Second, this study may provide policy implications whether public policies reducing size and length of unemployment would hamper foreclosure activities. Third, it contributes to the literature on interactions between labor market, housing market and neighborhood dynamics.

References
Community land trusts are innovative practices for community owned and managed land tenure and affordable housing provision. With concerns about land value inflation and residential gentrification in certain urban areas, community land trusts (CLTs) serve as a land value capture mechanism and a way of keeping land affordable in a sustainable way. In cities with declining housing prices and increasing foreclosures, community land trusts are noted for their role in mitigating the chances of foreclosure for homeowners (Sungu and Greenstein, 2010). Over 250 community land trusts exist in the United States, in both urban and rural locations, while only 4 community land trusts exist in Canada. Based on research findings from a three-year study of community land trusts in the U.S. and Canada, this paper explores the reasons for the proliferation of CLTs in the U.S. over the past two decades and their much slower development in the Canadian context. Through analyses of several CLT case studies in U.S. and Canadian cities we focus on the diverse planning and governance approaches of CLT provision and different community-based strategies for affordable and sustainable housing provision.

References

Abstract Index #: 266
THROUGH A LOCAL LENSE: COMPARATIVE ANALYSIS OF LOCAL INTERPRETATIONS AND ADAPTATIONS OF NATIONAL PUBLIC HOUSING POLICIES IN CHICAGO AND GLASGOW

Abstract System ID#: 4473
Individual Paper

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For the past 30 years, both the US and UK have been grappling with problems posed by deteriorating stocks of public housing marked by physical decline, concentrations of poverty and insufficient resources for maintenance or construction. A variety of programs were tried, the largest of these being the HOPE VI program in the US and the stock transfer program in the UK. The HOPE VI program provides competitive grants to public housing authorities to redevelop severely distressed public housing while the stock transfer program allows local authorities to transfer their public housing to a non-profit housing association.

Much of the existing research on these public housing policies has been either macro-level analyses of a policy as an evolution of overall national housing policy (e.g. Wexler 2001, Malpass and Mullins 2002) or micro-level examinations of specific outcomes of a policy in a particular location (e.g. Popkin et al. 2004). While both are important, these types of studies typically leave unexplored the manner in which the national level housing policies are interpreted, adapted and implemented by local actors. Yet this meso-level analysis is important for understanding why the goals of national policy makers are or are not being met and how certain specific outcomes for residents arise as well as the role of local priorities in shaping key programs like HOPE VI and stock transfer.

This paper uses comparative case study research to explore the interpretation and adaptation of national policies for public housing by local actors. The case studies are Chicago in the US and Glasgow in the UK and the policies are HOPE VI and stock transfer. Triangulation through interviews, media and plan content analysis and literature is used to explore how and to what extent local priorities are reflected in the implementation of these two programs at the local level.

The two case study cities share some similarities as both invested heavily in their city centers in an attempt to stem the outmigration of residents and reconfigure the built environment to better reflect the demands of a post-industrial, globally connected city. Both also confronted a major challenge in their public housing which included some of the worst public housing developments in their respective countries (Bennett 2006, Gomez 1998). They are also quite different from the amount of public housing to the local political-economic context to the public housing policies themselves.
This research illustrates that, despite the differences between the two cases, local interpretation and adaptation of national policies was pivotal to the operation and the outcomes of the two programs. In both cases, a national level program was configured to reflect previous successes and existing priorities. In Chicago, HOPE VI was constructed to complement the ongoing and popular reconfiguration of the central city and surrounding neighborhoods to appeal to middle- and upper-income consumers and residents. In Glasgow, the stock transfer program was organized to build on a previous and successful program of devolving control to community-based associations.

This research is intended to contribute to broader understanding of the implementation of national housing policies as well as furthering knowledge of the nature of HOPE VI in Chicago and stock transfer in Glasgow. It has implications for both practice and scholarship regarding the design, application and assessment of new housing policies (e.g. Choice Neighborhoods Initiative) and their effects as well as issues associated with the rescaling of the state and the respective roles of national and local government in shaping outcomes.

References


Abstract Index #: 267

ASSESSING BLIGHT AND ITS ECONOMIC IMPACTS: A CASE STUDY OF DALLAS, TX

Abstract System ID#: 4478

Individual Paper

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The concept of a blighted area is often synonymous with a slum and differ only in degrees or magnitude compared to non-blighted areas. Studies have often looked at ‘urban decay’ indicated by vacant lots attracting crime, dumping, abandoned or dilapidated housing and commercial and rental properties owned by non-complying absentee landlords, as indicators of blight (Gordon 2004). Such quantitative estimates focused on the physical attributes of a community are often limited by incomplete data collected at one point in time, or one neighborhood, and are likely to ignore the intangible costs such as perceptions of security, quality of life, and social characteristics including race, ethnicity, and nativity as contributors to the measurement of blight. Hence, long-term estimates that take a holistic look, and attempt to measure physical, economic, and socio-demographic changes over time, measured across multiple decaying neighborhoods in a city, are required. To this end, this study funded by the ‘Dallas Area Habitat for Humanity’ uses innovative spatial tools integrated with statistical models to create baseline indicators, as a starting point, in order to identify conditions contributing to blight in the city of Dallas.

Numerous studies have described “urban blight” as a multidimensional concept and agree that collectively these dimensions have an adverse effect on surrounding neighborhoods as well. Wilson and Kelling's (1989) notion of a “broken window syndrome” suggests urban blight, can be captured through the severity of untended properties and abandoned structures, thus reflecting the breakdown of physical, social, and economic conditions of a neighborhood. Lauria (1998) found that foreclosures disproportionately affected low-income, lower-middle income, and elderly
households and the neighborhoods they resided in. These foreclosures accelerated the number of vacant properties, leading to under-maintenance and deterioration of the housing stock, and further disinvestments in the neighborhoods and exacerbating the problems of crime and gang activity (Sampson, Morenoff, and Gannon-Rowley 2002). Such ripple effects continue to undermine property values in neighboring communities as well. Based upon previous studies, a comprehensive list of indicators were generated and broadly classified into four categories: (1) physical environment indicators, (2) land use indicators, (3) economic indicators, and (4) vulnerable/demographic indicators.

Using Geographic Information Systems (GIS), several blight variable layers and points were created, including vacant lots, abandoned buildings, the incidence of crime, citations for illegal dumping, etc. Through spatial analysis these layers were aggregated to identify the degree of blight in the city of Dallas neighborhoods ranging from ‘No Blight’ to ‘Extreme Blight’ conditions. This was further analyzed statistically to include Ordinary Least Squared (OLS), and binary logistic regression to then estimate the economic costs associated with blight. The combined analyses were able to capture the degree or magnitude of blight at the neighborhood level thus allowing for meaningful comparisons. This technique is popular among scholars in the field for being helpful in systematically evaluating the virtual effects of blight. It allows researchers to integrate various census track variables while controlling for housing stock and tenure and race. The technique—also known as a multiple criteria approach—can geographically represent value differences in specifying the problem under consideration and incorporating various scenarios to generate meaningful interpretation of the analysis.

Key findings from these analyses will be presented, with conclusions highlighting what multi-sector organizations including code enforcement, planners, city management, nonprofits, and the private sectors can collectively do to reduce blight in Dallas.

References

Abstract Index #: 268
UNDERSTANDING THE IMPACT OF CULTURAL PLANNING ON URBAN REGENERATION, TOURISM AND SOCIAL CHANGE IN WASHINGTON, DC
Abstract System ID#: 4485
Individual Paper
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This paper examines the role(s) cultural heritage investments play in revitalization efforts in previously distressed inner-city neighborhoods. Arts and cultural investments have been supported and identified by planners as a strategy of local economic development (Stern and Seifert, 2007). However, critiques of cultural planning as a form of economic development argue that the norms and goals of such planning efforts and their impact on existing residents require further evaluation. For example, planning scholars find that cultural planning may reinforce both existing spatial divides and forms of social exclusion (Zukin, 2010). At the same time, the recognition of ethnic and minority heritage by non-local forces has been identified by some scholars as an opportunity to build a multicultural transformation of public history as well as locally sustainable community development that benefits the neighborhood’s original inhabitants (Hurley, 2010, Lin, 2010). As part of an on-going investigation, this study employs a multiple case study research design and ethnographic methods to analyze how the management of cultural planning contributes to both growth and equity concerns in three historically black neighborhoods within Washington, DC.
Past urban planning initiatives promoted political agendas and institutional racism which affected growth in minority-majority neighborhoods. In response, current efforts in the field advocate equity and social justice. As a part of this movement, cultural planning efforts that recognize the particular histories of minority communities have grown in popularity. The case studies of U Street, H Street NE, and Old Anacostia demonstrate the construction of memories through the placemaking process within previously distressed, racialized communities undergoing massive social change and its implications for future redevelopment efforts and development of a multicultural identity. Each neighborhood's cultural investments have occurred in a piecemeal fashion, but have been framed by land-use plans adopted by the city that incorporate historic preservation with large-scale redevelopment that potentially could, and in some cases, has resulted in the displacement of longtime African American residents. The existing literature on the regeneration and cultural planning suggests that the goals framing heritage efforts in such neighborhoods are driven more by growth than social equity goals (Clark, 2011). As a result, cultural planning efforts may be a contributing factor to long-term resident displacement and current neighborhood conflicts.

Internal and external community conditions associated with cultural-oriented revitalization efforts are uncovered through participant observation in community life, attendance at local meetings and events, in-depth interviews with key community stakeholders, residents, and visitors, and experiencing the various heritage sites and tours currently offered within each neighborhood. The lessons gleaned by understanding the redevelopment of U Street, H Street, NE and Old Anacostia in association with each neighborhood's changing cultural identity provides insight into developing cultural planning policies that balance growth and social equity concerns as well as engage both old and new residents and visitors critically in the history and impact of change on a neighborhood.

References

Abstract Index #: 269
METROPOLITAN HOUSING MARKET SEGMENTATION, POST-FORECLOSURE RESALE, AND NEIGHBORHOOD ATTRIBUTES
Abstract System ID#: 4505
Individual Paper

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It is well known that foreclosed properties are usually sold at a discounted price compared to other similar properties in the same or nearby neighborhoods (Carroll, Clauretie, Neil and Jorgensen, 1995; Forgey, Rutherford and Van Buskirk, 1994), although the discount can be different after controlling for various factors, such as location and common characteristics. Foreclosed properties also have negative impact on adjacent properties in the same neighborhood, thus adversely affecting neighborhood stability. Foreclosures on conventional, single-family houses have significant impacts on property values and neighborhood safety (Immergluck and Smith, 2006a, 2006b). Many scholars including Lin et al. (2009) contend that the spillover effect of foreclosures on neighborhood property value changes in relation to two factors: 1) the discount of foreclosure transactions and 2) the weight of foreclosed properties in the comparable valuation of adjacent properties. In addition to the fact that foreclosed properties are sold at a discount, foreclosure properties are also sold faster than other normal condition non-foreclosure properties (Springer, 1996). However, the time frame from filing foreclosures to auction, then to REO (Real Estate Owned) sales is usually lengthy, making it difficult to quickly sell distressed properties. Many financial institutions chose to “dump” low-value foreclosure homes to small investors (Immergluck, 2012).
During the economic recession, Florida was among the top states suffering from foreclosures, creating a large inventory of vacant homes or homes in foreclosure. Various homes are affected depending on house prices and neighborhoods. Research about foreclosure and its impact is abundant in recent years; however, there are a few unanswered questions from existing literature:

1) What is the value range of foreclosed single-family homes and how does their spatial distribution relate to neighborhood socioeconomic characteristics?
2) Are there any differences in the resale mechanism for homes with different values? How long were the homes owned by the banks? How long does it take for the homes to be resold? How many times were the homes sold prior to and after foreclosure? Which homes were sold quickly and which homes were flipped? Who are the initial buyers of REO homes? What are the transaction prices for each sale?

To answer some of these questions, we gathered the foreclosure REO sales data from 2004 to 2010 in Broward County, FL and focused on single-family homes. We classified the foreclosed homes by five different affordability categories based on Area Median Income (AMI) and 2010 assessed property values: very low-income (<50% AMI), low-income (50%-80% AMI), moderate income (80%-120% AMI), middle income (120%-200% AMI), and high-income (>200%) foreclosed homes. These different categories of homes were then overlaid with 2008 Census demographic and housing estimates and 2010 Census redistricting data at the census block, block group, and tract levels. This will help us understand how different submarkets behave in terms of foreclosures. To help answer the second set of questions, we created a few dummy variables to identify the five different types of homes. We then ran regression models to test for factors related to the discount ratio of homes, lengths of REO status, and the frequency of homes being resold after foreclosures. Independent variables include housing attributes, neighborhood characteristics, and neighborhood change (2000-2008 and 2008-2010). Descriptive and spatial statistics will be used to answer other pertinent questions.

This research will help us understand the differences in recovery after foreclosures for properties in various housing submarkets. The results can help policymakers formulate regulations and guidelines, and implement programs to stabilize neighborhoods.

References

Abstract Index #: 270
WHAT’S REALLY HAPPENING TO THE REO STOCK? AN ANALYSIS OF THREE CITIES: NEW YORK, ATLANTA, AND MIAMI
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Individual Paper

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As the foreclosure crisis continues, many communities are faced with a glut of properties that have completed the foreclosure process and are now owned by banks or other mortgage lenders. These properties, referred to as “real estate owned (REO),” often sit vacant and send a powerful signal that the neighborhood is undesirable. Core Logic estimates that there are currently 370,000 properties in REO, another 430,000 in some stage of the foreclosure process, and 800,000 more with seriously delinquent mortgages at risk of foreclosure. Recent studies have found evidence that properties in the foreclosure process or in REO lower property values, increase the likelihood that other properties will enter default, and even increase crime (Coulton et al., 2008; Ellen et al., 2011; Immergluck 2011; Immergluck and Smith, 2006; Schuetz et al., 2008). They also impose significant costs on local governments, which must try to address the risk of crime, fire, and blight that vacant buildings pose. In addition, many worry that foreclosures are harming neighborhoods by shifting homes out of owner-occupancy and into the hands of investors, including unscrupulous short term “flippers.”

Urban planners and policy makers at all levels of government have adopted a variety of strategies to deal with REO properties. These strategies include demolition, vacant property registries, incentives for bulk sales by financial institutions to non-profits or governments, subsidies for acquisition and renovation of vacant homes by non-profits, and subsidies for new owner-occupants to buy REO properties. However, planners, funders and policymakers must often craft policies with little understanding of the nature of the market for REO properties, and how it varies across metropolitan areas. As a result, there is little agreement on such basic questions as how policymakers should promote investment in the REO stock by responsible for-profit investors, whether bulk sales should be encouraged, whether financing restrictions on the buyers of multiple properties should be lifted, and whether “rehab to rent” or “rent to own” models for REO properties should be encouraged.

Our paper aims to shine some empirical light on the REO problem – by studying the volume and characteristics of properties entering bank ownership, the length of time they stay in bank ownership, and what happens to those properties after they are sold to private owners. While researchers have produced earlier studies of REO properties, they have focused on individual cities, typically those with severely distressed housing markets or submarkets (e.g., Cleveland, Atlanta, Chicago), and analyze data only through 2008 or 2009. Our paper adds to this existing literature by analyzing patterns in three cities with very different market conditions: Atlanta, Miami and New York City. We use consistent metrics to allow for direct comparisons. We also address a broader set of questions than earlier studies – most notably, we track longer term outcomes of properties that sell out of REO to see how quickly they resell again, and whether they re-enter foreclosure. Finally, we analyze data through 2011 to better gauge current conditions.

We undertake our analysis using a combination of longitudinal administrative data sets on foreclosure filings, auction sales, and property transactions. We are able to calculate for each city REO inflow, outflow and inventory size. We can also determine who owns the REO properties (FHA, GSEs, private lenders) and examine how concentrated they are in particular neighborhoods. We can track which properties are selling out of REO and at what rate and estimate who is buying them (owner-occupiers, small investors, large investors). Finally we can examine how quickly investors are reselling the properties they purchase, track subsequent transactions, and explore implications for neighborhoods.

References

Adding the Issues of Transportation, Employment, Housing and Neighborhoods to the Debate on Urban School Reform

Abstract System ID#: 4520
Individual Paper

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Education research has established parental involvement as a crucial factor in student achievement but that multiple barriers prevent parents from being more actively involved. These barriers include a parent’s educational experiences and attitudes, lack of school communications or an unwelcoming atmosphere, housing instability, long or irregular work hours, transportation problems, limited access to enrichment activities, and other constraints related to household care, and health. But while the research on barriers is comprehensive, the solutions have been narrower: the focus is often on actions within the realm of educators and the related social service providers who address the mental and physical health needs of students. Therefore, this study examines how and to what extent the barriers in the urban environment of a post-industrial city, Oakland, CA, limit parent time and resources for engagement in their children’s learning and education. The neighborhood effects research on childhood development, social capital, and employment outcomes provides insight into these barriers, but this research has limited information on parents’ daily routines by geography and socioeconomic status, and more specifically: how housing, access, and other neighborhood conditions may affect the amount and type of time, energy and resources parents are able to devote to their children’s learning. The study includes 65 families earning below Oakland’s median income ($50,00) whose children attend a K-12 public or charter school in Oakland, CA. The parents’ and caregivers’ background information, including their education and employment history; housing mobility costs and choices; travel for work, groceries, household items, and leisure; aspirations for their children; and the types and frequency of learning activities was collected through a take-home time-use diary and questionnaire, and a follow-up in-home interview. Additional background information on the urban environment of each family’s activities and travel patterns was collected through GIS, Census, business databases, participant observation, and interviews with teachers, principals, and professionals in the public and non-profit sectors who work in the families’ neighborhoods and schools. Interviews with planners, affordable housing developers, transportation agency staff, and other city and regional policy makers provided additional context on the decisions that influence the urban environment.

This paper will present preliminary findings on how personal accessibility and time-use varies by characteristics of the individual and how they interact with the built, spatial, political, social and economic aspects of their urban environment. Findings suggest several factors within their environments combine to affect their daily schedules, household expenses, short-term needs, and perhaps most importantly, their ability to plan for the medium to long term, including for their children’s education. While issues of crime and safety, both real and perceived, are an overwhelming influence on their daily schedules, work, how they travel, and where they will send their children to school, the school schedules, high transit costs and trip lengths, lack of nearby play spaces, constrained housing choices, few quality retailers, and a tight job market are underlying factors affecting their daily and weekly routines. Additionally, many feel isolated and are unable to meet with other parents who might share their experiences. Yet, most parents make the time to talk to their children’s teachers, pick their children up from school, and check on their children’s homework. The findings will be of use to housing developers, community development corporations, social services providers, and educators. The quantitative and qualitative results will be of use to transit planners who seek to improve routes and schedules to enhance service and increase ridership; and to groups and government agencies working to address the inequalities in public education and urban communities through cross-sector and agency collaboration.

References


Abstract Index #: 272

**HOW MUCH DO PARENTS PAY FOR SCHOOL QUALITY?**

How much do parents pay for school quality?

Abstract System ID#: 4531

Individual Paper

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In California, there exists a significant spatial disparity in public school quality. Parents choose their home location close to good schools to ensure their children an opportunity to receive quality education. The rent bidding process for proximity can lead to a pattern of spatial distribution where households with similar socioeconomic status and willingness-to-pay for school quality cluster together and thus potentially reinforce the school district boundaries. During this sorting process, administrative, political, and statistical boundaries are formed. Households and their dwellings are expected to be more homogeneous inside and more heterogeneous across these boundaries. This mixed effect studies is not factored in by most estimation methods in land value capitalization.

The hedonic model, which describes house price as the sum of several housing and neighborhood characteristics, has been widely used to estimate homebuyers’ willingness-to-pay for school quality. The traditional estimation of the hedonic model applies ordinary least squares (OLS) estimation. This estimation method is under criticism for the possible autocorrelation of the error terms. To address this issue, a number of different methods have been applied in capitalization studies, such as boundary discontinuity design (Black 1999), generalized least squares models (Haurin and Brasington 1996), and nonparametric models (Gibbons and Machin 2003). However, none of these capitalization studies have framed the house prices in a hierarchical structure (Giuliano et al. 2010), which is indeed capable of picking up unobserved spatial contextual interactions of individual objects from the same spatial units and addressing the mixed levels of variation in house prices within and across boundaries.

Adopting a hierarchical framework, I estimate how much homebuyers are willing to pay for school quality using residential housing prices in Orange County, California in 2001. The estimation results show that proximity to a good school increases housing prices significantly. In addition to house-level variables, several neighborhood and district variables such as median household income, expenditure per student and percentage of minority students in a school district also have strong effects.

References


Abstract Index #: 273

**SCHOOLS, NEIGHBORHOODS, AND THE METROPOLIS**

Abstract System ID#: 4559

Individual Paper

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As Arthur Greenberg wrote in 2002: "The struggle to succeed in . . . urban schools is not about heroic leadership. It is about loosening poverty’s grip on communities and people. . . . This is not just [one city’s] dilemma. It is the nation’s." Reinforced by the Great Recession, the school dilemma is a central issue for city planners. It results in good part from metropolitan divisions into neighborhoods and municipalities rich-poor, citizen-immigrant, white-minority, and well-schooled vs. poorly schooled.

Fifty million children attend public schools in the United States, plus 10% private or at home. Planners join 28% of U.S. adults with four-year college degrees, or 10% with advanced degrees, often from good suburban high schools. More adults, 43%, stop with a high school degree or less. Many have unacceptably low skills in math, science, and reading. About 400,000 kids drop out annually, not counting those who go to prison, adding up to more than three million ages 16 to 24 and almost 15% of the adult population. More than a quarter do not graduate high school on time. These groups are most at risk of underemployment, low incomes, and a lifetime of difficulties. In 2007, only 10% of U.S. jobs were available to someone without a high school diploma. Poor schooling opportunities are highly concentrated in inner-cities and inner-suburbs. Heavy national costs -- economic, social and political -- result from poor schooling. All in all, young people from many city high schools enter the world less able to contribute to the economy and the society, and less satisfied with their places in the world.

Usual critiques of city schools blame families, teachers, administrators. One step up, civic capacity theorists call for elites in city politics to enhance reform capacity. These standard ideas operate merely at the surface. A structural theory of inequality explains much more about school failures, finding schools and students held back by a chasm of educational apartheid. Children from poor households especially in city and inner-suburban minority school districts are kept apart from middle class children in predominantly white and suburban districts. (Poor children in rural districts, which may be predominantly white, are often similarly isolated and held back.) Exclusion based on race, immigration status, and social class is not airtight, so various schemes overcome it: special schools bring privilege into cities, and programs send city students to suburbs. Even when reforms breach the walls of privilege, however, they do not knock them down. Reforms, being exceptions, prove the apartheid rule.

Three elements undergird city school failures. 1-The economy is governed with a free-market enthusiasm that often promotes inequality as a means for stimulating economic growth. 2-Urbanized areas are arranged with highly restrictive municipal and school-district boundaries that typically create one large urban jurisdiction (or perhaps a few) and numerous suburban jurisdictions. Given “home rule” provisions, each individual municipality usually adopts and enforces its own codes for regulating land use, housing, and building, and it raises funds in large part from local taxation. 3-Public functions are performed by private firms, including running of schools in big cities. One rarely hears of privatization of suburban schools, but these schools are already all but privatized, funded mainly by local property taxes, able to exclude children whose parents have not bought or rented a house inside the boundary.

To help cities and promote national goals of social integration and higher productivity, planners should turn their attention to these planning-related school issues.

References

Abstract Index #: 274
RESIDENTIAL CHOICE AND STABILITY IN CHICAGO: A COMPARISON OF CHA TENANT VOUCHERS AND TRUST FUND PROPERTY
Abstract System ID#: 4583
Individual Paper
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The Chicago Low-Income Housing Trust Fund (CLIHTF) and the Chicago Housing Authority's (CHA) Housing Choice Voucher Program (HCVP) share similar objectives—to provide rental assistance to very low income and extremely low income households in safe, stable and integrated Chicago neighborhoods. Both offer supply-side housing subsidies adopting very different strategies. CLIHTF, like HUD's Project-Based Section 8 Program, provides participating property owners with a rental subsidy that stays with the unit. Landlords select among eligible low-income tenants. The HCVP gives tenants a voucher-based subsidy which can be used to rent on the private market.

This study uses a mixed-methods approach to build upon previous evaluations of CLIHTF and CHA's HCVP, incorporating administrative data from the CLIHTF and HUD, as well as focus groups with tenants and property owners from both programs. Our comparative analysis measures the relationship between residential choice and stability across four areas: 1) the housing search process, including how property owners screen and accept tenants and how tenants locate and obtain housing, 2) the outcomes of the programs in terms of quality and location of units, 3) interpersonal relationships between property owners and tenants, 4) the levels of satisfaction of tenants and property owners with the program.

Results from this research suggest that the trade-offs between residential mobility and residential stability make program choice difficult and perhaps misleading. We have found, for example, that contrary to program goals focused on housing choice, that Chicago HCVP tenants face difficulty in finding property owners who are willing to participate at rents that are affordable for tenants. Within CLIHTF, the goal of tenant residential stability is complicated by the tendency for properties to be located within highly segregated and largely poor, neighborhoods. What if planners and officials combined the two programs at the regional level? We explore some planning options for how this might work in metro areas like Chicago.

References

Abstract Index #: 275
COMMUNITY LAND TRUSTS--HOMEBUYER FINANCING AND AFFORDABILITY PROVISIONS
Abstract System ID#: 4586
Pre-organized Paper Session (Symposium) “Shared Equity Housing Models”

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Individual homeownership, the backdrop of the American Dream, is often cited as a panacea of economic and social stability. Investment in and control over one’s “castle,” the story goes, creates neighborhoods and communities of involved, committed residents. Besides providing a stable place to live, homeownership allegedly serves as an important element of wealth accumulation and its expansion, especially among marginalized populations, has been a major goal of economic and social policy for decades. However, the recent foreclosure crisis and related economic collapse exposed vulnerabilities in the developed system of homeownership and mortgage financing—vulnerabilities so deep that they have left whole neighborhoods abandoned, and shaken economic stability across every income bracket.
As a result, some analysts have begun to seriously question the virtues of—and sometimes to blame—policies that incentivize homeownership for people who traditionally cannot afford it.

This paper presents an existing model of affordable homeownership that has weathered the housing collapse with astounding resilience: the Community Land Trust (CLT). The CLT model aims to create community-based, affordable housing available in perpetuity. This paper outlines the concepts and structures that underlie CLT affordability, exploring how the model operates within the context of American homeownership. In particular, it examines the tensions between the CLT model and the mortgage industry, focusing on the crucial but often difficult process of obtaining CLT homebuyer financing. Ultimately, the paper suggests changes to the Fannie Mae CLT Uniform Mortgage Rider, an instrument originally developed to encourage lenders to loan money to CLT homebuyers, but which threatens the fabric of CLT resilience by stripping the model of its affordability provisions. The proposed changes suggest that these provisions survive foreclosure, lending stability to the CLT model and acknowledging the demonstrated resilience of CLT borrowers in the recent housing collapse.

Abstract Index #: 276
CAN OPPORTUNITY AND CHOICE CO-EXIST IN FEDERAL HOUSING MOBILITY POLICY?
Abstract System ID#: 4609
Individual Paper
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Over the past 20 years, federal low-income housing policy has substantially changed course, shifting from a focus on place-based assistance to person-based assistance in the form of housing vouchers. Part and parcel with this change has been a research focus on linking the housing choices of low-income households with the resultant outcomes experienced renting on the private market (See for instance, Galster and Killen (1995), Rosenbaum et al. (2002), and Sanbonmatsu et al. (2011)). Housing scholars and program analysts have described a resultant geography of opportunity (Briggs, 2005), reflecting the intersection of neighborhood-level demographic attributes and their posited linkages to positive life changes for low-income households moving to new communities. However, as Ellen and Turner (1997) note, past work has asked a lot about how neighborhood factors influence individual outcomes, but relatively few conclusive findings have emerged.

This work explores the residential location patterns of low-income households participating in the Federal Housing Choice Voucher Program (HCVP) in relation to the theoretical geography of opportunity, and questions whether the types of moves undertaken by voucher-assisted households match the expectations of housing scholars and program analysts. My analysis couples a longitudinal analysis of voucher portability for all households in Illinois for years 2000-2007 using data from MTCS/PIC (HUD Form-50058). In order to “complicate” this analysis, this work uses findings from 49 in-depth interviews with Illinois landlords, housing authority officials, and voucher-assisted tenants to examine the influence of local actors on residential location choices (and outcomes), and questions whether federal policy is prepared to engage with local barriers to realizing housing choice and opportunity for low-income households.

This work finds that while household location preferences contribute to location choices, that program actors including housing authority officials and landlords bear significant influence on the number and type of opportunities available to voucher-assisted low-income households. This work also finds that the moving process itself has significant implications for resultant outcomes, a benefit of observing residential location choice through longitudinal data. Taken as a whole, these findings suggest that while opportunity represents a powerful ideal within the HCVP, that significant programmatic and structural barriers exist which challenge the ability of the program to link housing choice and new residential locations to household economic and social mobility.

References

Abstract Index #: 277
RACE, PLACE, AND RETAIL IN CHICAGO NEIGHBORHOODS
Abstract System ID#: 4595
Individual Paper
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Retail businesses are an integral part of the fabric of urban neighborhoods, contributing to quality of life and the authentic character of a place (Jacobs, 1961; Zukin, 2010). Understanding the relationships between neighborhood retail, housing, and demographics is important because while mixed-use planning principles have become standard practice, under-utilized and vacant retail spaces have become a problem in many communities. Retail location theories assert that household income is the key determinant, although community developers argue that retailers should measure income density rather than median income (LISC Chicago, 2008). Still, if income is what matters to business owners, attracting higher-income residents might be the way to solve the problem of scarce retail in low-income communities (Beyard, Pawlukiewicz, Bond, 2003). The opposite perspective is offered in the gentrification literature, which suggests that neighborhood retail businesses are often displaced as wealthier households move in; these businesses do not necessarily benefit from proximity to higher-income residents (eg., Brown-Saracino, 2009). As neighborhoods change, so do local stores and other businesses, but there is little research that has explicitly studied the process.

This paper presents the results of an analysis of Chicago demographic and economic census data to determine whether there is a relationship between types of retail establishments and demographics, and between changes in retail establishments and demographics. The data used is City of Chicago demographic and economic census data for Zip Code Tabulation Areas (ZCTAs) from the 1990s through the early 2000s and retail business establishment data from Dun and Bradstreet for 2000. The analysis finds that while income and racial variables are correlated, race is more significantly correlated than household income with changes in retail at the ZCTA level of analysis. White non-Latino neighborhoods had twice the number of retail business establishments as African American neighborhoods, perhaps consistent with “retail redlining” (D’Rozario and Williams, 2005). However, white households were significantly correlated with percent decline in the number of retail businesses between 1994 and 2003 while the inverse was true of African American households. In 2000, there were statically-significant differences in the retail profile of Chicago’s black and white neighborhoods, including sizes and types of establishments (eg., restaurants, grocery stores). These findings support the literature that describes retail business turnover in changing neighborhoods—as the demographic profile of the population changes, neighborhood retail changes.

Setting the results of the quantitative analysis into the Chicago context, the paper discusses factors that may explain the findings and provides examples of retail businesses that moved from changing neighborhoods. The findings of this research suggest that while a vibrant mix of residential and pedestrian-oriented retail stores is the ideal, the factors that contribute to the success of retail commercial strips are more complex than can be explained by the theory of retail trade areas.

References
The Housing Choice Voucher (HCV) is touted as a mechanism for promoting both housing choice for low income households and the deconcentration of poverty. However, the success of the voucher program requires an existing supply of available housing units with landlords who are willing to participate in the program. Tight housing markets, where households are most in need of rent subsidies, are typically also the most difficult markets to find willing landlords, resulting in HCV households porting to other jurisdictions within the region and beyond. Low income households often must balance the tradeoff between mobility and stability, between having an affordable place to live and maintaining close proximity to social networks and other aspects of community.

This study reports on trends related to mobility and stability for low income households using Housing Choice Vouchers in the San Francisco Bay Area from 1990 - 2010. This study uses household level HUD data to create a historical geography of stability and mobility for HCV households originating from the San Francisco Bay Area region. We analyze how HCV households behave in terms of housing choice within a region with a housing market that is highly variable across both space and time. We consider HCV portability as well as household stability and the conditions under which households are able to remain in their communities as a result of the HCV program. Without assuming that either mobility or stability are optimal to generate positive outcomes low income households, this study seeks to understand the conditions under which both occur within the context of the San Francisco Bay Area.

References

CRISIS AS OPPORTUNITY: THE CASE OF MIAMI DADE HOUSING AGENCY

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Crisis of planning institutions are typically events that are overwhelmingly negative. The crisis often brings the very validity of the existence and performance of such institutions into question. Seeger et al argue that the crisis precipitates system instability, “questioning of core assumptions and beliefs, and threats to high-priority goals, including image, legitimacy, profitability, and even survival” (Seeger, Sellnow, & Ulmer, 2003). Crisis management approaches focus on diagnosis of impending crisis and planning for contingencies (Mitroff 2003). Crisis is also portrayed as the window of organizational learning for bettering internal practices and communications (Seeger et al, 2003).

However, could a crisis be an opportunity for planning institutions? In this paper, I examine this question using a public housing agency. Many public housing agencies have been rocked by controversies over the last decade (Hunt 2009). I focus on the case of Miami Dade Housing Agency (MDHA) over a seven year period (2005 to 2011). I have conducted interviews with key leaders within the county government, HUD, and stakeholders over these seven years.

In a Pulitzer prize award winning series during July 2005, Miami Herald exposed MDHA’s inefficiencies, including financial mismanagement, cronyism, bribery, and apathy. Although MDHA made payments for construction, little progress was made in the public housing schemes. Meanwhile, the waiting list for public housing and Section 8 housing burgeoned significantly. Rapid increase of housing prices since 2000 had worsened the affordable housing crisis in general in the county. MDHA plunged into a crisis, with the Housing and Urban Development department (HUD) takeover of MDHA’s management between 2007 and 2009.

Although the crisis did destabilize the functioning of MDHA, it also afforded opportunities for reform. In crisis management and organizational learning approaches, the reforms are motivated internally. However, the MDHA case offers a different perspective for planning institutions. MDHA’s crisis afforded external actors to influence reforms. Public housing stakeholders, non-profits, political leaders, and the media called for leadership changes and procedural reforms in the agency. The County Manager brought in new management at the top levels. Broad community input for affordable housing was also sought through Community Affordable Housing Strategies Alliance. State investigators also initiated inquiries against accused MDHA leaders and contractors. HUD determined that the county initiated changes were insufficient. It stepped in eventually to streamline and consolidate the agency's programs for two years. Hirschman (1970) argues that public agencies are prone to voice, not exit. MDHA’s case study exemplifies how external voices are crucial for reform of public institutions.

References

ILLEGAL SECOND UNITS: HOW PREVALENT ARE THEY IN LOS ANGELES AND HOW CAN THEY BE ADDRESSED?

ILLEGAL SECOND UNITS: HOW PREVALENT ARE THEY IN LOS ANGELES AND HOW CAN THEY BE ADDRESSED?

Abstract Index #: 280

ILLEGAL SECOND UNITS: HOW PREVALENT ARE THEY IN LOS ANGELES AND HOW CAN THEY BE ADDRESSED?

Abstract System ID#: 4634
Pre-organized Paper Session (Symposium) “Accessory Dwelling Units: A Twenty-First Century Housing Diversity, Affordability, and Sustainability Strategy?”

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The literature suggests that Accessory Dwelling Units (ADUs) – which are often colloquially known as Second Units, Garage Apartments, Granny Flats, and Backyard Homes – as secondary housing units within single-family lots offer numerous benefits. In particular, their potential rents make it easier for middle class households to own single-family homes in good locations, and the second units can provide affordable rental housing. Second units also allow seniors to live independently with their caregivers in close proximity. The State of California also recognizes these benefits and has passed path-breaking legislation to make it easier for local governments to permit second units within single-family zones. However, most local governments in the state, including in Los Angeles, rarely allow legally permitted second units. City governments and residents tend to have many concerns about the perceived negative effects of second units, including potential parking and traffic congestion, worries about absentee-owners and irresponsible tenants, and the possible loss of privacy of single-family homes, etc. Anecdotal evidence, nonetheless, suggests that the demand for this unmatched housing typology is strong and, in the absence of easily available permits, illegal second units are relatively common. My paper focuses on the informal supply of second units in the City of Los Angeles.

More than two decades ago, the Los Angeles Times, on the basis of a field-based, countywide survey of a simple random sample of 500 single-family homes in Los Angeles County estimated that there were almost 42,000 unpermitted second units in the County. The City of Los Angeles accounts for almost one-third of the single-family homes in the county. I, like previous researchers, assume that almost a third of the estimated 42,000 illegal units were located in the city. There has been no follow-up study to the newspaper’s effort. It is unclear how many illegal second units exist today, and what their spatial distribution is. I address this by researching how many illegal second units are there in the City of Los Angeles, and where are they more likely to be found within the city?

Instead of extensive fieldwork, I will compare real estate listings of single-family homes for sale in the city with their public records in the county assessor’s data. I assume that home-sellers are likely to expect some payment, albeit discounted because of the lack of permits, for their illegal second units and will advertise their presence in their sale-offerings. I will also map and analyze the distribution of the second units within the city. I expect to find that the number of illegal second units has grown within Los Angeles and their supply is not narrowly concentrated but widely distributed across the city. A significant presence of illegal units and their widespread distribution would indicate that there is a robust demand for such housing. It may also suggest that neighborhoods and communities have implicitly accepted the supply of second units within their single-family zones. Such data might make it more likely for Los Angeles’ municipal government to address its regulatory barriers to legally permitted second units.

I will conclude with a discussion on regulations and informality in housing markets, and how some cities have addressed such challenges. I will include lessons from developing countries, where planners have more experience with informal and unpermitted housing developments. I will discuss the challenges involved in allowing and legalizing second units and deliberate if spatially decentralized strategies may offer a politically feasible approach. Finally, I will suggest the need for a reinterpretation of the single-family house based on contemporary practices.

References
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Currently there are more than 246 community land trusts (CLTs) in operation in 45 states and Washington DC.1 Traditionally, CLTs have focused on increasing access to homeownership for individuals that would otherwise be denied that access, preserving the affordability of housing permanently, and promoting community control over important neighborhood assets. Recently some CLTs have ventured into commercial development in the hopes of using the shared equity model to address neighborhood economic development goals (Axel-Lute, 2011). The purpose of this paper is to examine the role of CLTs in preserving and revitalizing commercial assets.

In low- and moderate-income neighborhoods facing strong development pressures, residents and businesses often face the “false choice” of disinvestment or displacement (DeFillipis, 2004). While new retail can increase the availability of basic goods and services, large amounts of outside investment can increase the homogeneity of urban commercial areas resulting in the displacement of local businesses, loss of local culture (Carr and Servon, 2008) and alienation of longtime residents (Sullivan and Shaw, 2011). Intervention is necessary to balance preservation with new commercial development (Carr and Servon, 2008). In weak markets where residents lack access to basic goods and services, strategic commercial development can stabilize or strengthen struggling neighborhoods making the area more desirable to residents and attracting additional investments (Mallach, 2005). In these areas, intervention is necessary to incentivize development and jumpstart commercial revitalization.

To examine the role of CLTs in meeting the commercial development needs of strong and weak market neighborhoods, we conducted a comparative case study of commercial CLT initiatives underway in St. Paul, Minnesota and New Orleans, Louisiana. The Rondo CLT (Rondo) in St. Paul and the Crescent City Community Land Trust (CCCLT) in New Orleans are both at similar stages of project exploration (neither group has yet invested in or developed a commercial project). Rondo, an established residential CLT, is extending its reach into the commercial realm in order to preserve affordable commercial space along a new light-rail transit route for existing local businesses that fear displacement. In New Orleans, the newly formed CCCLT intends to help revitalize underserved neighborhoods still struggling to recover from Hurricane Katrina by investing in catalytic commercial developments along key corridors that will attract additional investment while preserving some community control over commercial assets.

Our research draws on open-ended interviews with CLT board members, staff and advisors in both St. Paul and New Orleans, analysis of archival materials including board minutes, annual reports, and organizational materials, and in New Orleans, direct participation in CCCLT commercial stewardship committee meetings. Findings will provide a deeper understanding of the ways in which the CLT model can advance commercial revitalization and preservation in transitional neighborhoods and highlight the challenges CLTs face in their commercial initiatives.

References


THE HOUSING SUPPLY TURN IN URBAN PLANNING REFORM: LESSONS FROM AUSTRALIA

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This paper examines the emergence of housing supply as a key spatial policy concern in Australia. Until the turn of the new millennium, Australia’s vigorous housing development industry largely kept pace with the demand for new housing, predominantly by delivering a plentiful supply of homes in new suburban release areas on the urban periphery. Government housing policy focused on supporting home ownership and investment in the private rental sector (largely through the tax system) on the one hand, and, particularly following the influence of neo-liberal policy in the 1980s and 1990s, housing assistance for low income groups through income support or highly targeted access to social (public or non profit) rental housing on the other. However, by the late 1990s, a retreat from government investment in urban and regional infrastructure, combined with new environmental agendas to contain urban sprawl, began to challenge assumptions and delivery models for private housing development. Rather than detached homes on new suburban allotments, Australian planning policy now overwhelmingly favours denser, smaller housing units in existing locations, requiring significant housing industry re-adjustment. At the same time, macro-economic changes, including de-regulation in the financial markets and easier access to home finance, combined with sustained population growth and increased household formation, has increased overall demand for housing, particularly in accessible metropolitan locations. Like many other developed nations (Bramley 2007; White and Allmendinger 2003), this shift in Australian spatial policy from Greenfield suburban housing towards urban infill and redevelopment coincided with a marked downturn in the production of new homes. By 2010 Australia’s housing supply gap was estimated to be 202,400 homes, against a total dwelling stock of nine million (NHSC 2010). Within a continuum of demand and supply pressures – such as rising household incomes and easy access to finance (up until the global financial crisis) and declining government investment in new social housing production, the land use planning system has attracted particular blame for housing affordability problems. A number of planning reform initiatives have sought to address perceived barriers to housing supply – all of which, consistent with a neo-liberal agenda – focus on further reducing planning system intervention in the housing development process – by liberalizing land release, standardizing controls, dismantling ‘red tape’ and limiting the extent to which local governments can charge for infrastructure provision. The assumption is that such changes will alleviate barriers to new housing development and therefore improve housing affordability in Australia. This paper challenges such assumptions, situating Australia in the larger body of research on relationships between planning and the housing market (e.g.Landis 2006; Bramley 2007; Dawkins and Nelson 2002). It then analyses the planning reform agendas pursued by the five most populous Australian states (New South Wales, Queensland, Victoria, South Australia and Western Australia) against housing supply and affordability objectives and outcomes in these jurisdictions.

References

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Each year, hundreds of thousands of people immigrate to the United States seeking a better way of life, and still hundreds of thousands more become citizens. Many spend time living in public and subsidized housing, sponsored by the Department of Housing and Urban Development, and, each year, thousands of these individuals attain citizenship. This paper presents an econometric analysis the propensity of noncitizens living in HUD-sponsored housing to naturalize. Providing housing and other forms of public assistance to noncitizens is controversial but the fact of the matter is that, under current rules, many qualify for aid so, facing that fact, an important contribution of this research is to identify the type of program that works best in the context of broader national objectives. The key finding is that the market based approach of the housing choice voucher program — and the spatial mobility it facilitates — significantly and substantively contribute to naturalization.

References

The City of Winnipeg approved a new development plan in 2010, OurWinnipeg, together with a supporting document Complete Communities: A Direction Strategy (City of Winnipeg 2010). They note that the city and its neighbourhoods will face in the coming years as the population of the city both grows and ages. Both documents suggest that the city’s physical characteristics should support a variety of lifestyles for people of all ages, that neighbourhoods should accommodate and provide services that meet the everyday needs of the population, and that residents have a access to a range of transportation options.

While many authors have been calling attention to the challenge of meeting the needs of aging populations (see Hodge 2008), this paper questions whether the City’s plans to address the issues are anything more than lip service. Authors are addressing Issues of mobility (see CUI 2012) and social inclusion (see Smith 2009, Burton & Mitchell 2006) for older adults, however, there is little evidence that much is changing on the ground. While the plan calls for complete communities, little is being done to complete those communities that already exist, and planning approvals and new development practices continue to follow conventional suburban patterns.

The research for this paper draws on the results of two year’s worth of studios from the Master of City Planning program at the University of Manitoba that addressed “age-friendly” communities. Two for the six communities that were addressed in these projects were conventional suburbs, dating from the 1960s and 1970s. The work identified many of the shortcomings of these places for older adults who wished to “age-in-place” and made suggestions about how conditions might be improved with reference to the City’s Complete Communities. Suggestions included the development of more pedestrian-friendly environments, the introduction of more housing options, strategic increases in density, and better choices for modes of transportation. Unfortunately, studio participants found little hope that changes might be implemented in the foreseeable future, despite having the opportunity to present their work to the Mayor’s Seniors’ Advisory Committee.

The second part of the research examines more recent developments – those that have been working their way through planning approvals processes since 2010. It draw on publicly available documents, including preliminary plans and the minutes of public meetings about proposals, and interviews with planners, to evaluate the extent to which the goals of complete and age-friendly communities are being addressed. The analysis shows that that despite the City’s stated goals, most are at best given token consideration. For the most part, the proposals remain automobile oriented with no plans for increased public transit; accommodate mostly single-family detached houses; and they offer few amenities and services within walking distance.

References

Abstract Index #: 286
THE EFFECTS OF LOW DOWN-PAYMENT AND HIGH PAYMENT-TO-INCOME LOANS ON HOME PURCHASE PRICE AND NEIGHBORHOOD ATTAINMENT
Abstract System ID#: 4667
Individual Paper

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In the middle-2000s, loans with higher payment-to-income (PTI) and/or higher loan-to-value (LTV) ratios increased substantially (Immergluck, 2009). Before the mortgage boom, loan applications with high PTI or LTV ratios were generally denied, rather than originated with higher interest rates. Accordingly, borrowers were more constrained by income and down payment requirements. Due to these constraints, approximately 70 percent of borrowers had to purchase homes with housing values less than their “desired” housing values (Hendershott, LaFayette, and Haurin, 1997; Zorn, 1987).

Relaxing mortgage qualification criteria in the 2000s may have provided opportunities for constrained borrowers to purchase homes with values closer to desired values, including homes in more “desirable” neighborhoods. When a household’s purchasing power is increased, it may be able to purchase a larger home, a better home, and/or a home in a more desirable neighborhood. Many suburban communities have exclusionary zoning regulations that prevent the development of lower-valued housing units. Thus credit constraints may interact with exclusionary zoning to reinforce economic and racial segregation.

Whether PTI and LTV ratios have a positive effect on housing demand and the quality of neighborhood where a household purchases a home is tested with American Housing Survey (AHS) national samples between 2001 and 2007. AHS data include household-level information on housing unit, neighborhood, mortgage, and household characteristics. A linear regression model of housing demand and logit models of a series of neighborhood quality variables is estimated. The explanatory variables of primary concern are PTI and LTV ratios of loans, while controlling for other mortgage and household characteristics.

The findings of this research will have implications for critical ongoing debates on mortgage market regulation and structure, as well as for issues of fair housing and the spatial and racial dynamics of homeownership more broadly. In particular, the current debates over the desirability of policies (in particular, the establishment of the “qualified residential mortgage”) favoring larger down-payments have given little attention to the possible spatial impacts of such policies. This is similar to earlier eras of mortgage market construction and policymaking in which federal intervention or regulation of mortgage markets was not recognized as a driver of urban form until much later.

References

Abstract Index #: 287
MAKING COMMUNITY INVESTMENTS COUNT: A STRATEGIC REGRESSION MODEL
Abstract System ID#: 4670
Individual Paper
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What interventions can change the competitive advantage for communities across the globe? The thesis of this paper is that thriving communities intervene and invest differently and the result of those actions is a stronger economy and higher quality of life. Years of disinvestment have given way to a desperate search for solutions for community well-being that focus on vague recommendations for more innovative economic development hubs, high tech clusters, or a creative workforce with few roadmaps or strategies to achieve these goals. One key finding of this research is that the interrelationship between economic prosperity and a high quality of life is more critical than either of the individual variables. Further, it suggests an investment strategy and plan of action that views quality of life variables as more dominant to the economic development process than vice versa.

Using a multivariate regression analysis on almost 400 U.S. cities as the underlying research, a theoretical framework has been developed to determine how communities best position themselves to be successful over the long-term. The findings from the database are used to analyze the impact of economic and quality of life factors on cities and regions. Most communities, even the most successful ones, want to sustain a quality of life and economic performance to insure that all citizens have their needs met and potential reached. This model provides markers for that process.

The data that inform the model were drawn primarily from the American Community Survey, FBI Uniform Crime Reports, and Economic Census. The case studies that support the model were those identified as most successful through the pairing of topline variables of a successful economy and a high quality of life. The regression model includes economic and quality of life indexes. The economic index includes the median household income, per capita income, poverty rate, and employment rate. The quality of life index includes housing affordability, safety, robust arts and recreation, healthcare access, quality education, transportation infrastructure, tax burden, and social capital. The three statistical tests used (expected cell counts, canonical correlations, and multivariate multiple regression) all suggest that the model is a valid way of reformulating community development decision-making and setting priorities for community investments.

The days of quick fixes or huge public investments in communities and the people who live in them are not realistic in today’s climate. What communities need today are interventions informed by strategy and engagement. This model will allow community leaders and citizens a way to build a community “investment” portfolio that will allow long-term visions to become realities.

References

Abstract Index #: 288

A GOVERNMENT COMMUNITY LAND TRUST? THE ACT LANDRENT SCHEME, AUSTRALIA

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In a bid to provide affordable housing, an Australian Government (the Australian Capital Territory - ACT) which hosts the nation’s capital (Canberra) has devised a unique housing scheme that mirrors some of the principles of the US
Community Land Trust (CLT) movement (Curtin and Bocarsly, 2008; Davis, 2010). The scheme, the ACT Landrent Scheme, allows households to rent land from the ACT government and purchase a dwelling from a builder to locate on the rented land. The “landrenter” is able to subsequently purchase land from the government and convert their property into a traditional homeownership product at any time. The annual landrent is set at 2% of the value of the land for low to moderate income households and 4% of the value of the land for other households.

There was considerable opposition to the scheme when it was first announced in 2008, including a significant media campaign. After a slow start, largely because of difficulties in accessing housing mortgage finance, the scheme has grown significantly and is now a central strategy for affordable housing of the ACT government. The scheme was initiated and is driven by a central government agency, the ACT Treasury.

This paper reviews the operation of the scheme based on interviews with key stakeholders, a review of administrative data and a survey of landrent scheme participants. The paper also describes the difficulties in persuading banks to provide mortgage finance for the scheme. It also describes the significant opposition to the scheme when it was first announced.

The paper, whilst generally supportive of the scheme, suggests some possible program improvements that are aimed at increasing its penetration amongst low and moderate income households. A key issue is the need for more non-financial support for low to moderate income households to assist them to participate in the scheme.

The scheme has some important lessons for planners, particularly those involved with affordable housing. Firstly it highlights the effectiveness of a CLT type product in a metropolitan market with expensive land costs, especially when the scheme can operate at scale. Secondly it highlights the levels of resilience needed by policy makers when designing innovative housing programs. Thirdly it highlights the necessity of “whole-of-government” approaches in the affordable housing space. Lastly, it describes the benefits of an affordable housing scheme that is not highly targeted.

References

Abstract Index #: 289
EVALUATION OF THE ASSISTED HOUSING LOCATION: A PARCEL LEVEL HOUSING ACCESS TO LOW AND MODERATE WAGE APPROACH
Abstract System ID#: 4677
Individual Paper
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Housing affordability has been evaluated by different methods. Traditionally, housing cost has been evaluated with respect to income as a way to indicate affordability. The Center for Neighborhood Technology (CNT) added transportation cost to the affordability equation and created the HT index which evaluates the combined housing and transportation cost with respect to income. Other methods of affordability evaluation include more variables in the process. The Affordable Housing Suitability Model (AHS) is one of these models. AHS is a sophisticated hierarchal suitability model that is intended to help communities in Florida allocate or preserve suitable land for affordable housing. The AHS is a deterministic location choice approach that is based on the Land Use Conflict Identification Strategy (LUCIS) and incorporates travel cost, accessibility, socio-economic characteristics and housing cost in addition to the physical characteristics of parcels in the conflict and allocation process.
The AHS model has also been used in evaluating existing assisted housing sites by using the Criteria Evaluation Matrix (CEM); a matrix containing scores for each criterion to be evaluated. A criterion included in the CEM can be accessibility to employment using multimodal transportation systems. Existing affordability evaluation models have not yet been able to differentiate between low, moderate or high salary jobs in terms of accessibility which this research investigates. A road network based accessibility approach will be used to estimate the opportunity of low or moderate salary employment for assisted housing properties. The new method will use a drive time shed around each assisted housing parcel to capture the parcel-level employment. The parcel-level employment data is generated by matching the Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) and data from other sources to land use categories and parcels. The paper will generate indices for trips to low and moderate salary employment by walking, biking, transit and driving and uses these to evaluate the location of the assisted housing locations.

References

ADOPTION AND DIFFUSION OF INNOVATION IN THE US HOUSING INDUSTRY: DRIVERS, PATTERNS, AND REGULATION

Researchers and policymakers have struggled with the lack of technological innovation in the US housing industry (C. T. Koebel, 1999). Previous interventions utilized strategies borrowed from other industries and policy efforts and do not address the divergence of green building technologies from prior adoption and diffusion patterns. In place of path dependency and resistance to innovation, numerous industry studies point to a widening awareness and likely use of innovative practices and techniques that support environmental goals (Bodie, Kane, & Marcus, 2008; Turner & Council, 2006). Where homebuilding innovation has traditionally experienced slower rates of adoption, some green building technologies exhibit accelerated patterns (C. Koebel, Papadakis, Hudson, & Cavell, 2004). The proposed research effort addresses how to promote environmental goals through adoption and diffusion of green building practices, regulation and technologies within single and multi-family housing.

This paper addresses these questions: does the adoption rate for green building products indicate an acceleration of diffusion across time and into recent years? If so, is this increase supportive of an increase in environmental performance for housing? What are the projected maxima for market shares of green building products and what are the implications for the environmental performance of the housing stock? Are public policy interventions/incentives assisting or serving as obstacles to the adoption and diffusion of green building products?

The research utilizes multiple databases that support empirical analysis of the adoption and diffusion of green-building products, product clusters, public policies, and green certifications of builders and buildings. The work draws upon data from the National Association of Homebuilders Builders, Department of Energy, DSIRE (EPA), the US Green Building Council, the US Census Bureau, and a significant number of additional secondary data sources covering the period from 1996 to 2011.
To investigate the research questions, the authors will use exploratory data analysis techniques, estimation of diffusion trajectory parameters, and logistic estimation of public policy impacts on diffusion.

If the resurgence in planning is ‘shifting the manner in which cities become places of commerce and economic opportunity’ and effective urban policy ‘plans for a sustainable future that meets the needs of neighborhoods, individuals, and established urban systems’, then greater understanding of the patterns and drivers of innovation (including regulation) within the housing industry is critical (2012 ASCP call for papers). This research seeks to provide an empirical base from which decision-makers can begin to develop evidence-based housing policies. This research will build upon the existing work of authors C. Theodore Koebel and Andrew McCoy including their previous investigations of diffusion of innovation across the housing industry. This work will expand the focus of previous research efforts to include multi-family housing. This expansion highlights of the changing configuration of the nation’s housing stock and the growing number of services that occupants expect from their housing choices. Combined with the study period, the expansion to multi-housing will also provide an opportunity to investigate the influence of the Great Recession on diffusion and adoption of green building products.

References


Abstract Index #: 291

NEIGHBORHOOD HOUSE PRICE DECLINES, OLDER ADULTS, AND TRANSFERS TO YOUNGER GENERATIONS
Abstract System ID#: 4687
Individual Paper

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The recent Great Recession resulted in severe housing price declines across the country, with average home prices falling by nearly one-third since their peak in 2006. The fallout from the housing crisis may be especially salient for the growing number of older adults in the United States, who are more likely to be homeowners, typically have accumulated more housing equity than younger homeowners, and may also be nearing a time where they will need to draw upon these savings because they are retired or close to retirement and have restricted incomes. (Costa-Font et al, 2010) Thus, they may be both more exposed to the housing market, and more vulnerable financially to impact of the downturn.

This financial hit not only has the potential to constrict the options and reduce spending for older homeowners but also may limit the opportunities of future generations as older adults are forced to limit bequests and transfers of wealth. For many younger generations, wealth transfers are an important determinant of transition to homeownership (Hall and Crowder 2011) and wealth-building. As a result, the next generation may be less able to purchase their own homes, make other critical investments, and to weather financial downturns.

This paper will first describe the wealth losses older homeowners experienced, compared to younger homeowners, as a result of the housing downturn. Then, it will examine how bequests and wealth transfers across generations, from older adults to younger adults; have changed as a result of housing market fluctuations, with a specific focus on neighborhood-level variations in housing prices. It will test whether these impacts varied by neighborhood, and
whether neighborhoods that were the hardest hit also saw the largest reduction in older homeowners providing support to younger generations.

Planners have not traditionally focused on wealth transfers, but understanding the magnitude and variation of the impact of the housing bust on wealth transfers is important for understanding and shaping current and future planning and policy around homeownership, other long-term savings vehicles, and neighborhood preservation as homeownership rates decline and households cut back on maintenance and home investment.

Recent literature on this topic shows evidence that bequest motives are quite prevalent and important when examining older adults and their behavioral responses to declines in housing wealth. Many papers argue that older households would use their housing equity more if it were not for bequest motives (Keister and Moller 2000), and that housing wealth transfers are substantial (Munro 1988). Other papers examine the impact of neighborhood-level price declines on attitudes across generations towards homeownership and commuting (Bracha and Jamison 2011). However, there are few papers that examine the impact of neighborhood-level variation in prices and unexpected housing price declines on bequests and wealth transfers.

This paper will use the PSID and HRS datasets, which both contain questions on homeownership and housing, bequests, trusts, and monetary transfers to and from children. These data have been matched with Zillow zip code-level housing price data, to examine neighborhood-level price variation and decline. The identification will be to exploit the disparate impact of the housing market recession across the United States and within metropolitan areas to see if those households that lost or gained great amounts of housing wealth were more or less likely to transfer wealth or receive wealth transfers. To test this, the paper will include four empirical models: transfers to children, transfers from children, transfers during the recession, and transfers prior to the recession. Both intergenerational transfers and homeownership are an important source of wealth for many Americans, and understanding the impact of neighborhood housing price declines on wealth and wealth transfers is imperative for understanding and shaping current planning and policy responses to homeownership, wealth building, and neighborhood preservation.

References

Abstract Index #: 292
ACCESSORY UNITS AND AFFORDABLE HOUSING: COMPLEMENTARY OR CONFLICTING GOALS
Abstract System ID#: 4688
Pre-organized Paper Session (Symposium) “Accessory Dwelling Units: A Twenty-First Century Housing Diversity, Affordability, and Sustainability Strategy?”

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Accessory dwelling units have long been advocated as a tool to allow flexible use of existing (and sometimes new) housing stock (Gellen 1985; Howe 1990). More recently accessory units have attracted attention as a way to facilitate aging in place for elderly households reluctant to move to smaller dwellings or to abandon a familiar neighborhood or town (Venti and Wise, 2004: AARP 2000).

Accessory units come in many forms: some are fully legal; others more or less irregular or undocumented (Hardman 1996). Correspodingly, accessory dwelling units are not always fully or accurately recorded in local statistics on the
housing stock. Both fully legal and irregular units provide shelter, sometimes more affordable and usually smaller than other units in the same neighborhood; however the supply of those units is often transitory. Dwelling owners may add a unit but not always rent it out; units are removed or added when a property changes hands or the owner’s need for additional income ends.

This paper first sets the context by reviewing what we know about both the current stock of ADU’s in the United States and recent changes in that stock, using the American Housing Survey and the AHS based Components of Inventory Change (CINCH) data.

The second part of the paper explores the role of accessory units in the affordable and ‘affordable’ housing stock. It describes a case of unintended consequences in Massachusetts where affordable housing legislation has led some towns to consider limiting the number of accessory units or the number of new permits. Other towns are reluctant to adopt local zoning that permits accessory units.

This aversion to accessory units has been an unintended effect of the Massachusetts Comprehensive Permit Act: Chapter 40B, designed to increase the supply of affordable housing. The regulation allows developers to circumvent stringent zoning rules in towns where the state-defined stock of state-defined "affordable" units is below a 10% threshold. In return the developer must include a fraction (typically 25%) of affordable units in the development. Accessory units only count as 'affordable' if the homeowners (usually resident) comply with rules like those that apply to developers undertaking to provide affordable units. Those rules make owners of accessory units reluctant to commit them for several years, even if the current rent (and income of the occupant) make the unit otherwise eligible to be classified as 'affordable'.

The rule gives town governments an incentive to limit increases in the total stock of housing (the denominator of the rule allowing override of local zoning). Accessory units add to the denominator determining the 10% threshold for 40B developments, but not to the numerator in most cases. The accessory units are undesirable to town governments and taxpayers who fear unwanted 40B developments at much higher densities. Each accessory unit adds one to the total number of units -- just as a brand new house does -- but the accessory unit adds much less to tax revenues. The 40B regulation bites primarily for prosperous suburban and periurban towns where increasing residential density, adding relatively inexpensive units, and increasing diversity are potentially important contributors to the state's housing stock.

Accessory dwelling units can increase the flexibility of the use of existing housing stock; not only the elderly but households facing loss of income may find reducing housing consumption a useful source of income and of relatively low cost shelter in US towns and suburbs where demographic change is reducing household sizes. Regulators may need to decide if they are "affordable" as well as affordable contributors to the stock of housing.

References
Pre-organized Paper Session (Symposium) “Shared Equity Housing Models”

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Community land trusts have become a popular solution for affordable homeownership for municipalities and nonprofits alike. There are over 250 in the United States, and they are found in 46 states and the District Columbia in a diversity of places from the Puget Sound to Chicago. The root of this sudden popularity can be found in the recent housing crisis and the expansion of funds to support organizations like CLTs, as well as the young but rapidly expanding CLT literature. This literature has focused on the remarkable ability of CLTs to create stable low-income homeownership opportunities, as well as their ability to prevent foreclosure and to build household wealth (Greenstein and Sungu-Erlimaz 2007, Thaden 2010, Temkin et al 2010).

This paper argues that, while it is important to recognize the accomplishments of CLTs in providing affordable housing, it is also important to consider the political heritage of CLTs of community, land, and participation. This aspect of community land trusts has been largely ignored by both the literature and the newer generation of CLTs. This paper hopes to begin to fill the gap by looking at how CLTs enact the values of the political heritage of the CLT movement. The data comes from interviews with CLT staff and CLT leaseholders, as well as the analysis of CLT-produced documents and funding sources.

This paper is based on an ongoing dissertation project. Preliminary conversations with CLT staff suggest that funding limits the ability of CLTs to enact certain political values, however more data will be gathered during the summer.

References

Urban Sustainability Planning and the Everyday Life of Front and Back Yards

Pre-organized Paper Session (Symposium) “Home Spaces, Session I”

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Front and backyards constitute a major proportion of land in cities throughout the United States. Americans spend considerable time, money and energy on their appearance and maintenance, and use them for a multitude of purposes. Yards are an arena in which residents are confronted with an array of social and environmental issues – from negotiating a shared hedge with a neighbor to governmental regulations about fertilizer use, water consumption and urban livestock. Surprisingly, yards remain on the margins of urban sustainability initiatives and scholarly debates. The everyday lived experiences of people and how they feel, think about and engage in activities in their urban environments continue to be overlooked and undervalued by social theorists as well as urban planners, policymakers, and designers (Crawford 2008). As urban sustainability planning increasingly shapes discourses about urban environmentalism – and urban life more broadly – better understanding everyday yard experiences contributes important knowledge to policy and scholarly domains. Efforts organized by municipal policymakers, planners, and environmental advocacy groups include establishing sustainability indicators and metrics, as well as the ‘greening’ of cities such as increasing access to environmental amenities, diversifying plant and animal species, and restoring natural waterways. Urban sustainability efforts have been critiqued within planning and geography as obscuring and failing to
ameliorate social inequities (Krueger and Gibbs 2007, Gunder and Hillier 2009). Furthermore, individuals are frequently understood as autonomous and rational decision-makers within such programs, overlooking emotional and social dimensions of everyday life.

In this paper, I present findings from in-depth ethnographic fieldwork with residents in their front and back yards in several neighborhoods in Minneapolis, MN, as well as policy analysis and expert interviews with urban planners and environmental advocates. I investigate how yards and yard practices participate in the making and re-making of neighborhood and city, in addition to people’s sense of self. For example, my research suggests that through their yard practices, residents complicate notions of public and private, home, as well as community – sharing yards, mowing areas beyond property lines, and communicating care for the neighborhood through yard maintenance. Especially within cities, understanding yards requires more attention to context, neighborhood proximities, and historically uneven urban geographies. I propose that yards and how people relate to them have the potential to both reinforce and disrupt socio-spatial demarcations within neighborhoods and the city itself. My research thus far shows that while municipal sustainability goals focus on improving quantifiable metrics such as runoff in watersheds, some environmental groups seem to be increasingly focused on social dynamics as more effective means towards long-term environmental goals. For residents, projects based on connections with other people in their neighborhoods and an understanding of environments beyond metrics may be more meaningful, and a more effective strategy for promoting urban environmentalism. This suggests a much more complex mix of factors shapes how people interact with their urban environments than is usually a part of the conversation about urban sustainability.

References

Abstract Index #: 295

PLANNING IN THE 21ST CENTURY: DIGITAL COMMUNITY PRESERVATION
Abstract System ID#: 4698
Roundtable or Informal Discussion Session

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KLEIN ROSENTHAL, Joyce [Harvard University] jkrosenthal@gsd.harvard.edu

Visions for the good governance of cities rest upon the premise that local governments maintain and use high-quality, accurate, and up-to-date information and fully engage citizens in planning processes. Recent years have brought a plethora of approaches to engaging citizens using a variety of participatory methods and web technologies. There are a growing number of emerging on-line tools to facilitate citizen participation, including the potential to pair direct data collection, such as volunteered geographical information, with opportunities for direct deliberation in government decision-making. While web experimentation and social media are promising areas of planning practice, there remains a considerable gap between highly technical information systems and citizens’ local knowledge and participation online. Furthermore, there are substantial challenges to use of web technologies in local government participatory processes given the unevenness of citizens’ use and confidence with information technology and the limited nature of their time and attention to participate.
We seek to discuss the use of web-based tools for the purposes of historic preservation, community engagement, and participatory planning. We feel that this round table discussion will touch on a wide variety of issues. Some examples include:

- Creating a forum to enhance historic and cultural preservation;
- Providing an outreach tool to improve community participation in democratic decision-making;
- Establishing links to community resources for K-12 education in social studies, language arts, and civics; fostering connections between and among senior populations seeking to share and preserve their experiences;
- Enabling elected officials broader communication and understanding of the needs and desires of their constituents.

Abstract Index #: 296
ECONOCIDE AND THE ELIMINATION OF THE URBAN POOR
Abstract System ID#: 4736
Pre-organized Paper Session (Symposium) “Gentrification Policy in Over-the-Rhine”
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This paper will be based on my book Econocide: Elimination of the Urban Poor that examines issues of econocide in Cincinnati, Ohio. The term 'econocide' draws from theoretical work on genocide, especially the work of Raphael Lemkin and his insight that all kinds of groups, not just Jews or Ukrainians or Poles or ethnic groups but also Gypsies, beggars, vagrants, homosexuals, the workshy, "asocials" etc. were eliminated or removed by implementation of Bavarian policies. This seems identical to what was going on in Over-the-Rhine with policy-driven removal of poor people. This part of the panel documents specific ways that poor people, their housing, and social services are removed and/or eliminated from public spaces and the Over-the-Rhine neighborhood by specific policies adopted by the city, many effectuated by public-private partnerships and privatized decision-making of planning and development. Policy reformulations pertaining to social service and social welfare practices such as anti-panhandling, drug exclusion ordinances, net loss of housing in Hope VI, removal of the “DropInn Center” (a key shelter), zoning text amendments to remove social services are examined, as well as new Ordinances to change local housing policies including Housing Impaction Ordinance (forbidding use of CDBG and HOME funds in poor neighborhoods) and “Homeless to Homes” Ordinance (remove shelters from areas designated for gentrification). All of this unfolds in the context of public narrative hostile to public housing, fierce opposition to location of shelters and affordable housing (NIMBY), extreme attempts to deny Tax and Historic Credits for permanent housing at the Anna Louise Inn (109 year old women's residence), and praise for removal of Metropole Apartments (130 subsidized units) taken for an upscale boutique hotel - all facilitated by so-called public-private partnerships and the elimination of Cincinnati’s Planning Department

References

Abstract Index #: 297
CAN FORECLOSED PROPERTY BE USED AS LOW INCOME HOUSING?: THE CASE OF CLEVELAND, OHIO
This study examines the possibility of foreclosed residential properties to be used as LP properties by examining and comparing the impacts of foreclosures and the LP properties on neighborhood property values in Cleveland, Ohio. The Cleveland Housing Network (CHN) rehabilitated approximately 2,400 properties and offered them for tenants to rent—and ultimately own—through the LP program. Using approximately 9,000 sales from 2005 to 2009 and 1,400 LP properties, the results suggest that although the LP properties have more negative effects on neighboring residential within 500 feet, the LP properties have a less negative effect beyond 500 feet. Its results would help the LP program’s decision makers determine where subsidized properties should be located in order to minimize negative impacts, maximize positive ones, and best achieve the program’s goals.

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The housing market in the City of Detroit has been one of the most distressed ones of the nation. Most properties on the market are distressed sales and the average sale price was $16,400 in 2010. Less than 400 home purchase mortgages were originated in 2010, a decline of over 97 percent from 2004. In this exploratory study, we propose to analyze the housing and mortgage market of the City of Detroit and identify the dynamics in housing demand and supply over time. We will further conduct a buyer qualification analysis identifying obstacles homebuyers face in obtaining a mortgage and discuss some new initiatives designed to revitalize the distressed housing market in Detroit. The analysis will be based on the Census data, the Home Mortgage Disclosure Act (HMDA) data, the homebuyer data from the Live Midtown project, and proprietary data from other sources.

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Description: Since its creation in 1986, the Low Income Housing Tax Credit (LIHTC) program has evolved to become the largest producer of new affordable rental units each year (Schwartz 2009). Owing to the unique structure of the program, LIHTC has broad based political support — from progressives and conservatives, from large cities and rural communities and from for-profit developers and non-profit affordable housing providers. This popularity coupled with how the program is funded by the federal government — through tax offsets in future years rather than from revenues — has made the program a choice vehicle for federal intervention in disaster affected community. Indeed in the last ten years, whenever disasters hit communities LIHTC credits for such communities have been quickly, albeit temporarily, expanded. For example, following the devastating 2008 floods in the Midwest, Congress passed legislation allowing additional $8 per capita credits in the 2008, 2009 and 2010 credit allocations cycles for those states. But do these credit increases spur increased low-income rental housing construction and jumpstart housing market recovery and rebuilding in those communities? This question has not been answered. In this paper we present evidence that sheds light on this question.
Methods: We examined LIHTC activity in two states – Louisiana and Iowa – following major disasters there in 2005 and 2008 respectively -- to see the effects of the LIHTC program in helping rebuild one disaster-affected community in each state – New Orleans in Louisiana and Cedar Rapids in Iowa. To measure the program’s impact, we examined whether all available credits were allocated (at the state level), whether the post-disaster LIHTC units produced quantities of new (not rehabbed) rental units to replace units lost, whether the income mix within the projects responded to post-disaster rental housing shortages at various income levels, and whether these new projects helped stabilize or rebound disaster-affected neighborhoods.

Implications of the findings: LIHTC projects are extremely complex to create and manage in the best of times, and even more so in the aftermath of a disaster. If our findings show that the LIHTC program does indeed have a significant impact on post-disaster housing and rebuilding in disaster-affected communities, then the current practice of assigning a key role to the LIHTC program in disaster recovery should be strengthened. If not, other programs such as CDBG and HOME that facilitate low-income housing production in a far simpler manner should be strengthened and better funded for larger post-disaster roles.

References
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PUBLIC HOUSING REFORM AND DESEGREGATION: THE CASE OF CHICAGO’S PLAN FOR TRANSFORMATION
Abstract System ID#: 4772
Individual Paper

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This paper examines patterns of racial and ethnic segregation among assisted housing residents during the implementation of Chicago’s Plan for Transformation. Since the 1976 Hills v. Gautreaux Supreme Court decision, the U.S. federal government has taken an active role in promoting the desegregation of its housing assistance programs. In response to the Gautreaux court decisions, the Chicago Housing Authority (CHA) was ordered to implement a metropolitan-wide plan for desegregating assisted housing. In 1999, Mayor Richard M. Daley announced the Plan for Transformation, a series of comprehensive reforms that would address the management of the CHA, the physical reconstruction of the public housing stock, and the provision of approximately 6,000 new Housing Choice Vouchers to households displaced by the demolition of approximately 14,000 low income units. The goal of alleviating racial, ethnic, and economic segregation is reaffirmed in the Plan for Transformation’s commitment to providing mixed-income housing, ending discrimination in housing assistance, and providing greater housing choice.

Despite the Plan’s desegregation goals, the evidence to date suggests that during the early years of the Plan’s implementation, levels of segregation among assisted households either have not changed or became marginally worse. O’Brien (2007/2008) discusses several lawsuits filed by CHA tenants during the Plan’s implementation charging that
relocation practices were reinforcing existing patterns of segregation. Empirical research examining those relocated from Chicago’s HOPE VI developments during the early 2000s generally finds that those relocated from public housing have tended to choose neighborhoods that are predominantly minority (Fischer 2003; Lewis and Sinha 2007; Oakley and Burchfield 2009; Rasinski et al. 2010).

While much has been written about the linkages between Chicago’s Plan for Transformation and neighborhood segregation outcomes, we still have much to learn. Most studies have examined residential segregation outcomes during the early years of the Plan’s implementation, a period of tight rental markets and before the majority of the planned 25,000 units had been completed. No published study has examined segregation outcomes observed since 2005, and none have examined trends in segregation outcomes over time. Since most studies focus explicitly on Housing Choice Voucher recipients relocated from HOPE VI projects, we know little about how levels of segregation vary by type of housing assistance. We also know little about levels of Hispanic segregation during the Plan for Transformation years. Finally, no studies have examined the degree of segregation among assisted households.

This paper contributes to this body of scholarly research by addressing the following research questions:

1) Has racial and ethnic segregation among Chicago’s assisted black and Hispanic households declined during the implementation of the Plan for Transformation?
2) How segregated are assisted households relative to other assisted households?
3) Did segregation outcomes differ for Housing Choice Voucher recipients, controlling for other determinants of locational attainment?

The data for this study comes from administrative data describing the characteristics and geographic location of those receiving housing assistance from the U.S. Department of Housing and Urban Development (HUD). Using these data, I construct measures of “local” segregation for Chicago’s HUD-assisted households over the 1998 to 2008 period, examine trends in these measures over time, and estimate “locational attainment” models to explain the impact of household characteristics on levels of segregation over time. The results suggest that while the extent of neighborhood-level segregation has changed little during the implementation of the Plan for Transformation, minority assisted housing residents have become less segregated over time relative to neighboring assisted housing residents.

References

Abstract Index #: 301
CONTROLLING LOCAL IMMIGRATION POLICIES: EVIDENCE FROM THREE SUBURBS
Abstract System ID#: 4769
Individual Paper

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This paper chronicles and critically examines the evolution of the immigration policy debate at the local level of American government. The national failure to reform immigration policy has left localities to establish their own
political agendas on immigration policy. An increasing number of local jurisdictions have implemented their own immigration laws, many of them coined “Illegal Immigration Relief Ordinances” (IIROs). During the late 2000s, this debate reached the suburbs. We critically examine the conflicts in three suburban jurisdictions: Farmers Branch, Texas; Carpentersville, Illinois; and Manassas, Virginia. Fearing an influx of immigrants and the nearby sanctuary cities of Dallas, Chicago, and Washington DC, these suburban jurisdictions implemented their own versions of IIROs. While these places differ in location and character, they share a common thread of the growth of a foreign-born population. Each suburb confronted the issue of immigration with policy and planning responses such as English-only ordinances, local police enforcement of federal immigration laws, anti-immigrant ordinances related to local employers and landlords, and elimination of social services in areas like education and public health (Varsanyi, 2010; Walker and Leitner, 2011). Drawing on archival research, population analysis, and key informant interviews, we analyze the evolution of each suburb’s IIRO. We adopt a theoretical framework of the “right to the suburb” to examine the socioeconomic, policy, and planning debates in contested suburban spaces (Carpio, Irazábal and Pulido, 2011). We find that the outcome to these debates differ as a result of the politics of the problem definition and agenda-setting processes. Further, we find evidence to suggest that the decline of suburban communities exacerbates a nativist backlash to demographic change and economic stress. This research demonstrates how policymakers and planners need to be prepared to deal with a new suburban diversity of people, and offers suggestions for ways that planners can better accommodate the new immigrant community.

References

Abstract Index #: 302
A PARTICIPATORY APPROACH TO CREATING AN AGRARIAN-URBAN ZONING OVERLAY
Abstract System ID#: 4777
Individual Paper

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Participatory approaches can have positive outcomes on public health disparities, poverty alleviation, and economic development (Stephen and Quinn 2008, Girling, Kellett and Johnstone 2006, Forester 1999). Literatures in planning and across various disciplines describe a variety of approaches to engage the public (Sutton and Kemp 2006, Barker 2004). More recently, critical assessments of participation in research on university-community partnerships, development studies and more have emerged that recognize such approaches are complicated by a variety of factors including stakeholder expectations, power relations and conflicting goals (Barnes et al 2009, Dasgupta and Beard 2007, Mansuri and Rao 2004). Inherent in any participatory process, whether for planning, research, or design are sets of questions about the legitimacy of such efforts such as: How representative is the participation? How accurately is resident input documented and understood? How is feedback incorporated into planning, design and implementation? This paper examines the above questions through a case study of a two-year initiative funded by a US Department of Housing and Urban Development (HUD) Community Challenge Grant to create a community-designed agrarian urbanist overlay in the Weinland Park neighborhood of Columbus, Ohio. Despite the challenges it faces with poverty, inadequate access to quality food, and high crime incidence, the community also has strong social assets in an active core of ethnically diverse, longstanding residents. Additionally, its proximity to downtown, good infrastructure and availability of cheap land for infill development has made it a target of a number of redevelopment initiatives. The Weinland Park Neighborhood Plan, adopted by the City of Columbus in 2006, is featured as an example of smart growth in Duany et al’s The Smart Growth Manual (2009). The HUD grant enhances the neighborhood plan with a community-designed healthy food system. As the project has progressed, the nature of participation has evolved through the interaction between the various stakeholders from the community, university, regional planning agency, nonprofit groups, and developers. This study provides a distinctive look at participatory design and community-based
planning involving multiple stakeholders. Through interviews, participant observation, and the systematic analysis of project documents, communications and local media reports, findings from this case study will provide planning and design researchers and practitioners with a critical assessment of creative strategies to engage residents early on in the design and development process.

References

FROM “ISOLATION” TO INCLUSION? TENANT EXPERIENCES IN TORONTO’S REGEN PARK PUBLIC HOUSING REDEVELOPMENT AND THE BENEFITS OF CONCENTRATED POVERTY

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Modelled after the HOPE VI program, socially-mixed public housing redevelopment in Regent Park, Canada’s first and largest public housing community, is now entering its second phase. Once the 15-year redevelopment is complete, 2,087 units of public housing in the 70-acre community will be rebuilt (a portion will be replaced off-site), and over 3500 new market-rate condominiums will be added to the newly-designed New-Urbanist-style community. While celebrated by mainstream media, critical analysts suggest that “revitalization” amounts to gentrification, removing a large barrier to private investment that has kept the downtown site affordable for decades. Based on semi-structured, in-depth interviews with 35 residents of “Phase Two” of the redevelopment (prior to their relocation), this paper examines the impacts of redevelopment on tenants, focusing on tenant impressions of redevelopment, tenant experiences with relocation, and tenant hopes for and critiques of revitalization. The paper critically analyzes the discourses of isolation, dissatisfaction, and danger that are used to justify redevelopment. Discussions with residents reveal that rather than feeling isolated and dissatisfied, tenants appreciate their location and amenities in the area, have strong place attachment, and networks of friendships and supportive relationships, which they deeply value. Residents also express satisfaction with their homes, but dissatisfaction with the maintenance and security offered by the housing company, suggesting that alternatives to socially-mixed redevelopment focusing on renovating housing and providing more security might be more desirable and less disruptive than wholesale demolition and redevelopment into a predominantly middle class condo community.

This paper is deeply relevant to planning education, practice, and scholarship, as it interrogates key assumptions that underpin contemporary planning wisdom and its focus on the need for mixed-income communities and “neo-traditional” urban design. It also looks critically at the currently popular practice of public housing redevelopment, and makes empirical and theoretical contributions to planning scholarship.

References

Abstract Index #: 304
FORECASTING AND PLANNING FOR HOUSING FOR 1-PERSON HOUSEHOLDS
Abstract System ID#: 4800
Individual Paper

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Over 27 percent of US households are 1-person households, but the housing demand and supply characteristics of these households are poorly understood and rarely considered in housing supply planning. In recently published research on diverse housing supply (Paulsen, 2012), I found intriguing results that over 17 percent of all single-family detached housing units were occupied by 1-person households, and that over 14 percent of 3-or-more-bedroom multifamily units were occupied by 1-person households. 1-person households are far more likely to live in single-family detached housing than in attached housing or multifamily units.

As the population of 1-person households is expected to grow in combination with an overall aging population and declining household sizes, understanding the housing demands of 1-person households becomes an important challenge for planning. One of the purposes of good housing planning is to try to match the variety of household types with a supply of diverse units, and therefore failure to consider the needs of 1-person households raises not only issues of justice and inclusion, but also the efficiency of the housing stock supply.

In this paper, I present a methodology for identifying and projecting the housing demand for 1-person households. First, I document and characterize the demographic variability of 1-person households in terms of age, race, metropolitan location, education, and income. Second, I then demonstrate the propensity of different socio-economic and demographic cohorts of 1-person households to consume different types of housing units. (I define housing unit types as the interaction of structure type and number of bedrooms). I demonstrate that housing unit-type consumption of 1-person households varies significantly with age, sex, income, race, and whether the unit is in a metropolitan area or not. These findings are discussed within the context of household wealth accumulation and “aging-in-place” planning issues, as well as in the context of the availability of smaller rental units in suburban areas.

Third, I demonstrate how the methodology of using Census micro-data to identify housing consumption propensities by socio-demographic groupings established in this paper can be used to improve forecasting for housing planning in general, illustrating these concepts with forecast scenarios for different metropolitan regions.

Methods employed: statistical analysis with Census micro data. Data source: I use the 3-year (2008-2010) American Community Survey (ACS) public-use micro data (PUMS). My sampling universe for statistical analysis is all 1-person households in the non-farm, non-group-quarters population.

References

Abstract Index #: 305
MY, WHAT BIG TEETH YOU HAVE! EXPLORING THREATS TO HOME PROPERTY RIGHTS WITH RACE, GENDER AND CLASS IN MIND
Abstract System ID#: 4801
Pre-organized Paper Session (Symposium) “Home Spaces, Session II”

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Through sophisticated debt-finance processes, “home” has become a central conduit of discrimination and inequality for many socially marginalized householders in the western world. In the US, as the home remains a central space of asset holding for communities of color, women and low-income people, home also represents a special frontier for manipulation, institutional friction and moral hazard. Some scholars even warn of a near future in which capital markets turn to developing world households as new terrain for debt extraction via financialization and securitization, wherein the home becomes a newly central space of economic surveillance premised on a neo-liberal orthodoxy positioning private property as crucial to sustainable growth.

For those interested in the foreclosure crisis and a desire to build the “Just City”, the current economic landscape suggests a need to revisit the scalar focus of planning and urbanization research by explicitly including the home space, towards a multi-scalar and power oriented, home – economy – state approach to the Just City. This paper will attempt to make these links by discussing 1) why the home is important, particularly with regard to people of color, women and the working class in any Just City formulation, 2) how the traditional neo-liberal literature has understood the residential “property rights” (reflected in the legal ability of different parties to mobilize the state for or against their economic interests) in “home” and, 3) what leads to a “strong” versus “weak” home property right and how this plays out for marginalized groups and neighborhoods. Ultimately, the paper seeks to make an argument for the threats and therefore, limits to private property for marginalized groups and suggests the need for an evolving theorization of the form and function of home property rights vis-à-vis the economic sphere and the state, as well as a brief introduction of the “community land trust” – an alternative property rights model which has successfully fought foreclosures by, among various tools, reconceptualizing property right entitlements and duties.

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Abstract Index #: 306
REVITALIZATION: CONVINCING THE MASSES TO FORCIBLY REMOVE THEIR NEIGHBORS
Abstract System ID#: 4805
Pre-organized Paper Session (Symposium) “Gentrification Policy in Over-the-Rhine”

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Cincinnati has lost significant population over decades, especially in its urban-core. For many of those decades we have heard that we must think of new ideas to “revitalize” the city; to bring people back. As these “new ideas” surface, those creating them work to tell stories that will convince those living in Cincinnati of the idea’s merit. In any good story you need a villain. Often the identified villain drives the rest of the strategy. The entity offering the “new ideas” must show that these ideas when coupled with the caring, civic strength of this entity will overcome the villain in a manner that benefits “everyone.” I will argue that the wrong entities are writing and dictating the story, offering the ideas and driving subsequent urban planning.

Nearly nine years ago the mayor and city council of Cincinnati collaborated with local companies. Together they created what is now the preferred developer of the city- Cincinnati Center City Development Corporation (3CDC). Simultaneously they eliminated the planning department of the city, contracting its work to this privately run organization. Currently this organization spends millions of public dollars with no citizen oversight.

I will show how a false-telling of history and the use of fear leads to disastrous modes of planning, eventually in giving the power of planning over to private companies instead of the central government. For years we were told that Over-the-Rhine, the neighborhood closest to the downtown Central Business District, was dangerous and that no person with positive intentions should ever go there. So people stayed away. As a result most Cincinnatians never interacted with the People within.

We are told by 3CDC and city council-people that Over-the-Rhine a century ago was an artistic haven, but as the years passed “poor people” moved in, took over the neighborhood and because they predominately rented, had no real investment in the neighborhood and let it fall into a dangerous ruins, causing a loss in economic base. This identifies the so-called “poor and homeless people” in Over-the-Rhine as the villain.

So 3CDC feeds off years worth of ignorant fear and then comes in as the savior. They tell us that they can fix it all; they will bring in new, bright colored shops- restaurants, bars, furniture stores, a new park, even a street-car. They will save these historic buildings from the villain and convert them into wonderful, modern condos that will attract young people with good jobs, cash to spend and more ideas to offer- they will create revitalization.

The problem is none of it is true. The history is false and we are told lies about what they are currently doing. However, the gentrifier of today learned from the strategic mistakes of the gentrifier of twenty years ago. The gentrifier of today no longer outright says- “oh we must get rid of all the poor people.” Instead they use the language of “new urban planning and revitalization.” They say we must do these things in order to create “economic base” and “mixed-income housing.” Or they say, “These people have been living in dirty, dangerous conditions and we must offer them something better.” With these arguments 3CDC has removed hundreds of People with low-incomes from their homes, reducing the number of units of affordable housing in the downtown. I will explain how the changing of language infects planning reducing it to the desires of a small group of people.

This problem is not only central to Cincinnati, I will link this trend in planning to the creation of modern-day homelessness throughout this county. I will show how this has driven an increasing number of families with children into homelessness. Because of greed, masked as the savior, there has been a resurgence of planning for the few wealthy by the few wealthy- we instead need planning by the many for the many- planning that operates from a foundation of truth, considering the holistic needs of the community.

References


Abstract Index #: 307
POP UP PEDAGOGY: A CASE STUDY OF EMERGENT TEMPORARY USE STRATEGIES TO ‘RIGHT-SIZE’ THE ‘SHRINKING CITY’ OF CLEVELAND

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Rather than deploy fiscal incentives to shutter disinvested areas by limiting services, the ‘shrinking city’ of Cleveland is leading the way to ‘right-size’ by returning vacant properties to innovative productive uses. While the population continues to shrink, its numbers of vacant properties grow (Hollander, 2009). To ‘right-size’ this spatial mismatch, planners, policymakers, and practitioners are fundamentally rethinking growth by focusing on assets and liabilities in strong and weak markets, rethinking place by strategically assembling, stabilizing, and sustainably reusing land, and managing change through new governance structures, civic engagement, and civic participation. In this emerging ‘right-sizing’ approach, foreclosed or tax delinquent vacant properties are assembled under a land bank; unsellable houses are demolished to remove neighborhood blight and stabilize land values; vacant lots and obsolescent infrastructure are re-imagined by civic efforts to transform these liabilities into assets. Such an approach is demonstrated, most convincingly, by the separate yet interrelated efforts of the Cuyahoga County Land Bank, Reimagining Cleveland, and Pop Up City. All three employ temporary use as a mechanism to ‘right-size’: where interim creative place-making strategies to reclaim, re-imagine, and re-purpose vacant properties change the perception of a place through civic engagement and participation, and interim use policies ‘right’ the supply/demand imbalance of surplus properties. Temporary use as a mechanism to ‘right-size’ is an emerging form of planning for shrinkage and vital tool to manage surplus properties (Mallach, 2011).

This paper will outline an innovative video case study approach to investigate the ways temporary use practices and policies change the perception of vacancy for citizens and enable planners, policymakers, and practitioners to rethink growth, rethink place and manage change.

References

DETERMINANTS OF HEADSHIP RATES AMONG CHINA'S POST-1970 GENERATION—DEMOGRAPHICS, ECONOMICS, INSTITUTIONAL FACTORS AND REGIONAL DIFFERENCES

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Headship rates, or the extent to which population is translated into households, determine the demand for housing. This is particularly true to young people, because they are overwhelmingly new housing market entrants. This paper uses microdata from the 2005 One-Percent Population Survey of China to examine the determinants of headship rates at the city and prefecture level among the post 1970 generation (those aged 25-34 in 2005) with a particular focus on institutional factors, regional differences, and non-family households. Results show that regional differences in household formation are manifested not only between coastal areas and the hinterland, but also among different-tier
cities. Regional differences can only be partially explained by differences in income, demographics, housing prices and mobility. Marriage rates are positively associated with headship rates, but women's labor force participation has no discernable effects. While economic and market forces have begun to play a role in the emerging housing markets, institutional and demographic factors, some of which are unique to China, are still important determinants of headship rates.

References


Abstract Index #: 309
TRANSFORMED URBAN SOCIAL MORPHOLOGY IN THE ERA OF HOUSING CRISIS: A CASE STUDY IN CUYAHOGA COUNTY, OHIO
Abstract System ID#: 4814
Individual Paper

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Recent statistics shows that one in every 583 housing units in the U.S. received a foreclosure filing in June 2011 and the numbers keep changing every moment. Foreclosures have profound impacts on every aspect of our society, which reach far beyond lenders and borrowers in mortgages. A recent New York Times article has an interesting insight on the foreclosure impacts in Cleveland, Ohio, which goes against the long history of suburbanization trend in the United States (Tavernise, 2011). The concentrated foreclosure-created housing vacancies in suburbs have been redefined: a used-to-be place of opportunity with a better school, a bigger house, and a better job is now the place for the poor and moderate income people with concentrated economic and racial disadvantages. This trend seems to be obvious with 2010 census showing that 55 percent of the poor population in metropolitan areas nationwide lives in suburbs, which is about a 6 percent increase compared to the previous year. In this study, I aim to redefine the new image of suburbs and to see the changes in the chronological population mobility pattern in terms of the urban social morphology.

In early 2000, Ohio experienced significant increases in foreclosure filings. The pattern has been consistent. For the fourth quarter 2006, the National Delinquency Survey of the Mortgage Bankers Association (MBA) indicated Ohio had the highest foreclosure rate of all states in the U.S. and the Cleveland metropolitan area was among the top ten foreclosure markets in the U.S. (CNNMoney, 2006). The number of foreclosed homes has never been decreasing. Even though there have been enormous efforts through public policies and stabilization programs to mitigate the impacts and to slow the foreclosure speed, the crisis seems to be continuing.

In this research, I looked at the foreclosure impacts in Cuyahoga County, Ohio, the county where the Cleveland metropolitan area is located. The foreclosure filings in the area within the last three census (1990, 2000, and 2010) were individually identified, recorded, and mapped. The foreclosure filings data were analyzed to see the chronological pattern changes in the demographic social morphological turnover associated with the growth of the urban area and housing characteristics. Visual and statistical analysis comparing the patterns between the foreclosures and the demographic changes showed the expected results.
I found a new perspective towards the beginning of “RE-urbanization.” If this phenomenon is going to be our future not only because of the New Urbanists’ efforts but also because of the outcome the housing crisis has brought us, urban planning and policies should look for a different direction to adopt the needs associated with the transformed urban social morphology.

References

Abstract Index #: 310
THE COLONIALISM OF OVER-THE-RHINE
Abstract System ID#: 4820
Pre-organized Paper Session (Symposium) “Gentrification Policy in Over-the-Rhine”

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Over-the-Rhine—Cincinnati’s oldest and poorest neighborhood, predominately of color, and listed on the National Register of Historic Places—has experienced quite a bit of notoriety over the last ten years. In April 2001, sparked by the police-shooting death of nineteen-year old Timothy Thomas, the neighborhood was wracked by three days of unrest, what the media continues to call the “riots.” In 2006 the National Trust for Historic Preservation listed Over-the-Rhine on its list of “11 most endangered places.” And then more recently in November 2011 McClatchy Newspapers related a Census Bureau report that found that “from 2005-2009, a segment of Over-the-Rhine—Census Tract 17—had the highest income inequality of more than 61,000 communities nationwide” (Pugh). Over-the-Rhine today is marked by the extremes of gentrification and homelessness.

In 2003, after the city abolished its Planning Department (it has since reinstated that department), it then helped form the Cincinnati Center City Development Corporation (3CDC) to lead development of downtown and Over-the-Rhine. 3CDC is not a typical corporation as its board of directors constitutes a who’s who of the city’s most powerful corporations. Since 2004 the corporate game plan has been swift, visible, and I will argue on this panel, deeply colonial.

I argue that Over-the-Rhine offers an intriguing case study in illuminating what’s occurring everywhere across the country when corporate and city power merge to advance certain class interests under the cover of terms that suggest inclusivity such as “economic mix” and “mixed-income development.” I’ve developed some of this analysis in a recent piece published on Truth-out.org (http://www.truth-out.org/do-you-have-sign/1326307220).

The point of departure for my presentation is the provocative challenge put out by the Over-the-Rhine People’s Movement: seek out those whose lives are oppressed and down-and-out so that you may learn how to live, and start from there. If urban planners and corporate/political leaders were to take this provocation seriously, one wonders if urban development practices would change. At the least, other ways for measuring success might gain traction. How precisely is 3CDC addressing poverty, when much of its development has been upscale condos? How is it addressing inequality, when so few neighborhood people and small-scale contractors are employed in any of the new development? How is it trying to include those most down-and-out and homeless, when it schemes with the city to move the Drop Inn Center out of the neighborhood?
The point I want to examine is that in Cincinnati and Over-the-Rhine, corporations are building sanitized urban playgrounds for the privileged (as exemplified by Western-Southern’s attack on the Anna Louise Inn; or 3CDC’s displacement of lower-income people from the Metropole Apartments; or 3CDC’s push to move the Drop Inn Center out of the neighborhood and to exclude neighborhood teenagers from playing basketball in a newly designed, court-less Washington Park).

Through public-private partnerships, the corporate-city alliance defends class privilege through the removal of the poor and those homeless, and often people of color. The corporate-city’s quest here is social exclusion as the poor and those homeless are criminalized, eliminated, cleansed, removed; the corporate-city alliance acts and legislates as if society’s most oppressed and vulnerable have no right to the city and can’t be part of the new glamour.

The value of our panel is that these kinds of issues can get a hearing, because for the most part, they are not even mentioned within the common media.

References

Abstract Index #: 311
AN EMPIRICAL TEST OF THE SECONDARY CIRCUIT OF CAPITAL: HOT MONEY AND REAL ESTATE DEVELOPMENT IN THE 2007-2012 FINANCIAL CRISIS
Abstract System ID#: 4826
Individual Paper
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In this research I perform a time series regression to analyze how community banks channeled 'hot money' into local construction loans, and whether capital flows best conform to Harvey's theory of 'capital switching' (Harvey 1978) or to the theory of 'financialization' promoted by Gotham, Dymski, (Gotham 2009, Dymski 2009) and others.

During the buildup to the recent financial and housing crises, community banks tapped brokered deposits and listing services to finance speculative construction loans. These types of wholesale funding are colloquially dubbed 'hot money' by those in the finance profession. Theoretically, hot money can perform a positive role, diversifying funding sources and filling the gap between local deposits and local investment needs. However, historically, this funding source is associated with speculative construction lending, unfinished projects, and community bank failures. Hot money was one of the main drivers of the Savings and Loans crisis in the 1980s. The FDIC's subsequent attempts to regulate these practices collapsed in the face of pressure from the banking lobby (Lipton 2009). In the most recent financial crisis, the heavy reliance on hot money and concentration in construction and development loans has been identified by the FDIC as the cause of community bank failures across the country, most spectacularly in Atlanta, Georgia.

Following in the footsteps of other attempts (Beauregard 1994) to empirically test Harvey's theory of capital switching, this research attempts to test two different theories about how global capital relates to local investment in real estate. David Harvey theorizes that capital flows from the primary to the secondary circuit when the overaccumulation of capital causes deficient aggregate demand, reducing the profitability of investments in productive activity such as manufacture. At this point, investors sink funds into the built environment in an attempt to maintain positive returns. (Harvey 1978) Harvey's theory implies that the flow of hot money into a region would drive a boom in construction, and not the reverse.

In response to the rapid growth of the financial industry over the last two decades, a counter theory of 'financialization' has emerged. (Dymski 2009) According to this theory, financial activities have become delinked from activity in the
'real' economy, whether in the primary or secondary circuits. Instead, financial innovation creates its own demand; the scale of lending is driven by finance professionals' transaction fees, proceeding without regard to the availability of quality loans.

I attempt to empirically test these two theories. First, I perform a time series analysis to determine whether wholesale funding occurs before an increase in construction loans, or if the process begins with an increase in construction loans, after which banks resort to hot money for additional funding. Second, I examine whether the use of wholesale funding is better predicted by the density of finance professionals than by variables relating to demand for new construction, while carefully controlling for variables which cause both construction growth and a high number of finance professionals.

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Abstract Index #: 312
THE IMPACTS OF PUBLIC HOUSING DEREGULATION: THE CASE OF THE CHARLOTTE HOUSING AUTHORITY
Abstract System ID#: 4854
Individual Paper

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The Moving to Work Demonstration (MTW) was enacted by Congress in 1996 to address criticisms of assisted housing programs that they bred dependency, undermined the work ethic and trapped participants in areas with limited opportunities for employment and education. The program affords selected housing authorities the flexibility to design and test innovative approaches to providing low-income families with decent, affordable housing. Participating housing authorities are guided by three program goals: to achieve greater cost effectiveness; to increase the housing choices for low-income households; and to assist participating households in achieving self sufficiency. The Charlotte Housing Authority (CHA) has been chosen as one of the thirty-five housing authorities across the country to participate in the MTW program. The CHA has used the flexibility provided by the MTW program to undertake three major initiatives: (1) rent reforms; (2) work requirements together with expansion of employment related services; and (3) the transformation of its housing portfolio to provide more mixed-income housing opportunities.

This paper will present the results of an early assessment of this program focusing in on the changes in the location and the characteristics of housing units provided by the CHA. Using longitudinal data from both administrative records and tenant surveys, the paper will also address changes in the characteristics of the tenants and their progress toward self sufficiency.

The findings of this research have implications for the on-going discussions in Washington about expanding the number of public housing authorities involved in the Moving to Work program.
HOW HAVE NEIGHBORHOODS HOSTING THE LOW-INCOME HOUSING TAX CREDIT PROJECTS CHANGED IN THE 2000S? EVIDENCE FROM THE DETROIT METROPOLITAN AREA

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Created by the Tax Reform Act of 1986, the Low-income Housing Tax Credit (LIHTC) program has placed almost 34,000 projects, over 2.2 million housing units in service between 1987 and 2009. Yet, studies on where the LIHTC projects are sited and how they have affected surrounding neighborhoods are limited. Moreover, the small number of studies addressing these subjects often examined the LIHTC projects built in the 1990s and how their neighborhoods have changed by 2000 (Freeman 2004, Deng 2011). Yet, many more LIHTC projects have been built since 2000. The socioeconomic trends affecting neighborhood changes in the 2000s have also been quite different from those in the 1990s. For example, unlike the 1990s that ended with strong economic growth, the 2000s have been much more tumultuous and are now going through the worst recession since the Great Depression. It is important to see how the LIHTC developments have worked in this context.

This proposed study is built upon my previous work about the LIHTC program. In a study of the LIHTC projects built in the city of Detroit in the 1990s, I have identified a clear concentration of the LIHTC projects along the city’s central corridor and riverfront, areas with a long history of redevelopment efforts. As a result, I have observed positive neighborhood changes in these places during the 1990s. This study will examine all the LIHTC developments that have been built in the Detroit metropolitan area from 1987 to 2009. It will investigate how neighborhoods (census tracts) hosting these LIHTC projects have changed in the 2000s using data from the 2005-09 American Community Surveys and Census 2000. As noted before, neighborhood dynamics in the 2000s may be quite different from that in the 1990s. Thus, in this study, I will not only investigate how urban neighborhoods hosting the LIHTC projects have changed, I will also pay special attention to the siting of LIHTC developments in the suburbs, given the rising concern about the suburbanization of poverty observed in many U.S. metropolitan areas during the 2000s. In fact, a recent study by the Brookings Institution Metropolitan Policy Program (2011) has identified Metro Detroit as having one of the largest increases in concentrated poverty during the 2000s, with poverty clusters spreading from the central cities to the suburbs. This study will provide some evidence on how affordable housing developments like the LIHTC have interacted with such dynamics.

References

Neighborhood poverty continues to be a concern for researchers, politicians and advocates. Research has linked neighborhoods of concentrated poverty with high crime, low employment, poor health, and low educational achievement. Because of these linkages, federal housing policy over the past few decades has often tried to “deconcentrate” or disperse the poor from these neighborhoods into more affluent neighborhoods with the hope that better institutions and better neighbors will motivate these families to improve their lives. However research on large mobility programs such as Gautreaux and Moving to Opportunity (MTO), has found mostly mixed results and criticized the programs for having a small impact and for issues with methodology. Galster and Zobel (1998) have also shown that race and income prove to be significant barriers to low-income residents realizing the benefits of their new neighborhoods. These shortcomings have led to renewed interest in neighborhood revitalization efforts through federal policy. Hope VI, Promise Neighborhoods, and Choice Neighborhoods are recent examples. However, the mixed-income neighborhoods sought in many of these programs still assume that low-income residents utilize more affluent neighbors as role models to better their lives. This research instead investigates the influence of neighborhood residents who are similar in race and income to their neighbors, but motivated to better their lives.

This investigation hypothesizes that Habitat for Humanity families are more motivated to better their lives than their neighbors because of Habitat’s selection criteria and because they have completed the process of becoming a Habitat homeowner. The theory also suggests that Habitat homeowners have a positive effect on their neighbors, and their neighborhood. This effect is measured through components of social organization. Wilson (1987) has defined these components as a sense of community, positive identification with one’s neighborhood, and explicit norms and sanctions against aberrant behavior.

This investigation takes advantage of the Making Connections survey sponsored by the Annie E. Casey Foundation. The survey was collected from 2002-2011 in 30 low-income neighborhoods within 10 U.S. cities geographically spread across the country. Qualitative interviews with key Habitat staff and field observation and analysis in selected Making Connections neighborhoods will be used to support the quantitative survey data. GIS tools will also be used to visualize the influence of Habitat clusters versus scattered site development, and to investigate new ways of defining neighborhoods. Along with accepted political boundaries, neighborhoods will also be defined by the residents themselves and through what Gans (1967) and Briggs (1998) refer to as “functional” neighborhoods to determine if there is a critical distance at which point Habitat influence wanes.

Important for planning practice and scholarship and important as learning outcomes, this research helps fill the gap on what little is known about the influence low-income and minority residents who are motivated to better their lives have on their neighbors. The study will also add significantly to the small amount of formal research that exists on both Habitat for Humanity and how we define neighborhoods for research.

References
CRITICAL ANALYSIS OF SHRINKING CITY REVITALIZATION PROPOSALS--A DEVELOPMENT PERSPECTIVE

Abstract System ID#: 4870
Individual Paper

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Several major cities are developing formalized Shrinking City and land reclamation proposals (Detroit, Cleveland, and others) through a deliberative planning process. Shrinking city revitalization policies and programs are an evolution of urban renewal planning processes begun over sixty years ago. There are still competing and conflicting strategies as to how to approach urban revitalization, especially in Shrinking Cities. Strategies need to vary based on the market potential of the community and individual neighborhoods within that community. Furthermore, the development community will be a key stakeholder in that process regarding investments—ranging from large and small scale private developers, to individual property owners, to non-governmental entities.

I will review and critically analyze stated policies and programs in several selected major cities. I intend to focus on an array of aspects that are barriers to revitalization to see how cities are proposing to deal with these barriers (or not), including reasonableness of cost estimates for implementation (if any). Specifically, I will critically analyze each city’s perspective on clearance vs. rehab and conservation, displacement, citizen participation, local administrative organization, housing strategies, triage concepts/site selection, recommended public-private partnerships from land assembly through direct finance, local real estate market trends, income/ethnic/racial integration, and related aspects of community organization. Furthermore, I will have an over-arching theme of evaluating plans and programs regarding the likelihood of attracting investments by the development community, as broadly defined above.

Prior to joining academia in 1991, I had a 17-year development planning/consulting, homebuilding, and administrative career in St. Louis starting at Real Estate Research Corporation under Dr. Anthony Downs and concluding as Director of Development for the St. Louis Community & Economic Development Agencies, supervising 40 personnel in redevelopment. I have worked in 40 cities in 10 states on public-private partnerships for $1.5 billion of development. At Clemson University since 1994, I am the past Director of the Master of City and Regional Planning Program and was the Founding Director of the interdisciplinary Master of Real Estate Development Program. I am focusing my research on urban renewal history and redevelopment policies. I also have family background with my father being at the forefront of urban redevelopment nationally and in St. Louis from 1949-1988. I teach Market Analysis and Public-Private Partnerships and have taught Planning Administration, Housing and Community Development, Economic Development, Urban Policy, and Land Use Law.

References

5. Various websites of cities and academic institutes re: Shrinking City policies and proposals.

Abstract Index #: 316

WHEN DOES DELINQUENCY RESULT IN NEGLECT? MORTGAGE DISTRESS AND PROPERTY MAINTENANCE IN BOSTON

Abstract System ID#: 4883
Individual Paper
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A growing body of literature has sought to measure the spillover effects of foreclosures on neighboring property values. While negative spillovers of varying magnitudes have been identified, the causal mechanisms at work remain unclear—do foreclosures depress neighborhood house prices because they are associated with under-maintenance and vacancy (a negative externality effect), or do they push down prices by increasing the number of properties sold on the market at reduced prices (a supply effect)? Moreover, while the existing literature typically focuses on completed mortgage foreclosures (generally resulting in bank "buy-backs" of properties), the role of short sales in neighborhood stability has received far less attention. While borrowers with negative equity, particularly those in foreclosure, may have minimal incentives to maintain properties, those who pursue short sales to minimize credit score damage may maintain greater interests in the upkeep of the properties, since they are trying to attract buyers. Policymakers combating foreclosures in favor of alternatives such as short sales may be interested to know whether, and if so, how foreclosures and short sales differ in terms of neighborhood impacts. To address these questions, I merge property-level data on mortgage performance in Boston, Massachusetts with sale transactions and listings data and two rich indicators of property upkeep: constituent complaints to City government about property conditions and code violations cases processed by Inspectional Services. I compare maintenance indicators for distressed borrowers who pursue short sales to those who "walk away" from their properties, while attempting to correct for the endogeneity of the short sale decision. I also determine the time in the foreclosure process that properties tend to become community nuisances, and I examine the impact of longer foreclosure processes, caused by exogenous changes in the state foreclosure process, on the likelihood that properties become problems in their communities. Preliminary findings indicate that while bank-owned foreclosed properties generate the largest number of complaints, properties often become problematic earlier in the foreclosure process.

References

THE CHANGING RELATIONSHIP BETWEEN HOUSING AND SOCIAL INEQUALITY, 1980 – 2009

Inequality in both income and wealth has grown rapidly in the U.S. since the 1970s. Over the same time period, affordability challenges have emerged as the most prevalent housing problem faced by American households. Homeownership has been the largest economic investment and source of wealth for households in the U.S., but the foreclosure crisis and recession of the 2000s have stretched households financially and weakened the traditional economic benefits of homeownership. These blows to household economic stability implicate homeownership and affordability in the widening gap between the rich and poor in the U.S.
Therefore, this paper examines the changing roles of housing affordability and homeownership in contemporary US inequality by, first, describing trends in county inequality and housing and, second, modeling inequality as a function of housing problems between 1980 and 2009. We build upon past models of county inequality by more explicitly considering causal order, place characteristics, and state and regional fixed effects. Results support our central claim: housing affordability and ownership not only reflect existing patterns of income and wealth inequality, but also serve to perpetuate those inequalities over time. Furthermore, analysis suggests that the foreclosure crisis has weakened the equalizing effects historically associated with homeownership, while mounting affordability problems are increasingly associated with greater inequality. Our analysis establishes the importance of housing in explaining contemporary US inequality, highlights how place characteristics and causal ordering may improve county inequality models, and provides a foundation for future studies examining inequality in light of the Great Recession and foreclosure crisis.

References

Set within a theme of persistent and emplaced urban racial inequality, this research interrogates the intersection of place attachment, uneven urban development, and gentrification as they relate to the geographic tenure of black spaces in the city. Taking up the issue of urban racial inequality and its implications for the theory and practice of planning, this research asks, like Du Bois (1994), what blacks have to say about their experiences of race in the city and what their visions for change are. It analyzes the differences between blacks’ and whites’ perception of the city and argues that while urban space is the site of control and hegemony, it is also the site for potential liberation and thus this research explores the liberatory potential of black spaces and blacks’ spatial visions.

Sited in post-Katrina New Orleans, this research compares and contrasts blacks’ and whites’ experiences of race and place in three neighborhoods, Treme, Lakeview, and the Lower Ninth Ward, and asks how residents in these communities use space to construct and protect a place of refuge in a city marked by its racial disparities. Further, it analyzes how blacks make sense of their racial experiences in the city and use space and their emplaced social networks to try to survive and overcome these disparities. Finally, in comparing whites’ and blacks’ visions for their neighborhood’s future, this study asks what blacks’ spatial aspirations offer to the field of planning and its spatial work in producing more equitable and just cities.

Taking an engaged and ethnographic approach, this research analyzes residents’ discourses about their places of refuge in the city. Using qualitative data, including interviews, participant observations, cognitive mapping, and historical data, this research takes a grounded theory approach to understanding contemporary racial experiences. This approach was used to access the continued salience of race and how it is experienced in the city and to recognize that despite the lack of its biological or physical determinants, “we act as if race is an ontological given” (Schein, 2006, p. 6). Situated in literatures on place attachment, narrative formation, and urban development, this research brings a specific racial lens to this work and therefore also relies on extensive, though often ignored, literature on black political thought and
black geographies. This literature argues, as does this study, that while space has always been the site and instrument of racism, it is also the site and instrument of liberation (Haymes, 1995; Schein, 2006; McKittrick and Woods, 2007).

Key findings include the critical importance of geographic tenure for black communities and the psychological, economic, and political benefits of this tenure. Additionally this research finds that blacks’ worldviews are represented in dual narratives, or what Du Bois (1994) calls “double consciousness,” that simultaneously situate the experience of inequality as being defined by race and that, in denying the complete denigration of their place in the city and the acceptance of blame for this denigration, allows blacks to use place to create positive socio-spatial identities. This research ultimately argues that not only must planners pay critical attention to the discourses represented in blacks’ urban narratives and worldviews, but that blacks’ spatial visions offer to planning what are potentially more democratic, more just, and more equitable pathways to creating the city.

References

PUTTING DISPLACEMENT IN ITS PLACE

Abstract System ID#: 4923
Individual Paper

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In the nearly half a century since the term “gentrification” was first formulated we have learned a considerable amount about the seemingly chaotic but nevertheless all too familiar staged process by which urban neighborhoods are transformed from low-income neighborhoods to enclaves of the affluent. We can separate its forms into a lineage of early and advanced phases; we can identify the changing role of the state between a relatively passive position and an active one; and, gentrification theory, probably the most widely appreciated contribution from the literature, has allowed us to think imaginatively about the origins of gentrification and the future of urban development. In stark contrast, we know significantly less about the most widely recognized negative consequence of gentrification: displacement.

This study critically examines the methodologies and ideological constructions employed in gentrification scholarship with a particular emphasis on the changing significance and treatment of displacement within the literature. It questions the general retreat from the investigation of displacement within the field and hypothesizes that while gentrification has remained a subject of interest among planners and academics, three factors have contributed to the relative decline of displacement-centered research. These factors are: first, a lack of scholarly debate on the concept of displacement that has resulted in a tendency toward pragmatic rather than critical definitions; second, the body of displacement research has been severely limited by its incapacity to deal with its particular methodological dilemmas such that quantifying and accurately evaluating the importance of displacement has proved elusive; and finally, a neoliberal shift in the structure CBOs and other housing organizations away from participatory, and often confrontation, community organizing approaches has pushed the discourse on gentrification into less critical perspectives.

References

Abstract Index #: 320
THE IMPACT OF TARGETED, SUBURBAN SMART-GROWTH PLANNING ON HOME VALUES
Abstract System ID#: 4937
Individual Paper

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As neighborhood-level smart-growth strategies have been increasingly adopted by local governments, understanding their economic effects has become more important. Many studies examine the effects of regional growth management policies on housing prices (Richardson & Gordon, 2000; Brueckner, 1995). However, little is known about the impact of the neighborhood-level smart growth strategies on home values in the targeted and nearby communities.

The purpose of the paper is to measure the impacts of geographically focused smart-growth planning and development efforts on home values in a suburban context. In particular, the paper examines two initiatives under the Atlanta Regional Commission’s Livable Center Initiative (LCI) as examples of suburban smart-growth planning. Multivariate analysis is used to measure the effects of the programs on housing prices during the 1999 to 2004 period by comparing the prices before and after the program using home sales data in a large suburban county in the Atlanta metropolitan area. The expanded hedonic model incorporates spatial variables, representing locations relative to the LCI, into the model, but these variables are interacted with the year of sales, so that the spatial effects are allowed to vary over time (Immergluck, 2009; McMillen & McDonald, 2004).

The results show that smart-growth developments focused both on a smaller-scale town center LCI and on a larger-scale activity center LCI have positive effects on housing prices inside the target areas. However, their effects on adjacent areas differ, with the larger-scale activity center having some positive effects on nearby property values, while the smaller-scale effort resulted in lower values in some nearby areas. The results indicate that smart-growth development programs may contribute to revitalizing old suburban downtown centers, but that the effects of smaller-scale efforts may result in predominantly zero-sum effects, in which higher values within the target area are accompanied by lower values in adjacent areas. The paper discusses implications of these findings for planning and policy.

The effects of smart-growth planning and development on housing value are crucial in terms of the local government’s tax base and consequences for planners’ policy implementation. Planners should understand that the magnitude of the impacts of smart-growth strategies on home values, and their catchment areas may be different according to scale and geography, particularly in suburban communities. These issues should be considered before adopting new policies and consideration should be given to policies that can ameliorate any potential negative consequences for residents within or nearby the targeted area.

References
RESIDENTIAL QUALITY OF LIFE AND ACCESSIBILITY TO FACILITIES IN URBAN CHINA: UNDERSTANDING A GENDER-BASED DIFFERENCE VIA A CASE STUDY OF BEIJING

ACCESSIBILITY TO FACILITIES IS A SIGNIFICANT CONCERN TO URBAN RESIDENTS’ QUALITY OF LIFE, AND IS A FREQUENTLY USED INDICATOR FOR A PLACE’S LIVABILITY (MARANS, 2003). CHINA’S RAPID URBANIZATION HAS BROUGHT CONCERN TO THE ACCESSIBILITY ISSUE AS NEW URBAN DEVELOPMENT DRIVEN BY MEGA-SALE RESIDENTIAL PROJECTS OR COMMERCIAL PROJECTS EXHIBIT PATTERNS OF LAND USE SEGREGATION AND POOR STREET CONNECTIVITY (CHEN, 2003). CHANGES IN URBAN ENVIRONMENT MAY POSE MORE SERIOUS PROBLEM TO WOMEN THAN MEN AS WOMEN IN URBAN CHINA OFTENTIMES ENJOY LOWER LEVELS OF SPATIAL MOBILITY. YET COMPARED WITH MEN, WOMEN TAKE GREATER SHARE OF RESPONSIBILITY TO ACCESSING SERVICES IN DAILY LIFE (WEKERLE, 1985). SO FAR THERE HAS BEEN VERY LITTLE RESEARCH THAT EXAMINES HOW URBAN RESIDENTS IN CHINA VALUE ACCESSIBILITY TO DIFFERENT SERVICE FACILITIES; LESS IS KNOWN ABOUT GENDER-BASED DIFFERENCES IN THE PERCEIVED IMPORTANCE OF SERVICE ACCESSIBILITY.

WE USE NEIGHBORHOOD SATISFACTION TO ASSESS THE HOW PROXIMITY OF VARIOUS FACILITIES (EDUCATIONAL, HEALTH SERVICES, SHOPPING, AND FOOD OUTLETS) TO ONE’S RESIDENCE AFFECTS HIS OR HER SATISFACTION LEVELS TOWARD THEIR RESIDENTIAL ENVIRONMENT. THIS APPROACH HAS BEEN WIDELY USED TO ADDRESSES THE RELATIONSHIP BETWEEN PEOPLE AND THEIR PERCEIVED ENVIRONMENTS IN THE CONTEXT OF THEIR HOUSING NEEDS AND ASPIRATIONS IN WESTERN LITERATURES (YANG, 2011). WE USE DATA COLLECTED VIA A LARGE-SCALE 2005 RESIDENTIAL SATISFACTION SURVEY CONDUCTED IN THE CITY OF BEIJING. WE EMPLOY GIS-BASED MEASURES OF ACCESSIBILITY AND RELATE THE ACCESSIBILITY MEASURES TO A RESPONDENT’S SATISFACTION LEVELS. PARTICULARLY, WE ARE INTERESTED IN ASSESSING ACCESSIBILITY TO WHICH TYPE OF FACILITIES IS MORE IMPORTANT TO RESIDENTS AND WHETHER THE ACCESSIBILITY-SATISFACTION RELATIONSHIP VARIES BY GENDER.

THIS STUDY TRIES TO REVEAL THE QUANTITATIVE RELATIONSHIP BETWEEN SATISFACTION AND FACILITIES ACCESSIBILITY. IT WILL HELP US TO UNDERSTAND THE MULTIPLE NEEDS OF WOMEN TOWARDS DIFFERENT FACILITIES. IN PRACTICE, IT WILL PROVIDE URBAN PLANNERS A GENDERED LENS WHEN UNDERSTANDING THE IMPACTS OF THE SPATIAL DISTRIBUTION OF FACILITIES ON RESIDENTS’ QUALITY OF LIFE.

REFERENCES
FROM COMMUNITY INDICATORS TO A COMMUNITY RESILIENCE SYSTEM: EXAMINING LOCAL SYSTEMS FOR FACILITATING CHANGE IN TWO CITIES.
Abstract System ID#: 4951
Individual Paper

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Forester described the work of planners as ‘attention shaping.’ For several decades, a growing trend in many communities is the development of community indicators – with the intent of calling attention to local issues. Such indicator efforts exist at a number of different scales and with a range of host organizations that include government, nonprofits, and variations on collaborations of the two. Communities, however, do not just want a way to help identify local problems; they want to increase their ability to organize resources to respond to local problems – but how? While many communities throughout the country created indicator programs to monitor local trends, fewer have seen changes related to their indicator efforts. When local improvement occurs using community indicators, there is much more at play than indicators; it is a systems approach around an issue for local governance and community involvement – a community resilience system (CRS).

The purpose of this paper is provide insights into what works in facilitating community improvement with community indicators and the places for planning in that CRS. I do this by deconstructing an effective program in two different communities and explore the role of community indicators in facilitating the improvement. First, I offer a heuristic for a CRS drawn from relevant literature and case observations to assist in analyzing the structure and processes around the community indicators of the Alliance for Building Community (Quincy, IL) and the Jacksonville Community Council (Jacksonville, FL). Next, using process-tracing methods, I outline each successful community initiative and their local systems approach. While the context of such an effort does matter, I close with some observations within and across the two cases.

Planning and community indicators have a future together in ways that are not yet well-defined. To date, the planning profession has not played a strong part in the community indicator movement. Internal versions of indicators, without similar collaboration and citizen engagement structures, occasionally grace municipal government or planning departments. These internal versions tend more toward community benchmarking efforts, with neither same intent nor capacity for being a catalyst for change. By identifying existing and potential roles for planning within the CRS, this research begins to suggest an outline to this unclear relationship.

References

CURBING CRUISING: RIGHT OF WAY MANAGEMENT AND NEIGHBORHOOD CHANGE
Abstract System ID#: 4966
Individual Paper

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The revitalization of distressed neighborhoods often disproportionately and negatively affects longtime residents of these urban areas. Not only do revitalization policies displace some residents from their residences, in surprising ways, well-intentioned planning and policy making dislocates long-timer cultures from a neighborhood’s everyday public spaces. Though gentrification is theorized in terms of the political economy, the land market and property values, and increased investment in transportation and entertainment infrastructure, ethno-racial neighborhood change on the ground, specifically in publicly accessible spaces, remains under-theorized. People reside in homes and apartments. They live in their neighborhoods. That is, they socialize on front stoops, walk down sidewalks, hang out in parks, and drive up streets. I put forth that dislocation from these everyday public spaces is a component of neighborhood change, and consequently, of gentrification. In order to test this claim, I construct a model of the production of space that captures not only public practice, but also the formal regulations and cultural norms that regulate public behavior. Drawing both from archival and ethnographic research, I unpack efforts of the Denver Police Department and neighborhood activists to eliminate low-rider cruising along North Denver streets and within North Denver parks. Since neighborhood change works in at least two directions – the displacement of long-timers and the luring of newcomers – I conclude that right-of-way management plays a salient role in neighborhood change. In a word, changes to the formal and informal regulation of public space impacts who feels at home in neighborhoods, who feels uncomfortable there, and subsequently who moves from and who moves to them.

Abstract Index #: 324
"MY CREDIT’S SHOT": RECOVERY AFTER FORECLOSURE AND THE LINK BETWEEN HOUSING AND CREDIT
Abstract System ID#: 4970
Individual Paper

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Millions of households across the country have gone into foreclosure from the beginnings of the crisis in 2007 to today, and the implications of the foreclosure crisis at the household level are only beginning to be understood. This paper asks how foreclosure-damaged credit shapes both housing opportunities and former-homeowner's perspectives. Data from 53 open-ended interviews with former homeowners in the San Francisco Bay Area explores how damaged credit has shaped their experiences of finding rental housing, planning for future homeownership, and how the idea of credit recovery plays an important role in their household's recovery after foreclosure.

Many of the former-homeowners discuss their previous excellent credit scores; credit scores that allowed them to access homeownership, but that were severely damaged through the foreclosure process. The damage to credit has real implications for acquiring rental housing after foreclosure, as well as limiting access to homeownership for many years. Credit both becomes a system former homeowners circumnavigate while simultaneously becoming the standard by which recovery is measured. For many former homeowners, good credit is more than a means to secure material goods, but stands as a testament to character, troubling many who now fall outside of this moral category. Recovery after foreclosure at the household level relies on both credit damage in financial and symbolic dimensions to be resolved.

The issue of foreclosure-damaged credit is important to planners as it affects both rental and ownership markets in ways that are not immediately transparent. I found in earlier research that many households relocate in nearby neighborhoods after foreclosure, so the recovery of cities’ housing markets hard-hit by foreclosure may continue to be influenced by the effects of foreclosure-impacted credit for years to come.

References
FROM BOOMBURBS TO BUSTBURBS: THE SLOWDOWN OF AMERICA'S LARGEST SUBURBAN CITIES

Abstract System ID#: 4973
Individual Paper

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In the latter part of the 20th century a new type of large, fast growing suburban cities (or “boomburbs”) emerged. Lang and Simmons (2003) first identified boomburbs as cities with a population exceeding 100,000 that experience double-digit growth rates in every census in which they appear since 1950. They are not the largest cities in their metropolitan area, yet several boomburbs such as Mesa, San Bernardino and Henderson are more populated than many well-recognized cities including Syracuse, Cincinnati and Pittsburgh. Boomburbs differ from traditional and satellite cities in that they tend not to develop a dense business core; they remain suburban in character through low-density and loosely configured spatial patterns. They are undistinguished auto-dependent places made up of master-planned communities, subdivisions, strip malls and office parks.

Previous studies of boomburbs focused on the characteristics of the cities and explored common development-related problems associated with prolonged, rapid population growth including the prospect of build out (Lang and LeFurgy 2007a, 2007b). More recent research examined the foreclosure crisis facing boomburbs in Arizona, California and Nevada (Reid 2010). Foreclosure is especially high in boomburbs because much of their housing stock was new, competitive and costly, and the use of nontraditional mortgage instruments was widespread. As homeowners who are severely underwater in their mortgage lack an incentive to remain in their homes and investors buy up the cheap inventory, these neighborhoods and cities continue to destabilize and in some cases deteriorate.

This exploratory analysis will examine the current state of the original 54 boomburbs identified by Lang and Simmons (2003) in the wake of the current economic crisis. Many of these cities have had to change course from managing fast-paced growth, preparing for build out and developing comprehensive plans geared toward urbanizing the suburbs through mix-use or high-density development to addressing neighborhood instability, stalled infrastructure projects and a loss of tax revenue. We will empirically evaluate which growth and economic issues have been the biggest setbacks for these cities and how they have adjusted to the current slowdown. We will also explore the demographic characteristics and future prospects of the 19 new cities that now qualify as boomburbs.

Addressing the trials and tribulations of America’s most rapidly growing suburbs, which are located primarily in the southwest, may require a different approach to planning or problem-solving than established traditional urban spaces or slower growing cities. Detroit and North Las Vegas, for instance, both experienced record foreclosure rates in the past few years. Yet a blanket approach is not likely to be successful in addressing the problem in both places. Detroit’s problem with foreclosure is attributed to a flailing manufacturing sector and job loss. North Las Vegas’ problem with foreclosure, on the other hand, lies with the fallout from subprime mortgage lending. By revisiting the boomburb framework, planners and policymakers will have a baseline to determine peer cities to tailor and target planning solutions that are more appropriate to these nontraditional urban spaces.

References
Gentrification is more generally defined as the renewal or rebuilding accompanying the influx of middle class or more affluent people into deteriorating areas that often results in the displacement of poorer residents. According to The New Urban Paradigm, gentrification is a type of revitalization that is a common issue in urbanized nations around the world. With such a purpose in mind revitalization efforts have been inspired by local business owners and civic leaders alike to improve economic climate in various cities. Many cities have undergone many redevelopment processes in order to revitalize a less desirable city. Whether used directly or indirectly, gentrification has taking place in efforts to revitalize cities across the country such as Harlem, Chicago, and Atlanta.

Over all gentrification is a complex process with both positive and negative effects and various definitions, including one that is synonymous with the revitalization of a community. The definition used in this research closely parallels that of The Brookings Institution Center on Urban and Metropolitan Policy, which defines gentrification as a process in which higher socioeconomic households move into a neighborhood causing the non-voluntary displacement of lower socioeconomic households resulting in a change in the culture of the community. More specifically, this research will explore the validity of the common belief that the Lesbian, Gay, Bisexual and Transgender (LGBT) community is one of the driving forces of revitalization efforts by examining the role of the community in the revitalization of communities throughout the country.

With the use of a case study the researcher examines the variable of property values in revitalized communities. This variable will be examined where there is both an increase and decrease of the Lesbian, Gay, Bisexual, and Transgendered Community in order to examine whether this community acts as a catalyst to revitalized neighborhoods in the selected communities throughout the country. In this study the qualitative design is understood to be a means for exploring and understanding the meaning individuals or group ascribe to a social or human problem (Creswell 2009). This method of research is more focused on the interpretations of observations in order to discover the underlying meanings or themes to the relationships between the planning revitalization tool of revitalization and the selected communities throughout the country. According to Baxter and Jack (2008), this ensures that the issue is not explored through one lens, but rather a variety of lenses which allows for multiple facets of the phenomenon to be revealed and understood. The anticipated outcome will be that the Lesbian, Gay, Bisexual, and Transgendered Community acts as a catalyst in study area and has a positive change on property values in the area.

References
SCALING-UP FAITH-BASED ENGAGEMENT: CROSS-SECTOR PARTNERSHIPS

Abstract System ID#: 5031
Individual Paper

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As new catalysts for community and economic development projects are sought, the historical role of African American churches as a driver of community and economic development has been brought to the forefront. African American churches have been the bedrock of the African American community since slavery and during Reconstruction, many African American churches founded what are now Historically Black Colleges and Universities (HBCUs). These same institutions were credited with developing businesses that tailored to the African American clientele. Building on this legacy, this project specifically focused on the community and economic development activities of small to mid-sized African American churches engaged in partnerships with secular institutions: Case 1: Ministers for Education and Economic Development (MEED) partnered with the Bankers’ Council and J. J. Workforce Development to create a financial education and workforce development initiative covering the south suburbs of Chicago; Case 2: African American Baptist Church (AABC) partnered with Fighting Against Hunger (FAH) to deliver fresh produce to Chicago’s south suburban communities; Case 3: Saints of Old Christian School working without a partner to provide K-12th grade Christian education to families in the Chicagoland area. Through participant observation of partnership meetings, interviews with partnership stakeholders, and examination of secondary data (i.e., development proposals, budgets, contracts, etc.) this research was able to answer the question: How and why do local faith-based partnerships form around community development activities?

Using Grounded Theory, this study has concluded that faith-based partnerships form when a number of conditions are met: (1) Identifiable crisis in the community (external motivation); (2) Members of the organizations connect personally to the community issue (internal motivation); (3) Organizations perceive the crisis to fall under the preview of their organizations mission; (4) the church has a social mission theology; (5) organizations perceptions about partnerships are positive; and (6) the presence of a partnership initiator. This study highlight the most salient factors that affect the development of these partnerships and suggests policy implications for successfully developing more faith-based partnerships.

References


RESIDENT RETENTION VS. SOCIAL CAPITAL: EXAMINING CONFLICTING INTERESTS IN A MIXED-INCOME COMMUNITY

Abstract System ID#: 5049
Individual Paper

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Public/private mixed-income housing is intended to alleviate neighborhood-scale problems and improve subsidized individuals’ circumstances. However, the public and private interests represent polar opposites. Housing authorities hope to improve the fate of public housing residents while private developers desire to increase retention rates of market-rate residents. For both groups, community social capital must be achieved. The shift toward mixed-income housing in inner cities has created scores of studies on the role of urban housing policy and expected outcomes for lower-income families assisted through HUD programs such as HOPE VI and Choice Neighborhoods. Many debates focus upon the fate of public housing residents who are believed to lose social networks as a result of the displacement that occurs during the HOPE VI redevelopment process. In theory, any loss of social capital among public housing residents is mitigated by the incorporation of working- and middle-class families who are to help create positive outcomes for public housing families by modeling work ethics, sharing resources, transferring mainstream values, and steadying neighborhood businesses (Popkin, Levy, and Buron 2009; Wilson 1987). The question is whether or not market-rate residents are willing to participate in this process? Through participant observation and semi-structured interviews with 45 residents in a New Orleans HOPE VI community, I delved into market-rate residents’ motivations and the processes that they develop which shape the quality of neighbor interaction. Understanding their roles along with analyzing the barriers and mechanisms that facilitate neighbor interaction among residents of different housing tenure is critical to building a sense of community.

Consistent with previous HOPE VI studies, I concluded that cross-class interaction in HOPE VI developments is infrequent (Chaskin and Joseph 2010; Graves 2010; Tach 2009; Kleit 2005). This is cause for concern given the connection between neighborhood belonging and increased social capital which creates neighborhood solidarity, deters crime, and effectuates better public service provision (Campbell et al. 2010; Wilson 1987; Putnam 1994). My research found that market-rate respondents move into the development without knowledge of the neighborhood’s composition or social goals. The lack of resident buy-in combined with several additional structural barriers under the control of management undermine the fostering of neighbor interaction. The outcomes include high turnover among market-rate tenants and delaying the full integration of the community. In this community, resident attrition is counterproductive to achieving positive neighborhood effects for subsidized residents.

References

Abstract Index #: 329
LEARNING PLACES: INFORMAL PRACTICES AND HOUSING POLICY IN SãO PAULO, BRAZIL
Abstract System ID#: 5057
Individual Paper

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Drawing from the experience of the São Francisco and Arvore São Tomas favelas, this paper will explore how partnerships between informal, community-based educational initiatives in favelas and municipal housing policy might improve access to education for disadvantaged youth. Specifically, this paper explores how informal educational initiatives re-frame education and in what ways they might they be integrated into the policies and projects of the Urbanization of Favelas program of the Secretary of Habitation for the City of São Paulo (SEHAB).
Mass urbanization and peripheralization have created many problems for poor Brazilian citizens, one of which is access to education for school-aged children who live in favelas. The government’s response thus far has been the construction of schools, which has done little to improve performance or adapt to the social and spatial conditions that characterize favelas (Paiva 2009). In compensation, informal educational initiatives that are organized and implemented by community members in favelas have filled gaps left behind by the formal educational system.

Informal educational initiatives function after the four-hour public school day and on weekends, are shaped by the application of community “know how,” and have a high capacity to adapt to changing community requirements (Dewey 1934, Teixeira 1968). Informal educational initiatives provide a safe, local outlet for learning, rely on community knowledge, appropriate the physical grain of favelas, and teach life skills during time when kids would otherwise be on the street. Informal educational initiatives can be considered, then, forms of resistance to perceptions of the poor as incapable and favela spaces as inactive (Simone 2008). Finally, informal educational initiatives identify communities as collectively responsible for the education of their children and thus liberated from the limits of formal educational systems (Freire 1970).

However, even though informal educational initiatives fill significant spatial, temporal, social, and pedagogical gaps from within favelas, they are not included as partners in the largely expert-driven solutions aimed at solving the problem of education for children who live in favelas. Given that housing policy and projects of the São Paulo SEHAB have partially solved housing problems emergent from mass urbanization through the integration of informal practices, I will explore how it might to the same for education.

To conceptualize the question of how informal educational initiatives in favelas re-frame education and what integration into housing policies and projects might look like, this paper is theoretically situated within the pragmatist tradition of John Dewey and Brazilian pedagogue Anísio Teixeira, the critical pedagogical position of Paulo Freire, and the insurgent planning work of AbdouMaliq Simone.

Further, the paper will utilize data collected from Fulbright fieldwork between 2008 and 2010 and my most recent pre-dissertation fieldwork undertaken between May 2011 and Jan 2012 in São Paulo. My fieldwork employed a mixed-methods, ethnographic approach to three case studies: the Arvore São Tomas, São Francisco, and Cantinho do Ceú favelas.

The relevance of this paper is three-fold. First, it documents how informal practices have shaped housing policy over time. Second, it identifies how multiple knowledges from communities and governments might come together around the common cause of improving education for disadvantaged youth. Third, it presents a preliminary framework for assessing the built and social conditions that relate to education in favelas, a tool that could be useful for policy and community development projects.

References

Abstract Index #: 330
NO PLACE FOR PLANNING? NEIGHBOURHOOD RENEWAL IN TORONTO'S HIGHRISE SUBURBS
Abstract System ID#: 5064
Pre-organized Paper Session (Symposium) “Completing Suburban Communities?”

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More than 1,100 highrise apartment buildings were built in the city of Toronto from the 1950s - 80s, many of them in suburban districts. Since the collapse of new social housing construction in Ontario in the mid-1990s, this rental housing stock – now aging and in need of major upgrades – has come to play a crucial role as affordable housing in an expensive market. In that regard recent studies of socio-spatial polarization in Toronto note the increasing impoverishment of suburban apartment residents (Hulchanski, 2007; United Way, 2011). The City has responded to this situation with a program called Tower Renewal, the initial focus of which was physical improvements to mechanical systems and building envelopes in the interest of energy efficiency but which was subsequently expanded to include community renewal. Discussions between landlords, social service agencies and the Tower Renewal office have considered the possibility of bringing new services and amenities to the suburban tower neighbourhoods, as well as the potential for infilling their tower-in-the-park sites with new housing. Thus far, the challenge appears to be connecting disparate actors in a way that leads to the actual implementation of an agreed program of neighbourhood revitalization. While planners might be expected to play a lead coordinating role, they have in fact been largely absent from these discussions. Their non-participation in neighbourhood renewal in Toronto’s aging highrise suburbs is considered in this paper as a reflection of evolving concepts of revitalization as well as shifts in the processes and priorities of urban planning.

References

Abstract Index #: 331
DEEPENING THEIR ROOTS: THE URBAN STRUGGLE FOR ECONOMIC, ENVIRONMENTAL, AND SOCIAL JUSTICE
Abstract System ID#: 5077
Roundtable or Informal Discussion Session

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Deepening Their Roots: The Urban Struggle for Economic, Environmental, and Social Justice explores how residents of once neglected urban communities are standing up to city economic development agencies, influential real estate developers, universities, and others to remain in their neighborhoods, protect their interests, and transform their communities into sustainable healthy communities (defined as economically strong, environmentally clean, and socially just communities). These communities are deploying new strategies that diverge from the past struggles over urban renewal. Instead of fighting to stop development and economic change, these communities are struggling to be a part of the new economic and social transformation taking place in strong-market cities. They are doing this by implementing innovative place-based community development efforts such as negotiating community benefits agreements (CBAs), placing pressure on cities to tie development to community outcomes through redevelopment agencies, and working with nonprofit community-based organizations to form land trusts and housing cooperatives for low-income residents. In order to be sure that communities are able to gain benefits and implement them, residents have formed broad-based community coalitions with entities such as environmental and social justice organizations, community development corporations, community organizers, faith based organizations, and labor unions.

Deepening Their Roots analyzes how low-income vulnerable residents in four cities—Boston, New York City (Brooklyn), San Francisco, and Washington, D.C. are digging in to stop being displaced and challenging large development projects by mobilizing at the grassroots level and building their political power to demand benefits for the community. My research is based on case study analysis in which I use interviews, participant observation, secondary documents, and government data to conduct an in-depth analysis of four low-income/mixed-income communities in Boston, New York, San Francisco, and Washington, DC.

Abstract Index #: 332
HOME AS A PSYCHOLOGICAL CONCEPTUAL LENS TO UNDERSTAND HOW PEOPLE EXPERIENCE PLANNING

Abstract System ID#: 5097
Pre-organized Paper Session (Symposium) “Home Spaces, Session I”

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People’s meanings of home are imbued with personal, emotional and social experiences. This psychological concept is not a part of processes involved in housing and urban development. It is an individual level experience that is not quantifiable and cannot be easily translated into this technocratic realm. Understanding residents’ meanings of home, however, does serve as a viable conceptual lens to understand how they experience programs and plans that housing related professionals implement. The impetus for this research was the researcher’s argument that planners, designers, and housing policy-makers need to understand people’s meanings of home in order to make better informed decisions about residents’ quality of life.

This paper will focus on how the original micro-level search for key actors’ meanings of home is yielding emerging theory about the experience of urban development on a larger scale. By attempting to understand key actors’ (i.e. residents and housing professionals) meanings of home, the concept of convivencia (social co-existence) emerged as a central theme that embraces elements of people’s experiences as they live in social housing and work towards its development. The issues and problems with which both residents and housing professionals contend are related to the social relationships, expectations, and problems that occur within the spaces of the home, residential complexes, neighborhood and city. In other words, by interpreting people’s narratives about the highly personal and small scaled notion of home, and by extension, neighborhood, it is possible to understand larger scaled planning processes.

Residents of the communities created by Metrovivienda in Bogotá, Colombia’s largest land bank and affordable housing agency, are mostly homeowners. These homeowners, however, still have to navigate through intersecting community problems of poverty, unemployment, drug addiction and crime in their daily lives. Additionally, as new homeowners, they must also become accustomed to the new cultural and social norms of dwelling in spaces that are modernizing, along with expectations of communal responsibilities and participatory governance. Equally as important are the values that families require to create a supportive and safe habitat for their children to grow up as law-abiding citizens. The factors involved in living in poverty simultaneously intermix with the transition into formal living spaces and become integral to their experiences of convivencia. Housing-related professionals work in the business of simultaneously promoting this formalization of territory and its associated social practices while making strained attempts to cope with residents’ issues.

Utilizing the interdisciplinary perspective of environmental psychology culled from the social sciences, architecture and urban planning literatures, this in-progress dissertation study is based on a field-based qualitative case study of one of Bogotá’s state-organized social housing initiatives. Influenced by post-modernist epistemological practices, planning and housing research have begun to embrace this ‘narrative turn’ to understand practice through stories and rhetoric (Sandercock & Attili, 2010). A point to be discussed is that although this research was undertaken internationally, a similar approach can be used anywhere. Data was collected via the methods of in-depth narrative interviews, participant observations, a focus group, and document research.

References

4. Sanín Santamaría, J. D. (2008). Hogar en tránsito: apropiaciones de interés social (vis) y reconfiguraciones del sentido de hogar, (Home in transit: appropriations of social housing and reconfigurations of the meaning of
Students from low-income families are far less likely to obtain a college education than wealthier students. Only 60% of high school graduates in the bottom income quartile enroll in postsecondary institutions, compared to almost 90% of students in the top income quartile (Ellwood and Kane 2000). The income gap in educational attainment contributes to economic inequality and urban decline (Benabou 1994).

Previous work indicates that access to information plays an important role in the college attainment gap. Students with higher levels of information and guidance from high school counselors are more likely to enroll in college than other students (e.g. Corwin et al. 2004). In response, government and nonprofit organizations have established programs to raise college awareness in low-income communities (Bergerson 2009). However, little research has studied the ways that low-income students respond to college information.

Using qualitative methods, I examine: 1) what types of information high school students receive about college, 2) how they use this information, and 3) how housing location affects students’ awareness of postsecondary education opportunities. I conduct 30 semi-structured interviews with high school seniors, guidance counselors, and staff at college awareness programs. Participants are selected from urban public high schools that serve low-income communities in Boston and surrounding neighborhoods.

The results reveal that students attending low-income schools have strong postsecondary aspirations and high levels of college information. However, use of this information is constrained by students’ limited knowledge of their academic performance. Further, student interest in attending specific colleges is influenced by the geographic proximity of these institutions, regardless of admission standards.

The results suggest that urban planning can influence college awareness and enrollment by leveraging the relationship between housing and college locations. The findings have implications for urban development given that the proportion of college educated residents is strongly associated with city growth (Glaeser and Saiz 2004).

References
According to the somewhat fantastical The Buell Hypothesis, “Suburbs are Cities” (Martin, et al, 2011); the Hypothesis puts forth the idea that the current need for suburban revitalization be analogous to the late 20th century need for urban revitalization efforts on a different kind of neighborhood scale. A neighborhood can be defined as a “personal arena, a social community, a physical place, a political economy, and an entity within larger surroundings (the city and metropolitan region)” (Keating, et al, 1996). Adapting these characteristics to a suburban scale is necessary to understand how to address current housing abandonment and decline in suburban communities. Given the recent drop in home values and commensurate rise of suburban poverty, revitalization efforts should meld an immediate triage approach with known best practices for longer-term (urban) neighborhood redevelopment that stress community based efforts. Adjusting these methods to the appropriate scale and for the particular issues that distressed suburbs face are key variables in their adaptation process.

This paper addresses the current issues of suburban neighborhood decline, with its emphasis on housing abandonment and foreclosure issues, and juxtaposes them with known issues around urban neighborhood decline. While the roots of each set of problems are very different the outcomes are similar: neighborhoods where housing abandonment can grow from a symptom of current economic conditions to a perpetuation of economic instability (Leinberger, 2008; Sternlieb and Burchell, 1973). Using a case study approach to compare assumptions about urban housing abandonment and emerging implications of suburban home foreclosure and abandonment, this study draws on an intersection of the Housing Abandonment, Neighborhood Revitalization, and Suburban Redevelopment literatures to apply the lessons learned regarding inner city neighborhoods and revitalization to pressing suburban disinvestment. Models of community development and public policy approaches to housing abandonment from the older cities of Detroit, MI, Camden, NJ, and Baltimore, MD will serve as the basis for creating sustainable communities from lower density developments in Riverside County, CA.

Struggling suburbs are not a new issue. Older inner ring suburbs saw noticeable decline in the 1990s, even as newer suburbs thrived and expanded (Department of Housing and Urban Development, 1999). The fact that newer suburbs have suffered the highest rates of foreclosure and abandonment in the more recent housing crisis, though, has given us pause, as we re-examine the basic premise of our continuing quest for green field development. Current propositions for suburban revitalization include a restructuring planning requirements and zoning codes to allow for new kinds of homeownership opportunities and an incremental increased density of development to reduce auto dependency and promote self-sufficiency (Dunham-Jones and Williamson, 2009). However, few of these ideas have been implemented as many suburban areas continue to languish due to a lack of funding or a stable tax base – the very same issues that plagued many urban neighborhoods in the 1980s and 1990s. Locally generated, place-specific design may not create an immediate impact, but have the capacity to create a more long-term sustainable solution.

References
Arts and culture have attracted much attention recently for their social and economic benefits. Research studies have taken diverse approaches toward analyzing arts and culture and their patterns in metropolitan regions. (Currid and Connely 2008; Lloyd 2002; Stern and Seifert 2010) Many mid-sized metros thrive in the arts and culture milieu and their qualities are acknowledged in popular literature, which recognizes that cities of different sizes play different roles. (Fultz 2011) However, academic research has primarily focused on the larger metropolitan regions and their core cities, or on regions associated with specific genres of arts and culture. (Currid and Connely 2008; Lloyd 2002; Markusen 2006; Stern and Seifert 2010) Smaller and mid-sized metropolitan areas have not been well studied in the past decade in the wave of research on arts, culture, and the creative city. With little analysis of smaller and mid-sized metros, it is not well understood if the patterns of arts and culture are similar for these regions and their core cities. More information is needed regarding the role of arts and cultural hot spots in the economic and social well-being of these smaller regions.

Using spatial statistical methods, we examine patterns of arts and culture and their relationship to ethnic diversity. This analysis utilizes a dataset of geocoded business entities located within the municipal boundaries of Salt Lake City, Utah. North American Industry Classification System (NAICS) codes are used to classify businesses and create a subset of arts and cultural entities. Entities are evaluated at census block level geography for clustering potential and their relationship to ethnic diversity. While hot spots of arts and culture emerged in several neighborhoods, preliminary results indicate that no significant relationship to ethnic diversity was found. These results suggest that at least in a mid-sized metropolitan region, especially one with a low level of ethnic diversity, the association between arts and culture, and ethnic diversity is weak.

References
A net-zero energy building (NZEB) is a highly energy-efficient residential or commercial building that, over the course of a year, uses renewable technology to produce as much energy as it consumes from the grid (Anderson, et al., 2004; Fernandez, Katipamula, Brambley, & Reddy, 2009; Holuj, 2010; Hoque, 2010; Torcellini, Pless, Lobato, & Hootman, 2010). Considering that buildings are our nation’s highest energy consuming and carbon-emitting sector, NZEBs play a vital role in reducing U.S. energy demand and greenhouse gas emissions (GHGs) (Holuj, 2010). Additionally, NZEBs can mean freedom from future energy prices, an annual cost of living reduction, and higher resale values as demand increases for high-efficiency homes.

This research is constructed around three questions: (1) What is the financial impact of retrofitting old homes to net zero energy homes? (2) Does net zero energy homes have a significant impact on housing affordability and home ownership? (3) Are their significant differences in tax revenue generated from net zero energy communities and communities with similar traditional energy consuming homes? Multivariate analyses will be conducted to create a predictive models using data collected. The predictive model will measure the financial impact of retrofitting older homes and communities to net zero energy homes.

Based on preliminary data analysis, ZNE homes produce not only enough annual energy to sustain the individual home consumption rate but also additional energy that is placed on the grid. This excess energy generates a credit from the local energy company to the homeowner. As homeowners realize each parcel of land affects the vitality of the community, shared goals between residents’ needs and investments will influence the financial asset of community development.

References

Abstract Index #: 337
MEASURING JUSTICE: TENSIONS BETWEEN INDICATOR-DRIVEN PLANNING AND EQUITY
Abstract System ID#: 5157
Individual Paper

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Despite a substantial literature undermining confidence in “rational planning” and historical examples of technocratic planning that often produced problematic social outcomes (i.e., urban renewal), there is currently a rising confidence in the scientific basis for decision-making in planning. The current resurgence of confidence in indicators as a tool for local planning decision making seems detached from research on the political way that information is often used in planning or of the way that social consensus has been built around the use of key indicators. The contemporary and historical context for the return to confidence in indicators and the predictive power of models for planning includes

a sense of urgency about climate change and the role of current forms of urbanization in these trends; 2) frustration with current public processes on the part of planners, developers, and the public; 3) lack of public confidence in the ability of public sector planning to effect positive change; and, 4) a convergence of interests between economic development planners, development community, and advocates of compact urban form. Yet in addition to the political challenges noted above, designing standard metrics for planning is impeded by the high variability in conditions across cities (weak v strong market, shrinking v growing, sunbelt v rustbelt, etc.), and the changing nature of the problems facing cities, making it difficult to derive algorithms from past research to apply to current conditions. Most critically, we argue, the push for standard metrics is often detached from the social context for local planning and thus often works to the detriment of locally specific and complex demands for equity in planning.

This paper focuses on the ways that the rising use of indicators impedes our ability to focus on actions likely to produce equitable outcomes. We build an argument for the inherent difficulty of linking equity indicators (often normative indicators of progress toward goals adopted through political processes) to indicators most often derived from evidence of relationships between urban form and travel behavior. We base our arguments about the challenges to integrating equity concerns into an indicators-based planning on a review of literature and current experience on a HUD sustainable communities project team focused on developing such metrics. We make three key arguments; 1) the ahistorical/atactic framing of information resulting from indicator-based planning is a poor match to the contextually/historically specific definitions of equity in individual cities; 2) there is a lack of empirically established relationships between key land use and transportation metrics and equity outcomes; 3) it is difficult to relate abstract, regionally scaled indicators to project level actions; and, 4) the emphasis on “return on investment” to cities reduces equity concerns to subsidy costs, and de-emphasizes harder to quantify social benefits.

We use a thought experiment to illustrate the inherent challenges to defining and addressing equity concerns through indicator-based planning. We focus on a hypothetical redevelopment planning process, targeting an existing low income community, to show what indicators are best able to capture and measure and what they are not. Finally, we discuss what strategies might be used to place such measures in context or account for our inability to quantify aspects essential to perceptions of fairness and quality of life for those residents most strongly affected by change. We conclude with recommendations for balancing the use of indicators with others forms of information and decision-making.

References

SOCIAL HOUSING PROVISION IN EUROPE: CRISIS AND OPPORTUNITY
Abstract System ID#: 5159
Individual Paper

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In all western and eastern European countries the future, purpose, and form of social housing are being questioned and re-examined. Within the re-examinations the central issue remains the long-standing 'subsidise properties or subsidise people' debate. Comparative studies indicate a renewed emphasis on the supply of social housing in a number of European countries and city-wide initiatives to encourage private and non-profit provision to minimise 'poverty trap' effects. In response to shortages of affordable housing and long waiting lists in large metropolitan areas, countries with unitary models and a strong social housing legacy have introduced a range of policy instruments to promote supply side responses.
The paper provides an overview of trends and processes of change affecting new social housing provision in Vienna, Amsterdam and Copenhagen. These cities are embedded in unitary national housing systems with sustained investment in new social housing provision, a robust range of private and non-profit housing providers, and a wide range of fiscal and regulatory instruments enhancing the competitive performance of the social housing sector. The research has two principal objectives:

i. To undertake a comparative analysis of recent housing policy measures and their impact on new social housing provision in these high growth metropolitan areas;

ii. To identify new models of social housing provision developed by private and non-profit housing providers in the context of mixed tenure, urban regeneration projects.

The research is informed by the convergence-divergence paradigm for comparative housing studies and advances the notion that European systems of social housing provision have become less similar over time with diverging experiences likely to accelerate in the future. The conceptual framework is designed to explore the relationship between housing policies and the system of new social housing provision. The emphasis is on the mix of housing policy instruments implemented in three major policy domains—fiscal, financial and regulatory—to promote the production of new social housing. The system of new social housing provision is examined as a dynamic process of interaction between public and private institutions defining housing policy outcomes. The outcomes are evaluated through a series of indicators related to housing quality; stability of investment and production; differentiation of rents; affordability and choice with a particular emphasis on the performance of major social housing developers in the context of mixed tenure, urban regeneration projects.

References


Track 6 - International Development Planning

Abstract Index #: 339
BUILT OUT: THE KOREAN CONSTRUCTION INDUSTRY'S SPATIAL FIX
Abstract System ID#: 4049
Individual Paper

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Korea's fabled rise from one of the world's poorest nations to one of the richest in a mere five decades is well known. One component of this growth has been massive, unceasing construction of housing and infrastructure, including the construction of entire cities de novo. But what happens when a country has built its cities? Domestic and international construction have served as cornerstones of Korea's economic growth, but in the last decade urbanization has slowed,
the population has stabilized, and a massive construction boom has left empty residential units throughout much of the country. As construction and design firms slip toward bankruptcy, the government and industry organizations have turned both inward and outward to sustain them. Domestic efforts have begun to focus on small-scale participatory redevelopment, while international efforts are focused on large-scale plant and residential projects. The latter are increasingly tied up with Korea's new commitment to overseas development assistance (ODA). This paper explores data collected by Korea's regional and central governments, trade groups, and private sector firms on, inter alia, construction starts, unsold apartments, ODA, and overseas projects. This will be combined with key informant interviews to examine the implications of market saturation in Korea's construction sector for the inward focused economic development of Korean cities and for the outward urban expansion into developing countries. The paper demonstrates that the Korean construction market is indeed saturated and that the robustness of profits and employment in the construction sector is increasingly dependent on the development of large-scale projects overseas. Together these findings support David Harvey's suggestion that capital is compelled by its own overaccumulation to seek a spatial fix, laying the foundation for a larger project that will examine the role of Korean new town construction in the growth of developing countries.

References


Abstract Index #: 340
THE GREAT URBAN TRANSFORMATION ALONG HIGHWAYS IN INDIA
Abstract System ID#: 4050
Pre-organized Paper Session (Symposium) “Beyond the City: Settlement Transition in Asia and its Challenges to Planning”

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Urbanization is no longer contained within the spatial limits of cities. Much of the urbanization, particularly in developing countries, is taking place along infrastructure corridors. These corridors cut across multiple cities and villages, and are larger in scale than the political jurisdiction of individual local governments. The transformation along these infrastructure corridors are fraught with contestations between real estate developers, industrialists, farmers and informal residents over the acquisition, consolidation and conversion of agricultural land into urban uses, and more broadly, the distribution of costs and benefits of the new corridor developments among these diverse, competing interests. Since traditional institutions, like urban and rural local governments, collapse in these trans-local territories of overlapping cities and villages, what are the new institutional arrangements that can effectively manage these large-scale, emergent transformations?

This paper investigates new hybrid institutions – like land cooperatives - that are emerging on the ground to manage land consolidations at this regional, i.e. corridor, scale. The land consolidations along the Pune-Nashik highway in West India are regulated by farmer-owned land cooperatives. Cooperatives are regional institutions, i.e. they are at an intermediate scale between decentralized local governments and centralized sub-national governments. They are hybrid, i.e. they lie somewhere between the pure state and the pure market. Through a close examination of the land cooperatives along the Pune-Nashik corridor, this paper challenges the inadequacy of our existing spatial limits of the urban v. rural, and argues for new spatial divisions and hybrid institutions that are reflective of the complex urban transformations unfolding on the ground. Institutions like the land cooperatives merit attention both because our current institutional frameworks of the state v. market do not adequately capture them, and because they open up alternative possibilities for managing emergent forms of regional transformations.

References


Abstract Index #: 341

STAKEHOLDER COORDINATION IN TOD-BASED STATION-AREA REDEVELOPMENT: LESSONS FROM TOKYO FOR JAKARTA

Abstract System ID#: 4067
Individual Paper

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A capital city of one of the most rapid growing developing country in Southeast Asia, Jakarta faces the typical problem other developing cities face. Rapid urbanization and population growth, which concentration is higher in the metropolitan region compared to the city core, exist together with the high level of daily commuting and mobilization inside the metropolitan region. On the other hand, the spatial growth of Jakarta, which has been following the development of road and toll network, has not been supported with adequate public transportation network and service. Public transportation modes account for only 2 percent of the whole modes, despite serving 49.7 percent of the total trips. The lost by heavy traffic congestion accounts 12.8 trillion rupiahs per year, including time lost, fuel cost, health cost, not forget to mention the high level of air pollution. Jakarta is facing a tendency of saturation, as the number of vehicle grows unparalleled with the 0.01 percent year road growth ratio, predicted to be totally traffic congested in 2014. Jakarta is heading to be a very unsustainable low-quality-of-life capital city if no immediate countermeasures are to be taken.

In order to overcome the problems, the national and provincial government have plans to enhance the public transportation network and service implementation. The Trans Jakarta Bus Rapid Transit (BRT) system operation has started in 2004 and currently operating 10 corridors around the city. There are also plans for Jakarta Mass Rapid Transit (MRT) and an airport train. On the upcoming Jakarta master plan of 2030, the concept of Transit-Oriented Development (TOD) is brought up as the development concept in station areas.

This paper aims to offer contribution from another dimension as experiences show that transportation planning alone is not enough to ensure the success of TOD. Developing TOD in a developed city structure differs from developing TOD from scratch in a newly opened land. There are issues of redevelopment and it is vital to shape land uses at station areas in order to be able to support the sustainability of the service and the quality of life of the city. This requires good coordination and collaboration among both existing and potential stakeholders for station-area redevelopment.

Very limited literature have been conducted on TOD in Jakarta since the development concept is relatively new for Indonesia. Most of the researches on TOD-based station-area development are conducted on US cities, cities of other developed countries such as Japan, China, and Latin America. This study aims to contribute on the implementation of TOD in Jakarta by answering how stakeholders shall coordinate and collaborate in order to a TOD-based station-area redevelopment in Jakarta to be established.

Japan is famous for being a successful case where both public sectors and private sectors have important role in TOD planning and station area redevelopment. Community-based movements, or better known as machizukuri, in some cases also have important role in shaping the station-area. Tokyo’s models of stakeholder role and coordination in station-area redevelopment are studied in order to lessons be taken for Jakarta case.
Even though it can be well understood that each city including Jakarta has its own typical stakeholder form for station-area redevelopment, it is hoped that private sector in Jakarta can hold a more active role in station-area redevelopment in the future.

References

Abstract Index #: 342
TERRITORIAL ADMINISTRATIVE RESTRUCTURING AS “URBAN COLONISATION”: THE CASE OF PERIURBAN HANOI, VIETNAM
Abstract System ID#: 4079
Pre-organized Paper Session (Symposium) “Beyond the City: Settlement Transition in Asia and its Challenges to Planning”

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This paper analyzes territorial administrative restructuring in the context of the greater region of Hanoi, Vietnam. It explores this governing strategy which seeks to shape the periurbanization process through the designation of new urban administrative districts (quan) and neighbourhoods (phuong) in formerly rural areas.

The research is based on the case of five rural communes (xa) which, together, form a cross-section through time (they changed status between 1997 and 2008) and space (from the near urban periphery to the outer-edge of the province of Hanoi). The paper seeks to understand the motives underlying the political decision to shift (or not) specific parts of the periurban territory into the administratively urban world, the process through which this shift happens, and its impacts on local populations.

The discussion contrasts the official policies ruling territorial administrative restructuring in Vietnam with their actual implementation in the region of Hanoi. We look at the degree to which local changes/ameliorations prescribed in regulations governing the shift from rural-to-urban status (infrastructural upgrades, public services/amenities provision, reforms of the administrative and security apparatus) are implemented in the five selected cases. We further review other, less tangible effects of the administrative restructuring process on local populations with regard, for instance, to political representation, identity transformations, land values, and modalities of expropriation in the context of large-scale land redevelopment projects.

Our analysis suggests that urban administrative restructurings at the periphery of Hanoi foster a form of “urban colonisation” of rural territories. In this particular context, we observe an incursion of political and economic actors, forces, and rules that seek to transform formerly rural territories, their populations and their economies into the modern, civilized, and ordered society imagined by the Party-state. We acknowledge that the administrative restructuring process can bring much needed financial and human resources in periurban zones and thus contribute to mitigate problems emerging from a rapid but largely uncoordinated, endogenous economic development. At the same time, we find that in its current application, this territorial governing strategy erodes the socio-political economy that allowed economic development to happen at the periphery of Hanoi and that it facilitates the appropriation, by outsiders, of local resources (especially land) on which this development still depends.

Abstract Index #: 343
LAND DISPOSSESSION AND DISPLACEMENT
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The large-scale dispossession of people from their land through urban redevelopment and infrastructure projects is a phenomenon of global scope, and is a significant planning issue of our time. In China alone, Hsing (2010) estimates that more than 50 million people were displaced through urban redevelopment in the late 1990s and early 2000s. Dispossession occurs through multiple modalities, and government agencies often play a central role in these processes, for example through the sale of state land to private developers, the evictions of settlements along the right of way of roads, railroad tracks, or rivers, or through the use of land acquisition legislation to take land for urban redevelopment. The use of state power in this way has been extremely controversial in many instances, and has in some cases led to significant political conflict.

The role of government in these processes raises the issues of the function of urban planning in land dispossession, and the implications of land dispossession for the field. This roundtable will explore these issues by bringing together scholars who work on issues related to dispossession in different regions—China, Southeast Asia, India, and Africa. What stances have planners taken where urban redevelopment has led to large scale displacement, and what roles have they played in either facilitating or resisting this displacement? How does the phenomenon of large scale dispossession shape the context in which other planning interventions take place, for example in the areas of housing, resettlement, urban design, infrastructure development and others? How is dispossession impacting the politics of planning?

References

CHONGQING LIANGJIANG NEW DEVELOPMENT AREA: LATECOMER ADVANTAGES & CONSTRAINTS
Abstract System ID#: 4115
Pre-organized Paper Session (Symposium) “IACP Session: Urbanization Dynamics in China”

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The national government has designated Chongqing’s Liangjiang New Area as the third national level special development zone, after Pudong in Shanghai and Binhai in Tianjin. Like these other two zones, Liangjiang New Area plays a national strategic role by catalyzing economic development, in this case, in Western China. While the New Area has been granted many of the same national support and preferential policies as Pudong and Binhai, it also differs in significant ways from these predecessors. The Chongqing government has experimented with and adapted the approach based on hindsight and Chongqing’s late mover position. This paper will focus on four key distinctions and their implications for Chongqing’s future spatial and economic development:

(i) The flying geese / late comer position in terms of its investment orientation and location
(ii) More decentralized planning authority in the zone
(iii) The incorporation of existing urbanized areas within the zone
(iv) Experimental social development policies to accelerate the urbanization rate within the zone.
This research is based on a comparative review of the Pudong case, and builds on extensive research by a team that included the author and several professors and researchers from two North American Universities and the Chinese Academy of Science related to development strategy for one part of this zone conducted in late 2011. Data analysis is based on municipal statistical analysis, interviews with government officials, the zone management company, observations, and spatial mapping and analysis of activities in and around the zone.

References

Abstract Index #: 345
CHINA'S URBANIZATION AND THE URBAN PLANNING PROFESSION
Abstract System ID#: 4121
Pre-organized Paper Session (Symposium) “IACP Session: Urbanization Dynamics in China”

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China’s urbanization has four notable characteristics: the huge size, a fluctuating trajectory, rapid growth since the 1980s, and an uneven distribution pattern. The rapid increase of urban population and urbanized land has challenged a sustainable and balanced development in the future. The research analyzes China’s urbanization process, the conversion of farm land for urban uses in particular, the impact of land-leasing revenue to local leaders, and discusses the role of the urban planning profession in the urbanization process, concludes with lessons learned from the China case to other developing countries.

References

Abstract Index #: 346
URBAN PLANNING AS A PROPERTY RIGHT: CHINA'S EXPERIMENTS IN VILLAGE PLANNING
Abstract System ID#: 4196
Pre-organized Paper Session (Symposium) “Beyond the City: Settlement Transition in Asia and its Challenges to Planning”

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With the widespread implementation of urban-rural integrated planning (chengxiang tongchou), China's municipal urban planning bureaus have been faced with the challenge of extending China's urban planning regime to an expansive rural hinterland. Perhaps most prominent has been the question of rural property rights. Whereas state ownership of urban land undergirds the authority of the municipal planning bureau in urban areas, the collective ownership of rural land and villagers' use rights for individual parcels complicate any effort to enforce rationalized planning and design from above.

Based on ethnographic research conducted in 2011 and 2012, this paper analyzes recent efforts to navigate this complexity in Chongqing and Chengdu, the metropoles of China's largely rural west. While the two municipalities have pursued markedly different strategies in bringing urban planning to periurban villages, their efforts are based on a common, emergent conceptualization of urban planning as a property right distinct from ownership, disposal, use, etc. This interpretation builds on both a Demsetzian theorization of property rights as a "bundle of rights" and on China's historical layering of property rights claims.
In Chengdu, efforts have emphasized villager participation, requiring villagers' unanimous approval of new village plans. Chongqing, on the other hand, has emphasized intergovernmental negotiation between the municipality and the village collective. Meanwhile, individual villagers have been encouraged to forego their property rights in exchange for urban registration. In addition, Chongqing has made fine distinctions between urban planning and other types of property rights. One village, for instance, has been divided into three zones, each with a different combination of rights to ownership, use, and planning. All of these tendencies point to the emergence of planning as a property right that can be asserted by villagers and village collectives but that can also be alienated and co-opted by municipalities.

Since being designated by the central state as experimental areas for urban-rural integrated planning in 2007, Chongqing and Chengdu have become increasingly important for understanding the future of China's urban development. These cases, however, are also significant for planning internationally. Throughout the world, residents, homeowners, and renters have struggled to influence and control urban planning processes that are often dominated by negotiations between municipalities and real estate developers. Conceiving of urban planning as a property right provides a potential new platform for public participation in planning, as well as claims to the "right to the city".

References

Abstract Index #: 347
CHALLENGING GROWTH IN MIREBALAIS: HOW PLANNING IDEAS ACTUALLY DEVELOP IN POST-EARTHQUAKE HAITI
Abstract System ID#: 4212
Individual Paper

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Media coverage of Haiti’s post-earthquake reconstruction efforts paints a damning picture of planning efforts in that country. Over two years after the quake that destroyed the capital city and its environs, thousands of people still live in tent cities and there are few large scale projects of note. Worse yet, the bulk of the reconstruction appears to be driven by individual households or firms which rely on pre-earthquake planning and construction techniques. Planning less vulnerable communities and cities in Haiti is challenging because there are few incentives for actors to cooperate and regulate the forces that determine land uses and the quality of the built form, this includes the international community that imports and implants planning ideas from abroad. This paper presents preliminary findings from a case study of collaborative planning for growth management in Haiti’s Central Plateau, the Mirebalais Planning Initiative (MPI). While not directly related to post-earthquake reconstruction efforts in Haiti, the MPI is informed by the planning lessons of the January 2010 earthquake that destroyed the capital city and killed hundreds of thousands.

Thanks to local and foreign forces, growth management and planning are being discussed and practiced for the first time in a municipal environment traditionally hostile to regulation. Based on participant observations of the MPI, this case study helps answer two questions relevant to planning practice and theory: under what conditions do major actors converge to plan and regulate growth? And how are international urban policies translated and grounded in a context traditionally hostile to both foreign ideas and the very notion of planning? Although in its infancy, the Mirebalais Planning Initiative provides lessons on the ways local officials, domestic and foreign universities, international donors and a major public health organization have attempted to shift individualistic forms of planning to collective ones by loosening both desires to control resources and narrow notions of good knowledge and ‘best practices’.
This paper addresses how planners, policy-makers and politicians in the global South have addressed lesbian, gay, bisexual, and transgender (LGBT) livelihoods, needs, and rights in the context of economic development. Specifically, I hypothesize that as state planners continue to rely upon a heteronormative understanding of “the family” in their policy frameworks, non-normative individuals will continue to remain “invisible” and/or stigmatized in local and national development processes, further contributing to their economic, social and political marginalization. Drawing from the emergent field of sexuality and development studies (Cornwall et al. 2008; Lind 2010) and queer studies of planning (Doan 2011), this work addresses the pivotal role played by state planners in literally and figuratively shaping family survival in contexts of poverty and inequality. This research is based on qualitative fieldwork conducted in Ecuador in 2007, 2008 and 2012, and is complemented by interviews with individuals who work in international development institutions. Given the largely neglected scholarship on queer studies in planning education and scholarship, this paper contributes to recent debates on the role of heteronormativity, or the naturalizing of heterosexual family forms over all others, in reinforcing biases in planning and development frameworks that have very real, material consequences for people’s lives and livelihoods (Lind 2009). It also puts into question the long-held assumption among many development practitioners that issues of sexuality are “secondary” to the “real bread and butter issues” and as such are not a “matter of survival.” On the contrary, as I argue in this paper, individuals’ and families’ statuses as non-normative often maintain their invisibility and/or marginalization in discussions of poverty, a fact that is reproduced through economic and social policy frameworks and processes (Gosine 2011).

Ecuador is an interesting case study to examine this process: Having shifted to a socialist-inspired, “post-neoliberal” form of development in 2007, the administration of President Rafael Correa has launched a new “National Plan for Living Well” (Plan Nacional del Buen Vivir) which directly challenges previous forms of neoliberal development. With a general goal of inclusivity and economic redistribution in mind, his economic advisors aim to create a “solidarity economy” that accounts for various kinds of labor not traditionally accounted for in national development agendas. On one hand, his administration has brought to the fore the idea that the family matters: The new 2008 Constitution now defines “the family” as “diverse”, and the legal definition of “the family” no longer relies upon kinship or blood relations but rather on an “alternative logic.” This constitutional language was introduced by LGBT and migrants’ rights activists (Herrera 2011), and sets a basis for rethinking how diverse families are affected by and contribute to the national economy, as laid out in the 2009-2013 National Plan for Living Well. In this paper I address this case study as a way to understand how heteronormativity shapes national development planning, and how in this instance the Correa administration has attempted to challenge heteronormative family norms in law and policy. I draw out the contradictions of this process for broader debates concerning development in the global South, anti-poverty policies, and sexual rights and global governance.
References

DEFINING DEMAND PRIORITIES: LOCAL DEVELOPMENT AND NONLOCAL MARKETS
Abstract System ID#: 4250
Pre-organized Paper Session (Symposium) “Defining Demand Priorities”

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This panel focuses on two important gaps in planning practice and theory. First, it addresses the question of relative focus on processes versus outcomes. Increasing regional and transnational linkages are changing the scope and very nature of economic development planning. Subsidizing local production may reinforce economic development and industry growth, but this may also entail expanding into markets with contrary interests that reshape firm priorities and in turn generate unexpected local effects. Thus, the relationship between incentives (process) and local economic benefits (outcomes) is increasingly complex and indirect. We contend that planners should be at the forefront of crafting plans and policies that reconcile the oftentimes contradictory interests associated with the activities of particular economic sectors and broader social gains. In particular, planners must engage more actively in defining demand priorities associated with fostering local economic activity as well as meeting local needs for increased social welfare provision.

Second, this panel seeks to bridge the gap between economic-development planning and the broader question of human development in terms of health, security in housing and livelihoods, and gender equity. The four papers here are drawn from South Korea, Afghanistan, India, and Colombia and analyze ways in which planners can mediate the contradictory interests of multiple demand priorities at the local level by considering three core issues: market relations, demand, and the specific character of individual economic activities. Shaping market relations and demand may include: setting urban targets in conjunction with local community interests and producers alike, working across policy and planning scales to ensure a closer alignment of priorities, working more directly to determine subsidies or incentives, ensuring that gains to firms contribute to beneficial local outcomes, and shaping citizen preferences. How can planners shift the scale of their strategies to extract more beneficial outcomes for local residents? This discussion has implications for how planners approach both international development pedagogy and planning theory itself.

PLANNING BEIRUT: TRANSNATIONAL CIRCULATIONS OF RELIGIOUS-POLITICAL ORGANIZATIONS
Abstract System ID#: 4281
Individual Paper

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This paper examines the transnational circulations of capital and real estate networks operated by religious-political organization, particularly the Maronite Church and Hezbollah, in their battles over the urban planning, zoning, and development of Beirut’s peripheries. Large-scale real-estate development projects, developed on land mostly owned by Lebanese who migrated to Africa, Australia, and the Americas before or during the civil war (1975-1990) and with diasporic capital, have been “filling in the blanks” in what used to be mostly agricultural land. These large scale
construction projects are not just products of the demands and supplies of the real estate market, but are also contested geographies in the spatial production of sectarian differences in Beirut. Religious-political organizations use urban planning, zoning, and buildings laws to battle over these housing expansions of the “religious” other. Based on interviews and archival research, this paper examines how global and transnational circulations of real-estate and finance and political ideologies of the Lebanese diaspora in cities like Washington DC, São Paulo, and Sydney shape Beirut’s contested peripheries. It highlights the making of property capital circuits by actors like Hezbollah and the Church that many debates tend to locate “outside” the capitalist order (whether celebrated or condemned). At the same time, the study elucidates how such transactions are defined by discourses of religious and sectarian differences with significant implications on conflict and displacement unfolding in Beirut’s peripheries. This paper seeks to re-conceptualize the normative north-south and center-periphery mappings of cities (Sassen, 1991) in two ways. It will show (1) how the real-estate markets and urban planning experiments in Beirut’s southern peripheries -rather than that of its financial center- are shaped by the global real-estate markets of São Paulo, Sydney, and Washington DC through constructions of religious and national identities; and (2) that the transnational networks of finance and real-estate shape spaces in cities in the Global South and the Global North not only through capitalist aspirations, but also through practices, linkages, and networks that are intimately entangled with religious, ethnic, and nationalist ideologies, further contributing to the production of uneven geographies (Yiftachel, 2009). By analyzing complex hybrid urban actors - like Hezbollah or the Maronite Church- not simply as local, bounded actors, but also as embedded in global circulations of finance, real-estate, aid, ideologies, and conflict, this study rethinks methodologically the ways in which cities in the Global South are often conceptualized: a binary between the city’s center and its marginalized peripheries. By illustrating how the “peripheries” of Beirut are centers in the transnational landscapes of finance, conflict, and religious and political ideologies, with their own peripheries and frontiers, the project calls for an alternative approach to conceptualizing cities and urban planning in the Global South (Roy, 2009; Watson, 2009; Miraftab, 2009). This paper further shows how this transformation of Beirut’s peripheries to sectarian frontiers is possible only within an overarching spatial organizational tool, a productive geographic imagination, that I call the spatial logic of the “war yet to come” where experiments in urban planning become the tools through which religious-political organizations simultaneously calculate, govern, and manage future urban growth and its possibilities of war.

References

Abstract Index #: 351

RESEARCH ON URBAN CHINA: CURRENT LANDSCAPE AND FUTURE PROSPECTS

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China has experienced rapid urbanization process in the recent decades with more than half of its population living in cities by the end of 2011. While urban areas provide vibrant nodal points in the global economy and serve as important basis for economic productivity and development, innovation and creativity, as well as physical and social networks, they also face many challenges in coping with such rapid growth. These challenges range from affordable housing, transportation infrastructure, migrant labor, sustainable and green development to urban governance, public finance and service delivery. While these opportunities and challenges exist in cities all across the world, the economic
Restructuring and policy reform of China also generates a series of unique issues in this context. Research evidence on China’s urban policy issues is called for to inform urban planners and policy makers.

In the English language literature, research on China has proliferated in recent years with broadened research topics as well. Our project is a joint effort among several U.S. based scholars to survey the current landscape of research on urban China and discuss any future prospects. We collected research articles from SSCI’s top Urban Planning and Public Policy journals with a primary focus on urban issues in China which are published in the past 10 years. These articles total over 100 and include both theoretical and empirical research. We organize our review around four important themes: land policy and land finance; housing market and homeownership; urbanization, urban planning and economic development; and labor market, migration and inequality. These themes capture much of the debate around urban policy and urban development in China and represent some of the most pressing issues facing policy makers. We will summarize the major case studies, arguments, results, as well as datasets and methodologies in each theme and also provide some general observations of this important emerging field as a whole.

References


Abstract Index #: 352

A SUSTAINABLE CONSERVATION APPROACH FOR CULTURAL HERITAGE SITES: A CASE STUDY OF ASIAN-PACIFIC REGION

Abstract System ID#: 4291

Individual Paper

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World Heritage requires sustainable conservation through effective protection and management, which includes three stages – planning, implementation and on-going phase (UNESCO, World Heritage Committee, 2008); however, there has not been any integrate study concerning heritage monitoring, evaluation and feedback as a whole so far. On the other hand, the heritages in Asian-Pacific region have the characteristics of hybridism and localism on account of its special historic background of colonialism, which become the most distinctive feature distinguishing from European heritages and those in other regions (Uskokovic, 2003). Unfortunately, the sustainability of cultural heritages in this region is confronted with severe challenges in the process of globalization nowadays (Logan, 2002). Given these academic and realistic backgrounds, it is necessary to put forward our research questions: (1) How to deal with the challenges of unsustainable development for heritage conservation, especially taking cultural heritage site as the research unit from the regional scale? (2) How to achieve the sustainability of heritage sites conservation in the Asian-Pacific region?

To address the questions above, this paper builds an operational framework and feasible model in order to ensure the positive cycling of heritage on-going phase, in order to achieve the sustainability of cultural heritage sites conservation in short and long terms. This paper also proves the feasibility of the model in practice through specific data analysis.

Three combined approaches are applied in the first part of our research paper. One is the “multi-stakeholders analysis” for monitoring. We design multi-round of questionnaires so that we can acquire sufficient monitoring information for
latter evaluation and feedback. Other methods are vertical and horizontal evaluation models based on “Analytic Hierarchy Process” and “Fuzzy Comprehensive Evaluation”. More importantly, an innovative solution named “dynamic pattern” is used here as an effective way to deliver the feedback information back to the stakeholders, as well as to guide the formulation of sustainable conservation strategies.

In the second part of our research, we use spatial data, which shows the special cultural features in Asian-Pacific region. The major data sources are derived from the UNESCO Asia-Pacific Heritage Awards for Culture Heritage Conservation. With this database, we conduct questionnaire survey, and then compile these collected results as monitoring reports. Afterwards, we expect to conduct the comprehensive evaluation on overall level, the vertical and horizontal evaluation on the individual level. Additionally, we propose several “Sustainable Conservation Strategies” as the most optimized operational toolbox.

We believe this research will bring three improvements and innovations: (1) Building the sustainable conservation framework will fill the gap within the field of integrate research on heritage conservation, especially in the “on-going phase”; (2) Optimized methods employed in specific steps will help to achieve the sustainable conservation for cultural heritage sites eventually, with an operational approach and an effective solution; (3) In anticipation of the case study, we will present some feasible conservation strategies for Asian-Pacific region. These strategies will play an important role in the supplement of the planning toolbox when it comes to historic preservation and urban planning.

References

Abstract Index #: 353
SLUMDOGS VS. MILLIONAIRES: URBAN SPATIAL RESTRUCTURING OF THE INFORMAL SECTOR IN MUMBAI, INDIA
Abstract System ID#: 4314
Individual Paper

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This work looks at urban policies and politics facilitating ongoing spatial restructuring of the informal sector in Mumbai, India. I focus on two neighborhoods—Dharavi and Girangaon—both positioned for redevelopment using a neoliberal urban development apparatus. The “migrant city” of Dharavi is an agglomeration of urban villages and informal settlements housing a population of 600,000+ in 530 acres. In contrast, Girangaon comprises several districts of historic cotton mills and worker housing that have remained active centers of community life and major sources of affordable housing for low-income residents. Both neighborhoods are in a centrally-located “golden” triangle demarcated as a prime source of land available for redevelopment. Their current development plans reveal the types of hyper-modernistic planning approaches being applied to informal sector redevelopment throughout the city and the rest of India. The cases demonstrate that in Mumbai, the state and its allies (planners, developers, builders) share a vision in which the global and the informal sector cannot coexist, and collectively they hold the power to transform the city in that vision. The impact of such mega redevelopment projects would have enormous negative consequences for displaced communities, as the city is being shaped into a ‘world-class’ metropolis.
REGIONAL COMPETITIVENESS, URBAN LAND MARKETS AND SPECULATION IN SOUTH ASIA

Abstract System ID#: 4346
Individual Paper

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With its global connections, the Indian Information Technology (IT) sector has become a magnet for external investments- not just into the IT sector, but also real estate and infrastructure, and encouraged intense regional competition between states/ cities. Using a comparative framework of analysis, this paper compares regionally competitive policies and practices associated with attracting the globally competitive IT sector and associated external investments in two large metropolises, Kolkata and Hyderabad. Both cities are deemed to be second-tier cities, in their desirability as investment destinations by external investors, but as such, are excellent exemplars of urban metropolitan regions, where local governments have played a dominant role in shaping space and politics, to claim investor attention. This paper analyzes how these policies have encouraged an overlap between the IT sector and the real estate sector, and argues that policies meant to attract IT and other investments have spatially reconfigured Kolkata and Hyderabad, and created parallel land markets within a broader discourse of liberalization and globalization. Further state regulations and guarantees in both cities have helped create and sustain speculative real estate 'bubbles' (facing collapse with global recession). With Hyderabad's transformations being led by a state chief minister who preferred to be called the CEO of the state, and Kolkata's transitions occurring under India's longest-running (34 years), democratically elected, communist government, the two cities also capture the breadth of political ideologies currently relevant at the regional scale in India, allowing for a deeper analysis of the inter-relationships between the emerging terrain of public decision-making and larger processes of liberalization.

This paper argues that even though regional competition theories are privileged within contemporary discourses of 'world' / 'global' cities, the competitive policies and planning informed by such theories are engendering locally embedded speculation in emerging land markets in cities of the Global South. The current global capitalist system increasingly comprises of large cities and economic praxis based on inter-city competition encourages large cities such as Kolkata and Hyderabad to create, subsidize and protect speculative bubbles, across sectors- IT, real estate, housing, etc., within their metropolitan spaces. This is critical for understanding the forms that future crises in the global capitalist system may assume, emerging from locally bubbles harbored across the world economy.

This paper also engages critically with economic and business literature perpetuating a 'flat' world discourse, which normalizes the state's role in facilitating and subsidizing external investors, even when external investments perpetuate gated 'global' spaces. The emergent development paradigm that valorizes state facilitated enclaves, also encourages non-global urban economies to be progressively deemed obsolete and illegal, thus exacerbating social exclusions at the city level in cities such as Kolkata and Hyderabad.

My paper is based on 11 months of dissertation field research in Kolkata and Hyderabad, involving interviews with urban managers, developers, IT corporates, displaced persons, NGOs, as well as document analyses (policies, public interest litigations, minutes of government meetings, inter-department communications), with secondary research into the historical trajectories of the two cities.
References

Abstract Index #: 355
LAND INSTITUTION REFORM THROUGH BOTTOM UP DEMOCRACY: IN THE CASE OF CHENGDU
Abstract System ID#: 4356
Pre-organized Paper Session (Symposium) “IACP Session: Urbanization Dynamics in China”

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Land institution reform is a necessary pre-condition for China’s sustainable urbanization. One of the major problems in land institution reform is rural land circulation, which refers to villagers that transfer their cultivated land use rights to the market.

Land circulation, as an institutional innovation, provides enough land for urban expansion and, at the same time, balances the remaining amount of cultivated land through spatial redistribution of land for construction. Land circulation improves the rural inhabitants’ environment, and shares the growing benefits from land development with rural residents in outskirt areas. It also promotes the economies of scale in agriculture through a combined urban and rural land market, which in China were previously structured as a dual, separated system. However, the conventional hierarchal administrative structure in China induces land circulation to be used as a tool for town-village mergence, and villagers are forcefully relocated to multi-story residential compounds and deprived of the benefits derived from land development.

Chengdu adjusts the institution of land circulation by establishing bottom-up democracy. Based on interviews with stakeholders and key policymakers, the paper will depict the trajectory of the institutional innovation of bottom-up democracy, and analyze its indispensable role in land circulation in addition to its influence on China’s urbanization. The necessity of land circulation is confirmed through development economics in theory, and institutional economics provides a path to realize its institutional innovation. The paper concludes that Chengdu, through the institutional design of bottom-up democracy, promotes institutional land reform and establishes a benefit-sharing mechanism between urban and rural residents.

Abstract Index #: 356
$66 BILLION WORTH INFRASTRUCTURE PROJECTS ACROSS URBAN INDIA: WHO GOT HOW MUCH AND WHY?
Abstract System ID#: 4366
Individual Paper

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Launched simultaneously across 63 cities in 2005, Jawaharlal Nehru National Urban Renewal Mission (JNNURM) with a first-phase outlay of over thousand billion Rupees (about $ 66 billion in terms of purchasing-power-parity) is not only India’s single largest urban initiative but perhaps the only contemporary planning and policy enterprise of its kind in the World (Sivaramakrishnan, 2011). It focuses on basic infrastructure projects including water supply and sewerage systems, transportation, and upgrading informal settlements (JNNURM, 2005). Most important, instead of using
conventional centralized allocation, JNNURM’s design required local city development plans (CDP) to use stakeholder participation in conceiving each city’s future including the identification and prioritization of projects.

This paper builds upon the first phase of research that we presented at the last ACSP. In the first phase, we focused on the plan making process and examined the breadth (reach) and depth (intensity) of inclusion in the 63 plan documents. We investigated the breadth of inclusion by studying who were the actors and plan makers and if they actually involved the urban poor and marginalized groups in the planning process. We examined the methods and the level of commitment used to engage stakeholders in each CDP to assess the intensity of involvement. In contrast with India’s well-documented ‘top down’ approach to planning (e.g., Banerjee 2009), we identify four types of plan making efforts: Low in both intensity and breadth of inclusion (Elite dominance), high in intensity and low on breadth (Elite cooptation), high on breadth and low in intensity (Cynical patronage), and high in both intensity and breadth (Emergent collaboration).

In the second phase of research, we focus on the projects funded by the JNNURM that are complete or under implementation in the 63 cities. Using the fund allocation data from November 2011, the first part of our paper would discuss which city got ‘how much,’ in terms of both the number of projects and monetary amount. By calculating the per capita allocation for each city (the money that a city received divided by its population), we show the spread of $66 billion across urban India’s vast geography. Since, the JNNURM did not institute a formal ceiling on the amount/number of projects a state or city could access or propose, we hypothesize that the cities that followed the mandate by making more inclusive plans (e.g., CDPs identified as ‘Emergent collaboration’ versus ‘Elite dominance’) did a better job of accessing the federal funds.

The second part of our paper would present preliminary findings from the analyses. However, we know that ‘other factors’ play an equal, if not more, important role than planning mandates in determining the central allocations (Khemani, 2003). Acknowledging this fact, we also test for political dynamic (same political party in power both at the centre and state), governance (southern states more efficient than those in the North or East), and the nation-building imperative (affirmative action policy for North-Eastern region and the state of Jammu and Kashmir). The paper concludes by presenting a few in-depth studies of representative cases in order to illuminate the findings.

References

Abstract Index #: 357

THE FUTURE OF INTERNATIONAL PLANNING EDUCATION
Abstract System ID#: 4385
Roundtable or Informal Discussion Session

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The context for debates about the role of North American-trained planners in planning in non-North American contexts has shifted considerably in recent years. The global interconnectedness of societies and economies has deepened and transformed. The changing national, regional, and urban geography of economic growth and decline has rendered dichotomies of ‘developed’ versus ‘developing’ or ‘Third World versus ‘First World’ ever more irrelevant.
International migration has meant that the roles of diasporic communities in urban change both in origin and destination countries has become increasingly important to the fate of cities and regions. The interchange of urban models and ideals between countries has had a profound impact on urban form. Planners everywhere therefore increasingly must grapple with global forces. At the same time, graduates of masters programs in urban planning in the US and Canada, and particularly those working for private consulting firms, have increasingly found themselves planning in international contexts.

This panel will explore some of the questions that the current moment presents to planning educators whose teaching and research focuses on non-North American contexts and on the implications of globalization for planning. What kinds of careers are we training our students for in the field of international planning? How do we best prepare them for these careers? Do concentrations in ‘international planning’ or ‘planning in developing countries’ continue to make sense, and if so what should their content be? What role should we play in preparing students who do not have an expressed interest in planning in international contexts, but who find themselves working in these settings nonetheless? What is our role in preparing future planners to understand and plan for the implications of global interconnectedness for cities and regions?

References

Abstract Index #: 358
Queerying Development Planning - Identifying Vulnerable Populations
Abstract System ID#: 4386
Pre-organized Paper Session (Symposium) “Queerying Development Planning”

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The issue of LGBT populations and planning in the context of international development planning and institutions has not been well explored. The broader field of development studies has taken up this challenge, but planning continues to lag behind. In addition two recent books have opened the door to a wider discussion of the place of LGBT issues within the field of human rights (Lind 2010 and Cornwall et al, 2008). Hilary Clinton’s December 2011 statement that LGBT Rights are Human Rights marked a definitive shift in US Foreign policy regarding the importance of considering LGBT populations. Within a week USAID (2011) issued a recent Project Design Guidance document that mandates that all projects should consider whether LGBT people might be important stakeholders in every project. Other donors are grappling with similar issues (Anyamele et al, 2005 and Jolly, 2010) regarding shifting donor policy vis-à-vis the importance of recognizing the presence of and differential needs of LGBT populations.

However, even in Western contexts the track record for governments and local agencies in correctly locating these populations is mixed at best (Doan & Higgins, 2011). This paper will address the particular challenges of identifying LGBT populations in African countries where LGBT identity is a polticically charged and often highly contested subject position. The paper will review existing literature on the presence of LGBT individuals in Africa and consider how best to frame the delicate issues around stakeholder identification. In addition the paper will examine web-based identification tools (Behind the Mask in Africa) Will identifying a gay, lesbian, bisexual or transgender sub-group as a stakeholder increase their vulnerability in what are at times distinctly unfriendly settings (cf. BBC Nov 11, 2011). How will this new mandate affect efforts to create more open and inclusive local development planning efforts?

References

Abstract Index #: 359
**BETWEEN COMPETITIVENESS AND SOCIAL WELFARE: THE FALLACY OF MUTUAL GAIN**
Abstract System ID#: 4399
Pre-organized Paper Session (Symposium) “Defining Demand Priorities”

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Studies point to the significance of transnational industries as catalysts of economic development and growth, and thus social welfare. To encourage the economic activities of particular industries and increase their competitiveness, planners and policy makers often deploy the tools at their disposal. Based on the examination of export-oriented cut flower production in Colombia and the labor relations it engenders, I examine how national efforts to increase the competitiveness of this agro-industry are intrinsically at odds with the improvement of employment and working conditions in flower farms, particularly for its female labor force, failing to elicit broader social gains at the municipal scale. The findings presented here suggest that there is a gap between the planning and policymaking efforts at the national scale aiming to increase the competitiveness of export-oriented cut flowers and the social and economic outcomes of this activity at the municipal scale. Because of this gap, the national state-led competitiveness agenda finds resistance across flower producing municipalities where planners deploy planning tools to curtail the activities of flower growers. To address the gap between the aims of national policymakers and planners and the needs of municipal planners, I suggest that a means to capture beneficial outcomes at the local scale is to increase horizontal coordination among flower producing municipalities to influence the industry-based objectives of national policymakers and planners.

Abstract Index #: 360
**URBAN HERITAGE CONSERVATION IN THE GLOBAL SOUTH: CONNECTING POLICY AND PRACTICE**
Abstract System ID#: 4415
Individual Paper

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Rapid urbanization places an increasing strain on the resources of cities in the Global South, the impacts of which have been well-documented (e.g. Birch and Wachter, 2010, Fusco Girard et. al., 2003). However, only a few scholars (e.g. Steinberg, 1996; Rojas, 1999, Zetter, 2006) have focused on the extreme pressures placed upon these cities’ historic buildings. With the vast majority of the world’s expected population increases occurring in the Global South, managing urban growth while maintaining individual identity is of particular import as cities seek to become competitive in global markets. Heritage conservation is thus one of many social processes involved in the broader framework of urban regeneration and economic development. Many local and national governments have recognized the importance of heritage conservation through legislation or conservation policies. Of these, some governments have successfully embarked on ambitious urban regeneration efforts in these historic areas, while others continue to demolish historic buildings and neighborhoods in favor of new construction under the claim that these buildings are not economically productive. This paper thus explores how the policies employed by governments in the Global South are impacting urban regeneration outcomes within historic urban centers.

The demolition of valued historic buildings in spite of government-stated conservation goals reveals a disconnect between policy and practice. As part of a broader, ongoing study, this paper focuses specifically on the public and private institutional arrangements that are characteristic of successful conservation and urban regeneration efforts and will be discussed using a case study approach. The three broad research questions influencing this paper are: 1) What,
if any, are the shared cultural, political and economic characteristics of countries or cities that have had similar urban conservation outcomes? How can these shared traits aid policy makers in the implementation of heritage-focused incentives? 2) How does a country or locality’s policy intentions agree or conflict with urban conservation outcomes, and why? 3) How does the position of the authority managing conservation within governmental structure affect the relationship between regeneration and conservation outcomes?

This exploratory research employs a qualitative analysis of heritage-related legal documents that are available online, including legislative actions, urban land use plans, and conservation plans, combined with academic and professional literature analyzing the physical, social and economic outcomes of urban regeneration projects. A review of economic impacts will also be conducted on targeted case studies that are geographically and typologically diverse. This multidisciplinary approach responds to a longstanding dialogue amongst city planners, conservationists and other fields regarding the need for a holistic approach towards managing change in historic cities. While this research is ongoing, preliminary findings indicate that the degree of urban conservation outcomes is associated with the strength and implementation of government policy and the inclusion of the private sector. Further, the integration of historic buildings and economic development in emerging markets requires a combination of especially strong policy regulations and financial tools to counter market-driven tendencies favoring demolition and new construction.

To date, minimal research has been conducted on the joining of urban conservation and urban regeneration in the Global South. This research provides a foundation for further examination of sustainable and targeted policies and economic programs that can be implemented in the midst of urban regeneration efforts in historic areas in the Global South.

References

Abstract Index #: 361
THE CHALLENGE OF HERITAGE PLANNING AND MANAGEMENT IN RAPIDLY URBANIZING INDIAN CITY OF LUCKNOW
Abstract System ID#: 4422
Individual Paper

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Cultural heritage landscapes and sites of archaeological and architectural value are often spaces of multiple contested claims and competing interests between the local residents, community stakeholders, site managers and the government, leading to problems of preservation, planning and management of historic built environments. In India’s current rapidly-growing urban development scenario, the management and preservation of the historic built environment has taken a variety of politicized forms often involving bureaucrats, politicians, religious groups and civil society, amongst others. The politicization of the field has been largely driven by its colonial origins. The presence of politics in heritage preservation and conservation has been driven by economic, social, cultural and (often) personal gains as seen in the state of Uttar Pradesh, perhaps more than any other Indian state in recent years. The various state regimes have used (and abused) the urban space for their political agendas resulting in almost incessant construction activity in the past few years that has affected the architecture, planning, heritage and landscape in various cities, especially the state capital, Lucknow where the need to manifest political prowess through the urban landscape has
been most prominent. Public urban spaces and historic sites in Lucknow have been often reduced to arenas for political
claim-making. This paper will examine the politicized urban landscape of Lucknow through primarily a contemporary
lens to see how heritage planning and management has competed and navigated through this ever-increasing complex
landscape of urban development. Colonial and post-Colonial periods inform the way in which heritage planning and
management are approached today. This paper will trace three contemporary urban development and/or heritage
management initiatives in Lucknow that have taken place in the past few years to understand the way in which cities
like Lucknow navigate heritage planning and management under increasing developmental pressures. Each case study
will illustrate these developmental pressures, with different governmental agencies playing different roles in the
process. First, a market street celebrating its 200 years of existence with a recent revitalization and urban regeneration
scheme to compete with the more popular indoor malls; second, an erstwhile enclosed complex of residences that were
awarded to the erstwhile royal families that today struggle to maintain them and are bound by a 200-yr old legal
document to do so; and third, a several centuries-old historic precinct that boasts some of the city’s biggest tourist
attractions as well as mixed land-use areas around them that are all slowly showing their age. In each case study, there
are varying stakeholders, economic conditions and legal frameworks that have affected the way in which these sites
have successfully (or not) managed and planned for their revitalization. In each case, the local, state and central
government agencies have acted and reacted differently, thus leading to varying outcomes of heritage management
resulting in varying policy implications.

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LAND GOVERNANCE RESTRUCTURING IN CHINA: UNREVEAL THE VAST EXPANSION OF THE
MINISTRY OF LAND AND RESOURCE
Abstract System ID#: 4430
Individual Paper
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China’s land policy reform has been the very interest in the Planning realm for decades. There is an extensive body of
literature focusing on this reform from different perspectives, such as land property right, food production, land
economics, law and legislation. However, little research has been directed towards the vast expansion in administrative
power, organization size and functional effectiveness of the main administrative body which is responsible for
executing land policies—the Ministry of Land and Resource (MLR), a five-tier vertically administrative governing
body ranking from central, provincial, municipal, county to township levels. This paper presents an analysis of the
functions of MLR in each administrative level and probes the driving forces behind its vast expansion in administrative
power and organization size. Through evidence from statistical analysis and interviews with MLR officials, this paper
aims to answer two questions: (1) whether the rapid growth of the MLR is attributed to the nature of pursuing its own
interests or the empowerment by central government for the purpose of enhancing the central control? (2) Whether the
MLR simply acts as a subordinate in terms of enforcing central policies or an autonomous entity which dilutes the
central control from enforcing the policies?

The administrative power and the size of the MLR are continuously growing since its establishment. Before the
economic reform, land bureaus were set up under the Agricultural Department mainly in charge of rural land such as
wilderness and state-owned farms. The State Land Management Bureau was founded in 1986, and the Land
Administration Law was issued in the same year. A centralized five-tier hierarchical bureau was established to
strengthen land use control. In 1998, the Ministry of Land and Resource was founded, which is a super-ministry combining the former State Bureau of Land Management with other three ministries. Recent data shows that the ministry’s personnel are still under rapid growth. For example, the personnel of MLR in Guangdong province have increased 31.8% from 2005 to 2006.

The first part of the paper is to figure out the driving forces behind MLR’s rapid expansion. The MLR gradually gains authority through ordinances and rules enacted by the central government over years. The authority can be classified into two categories: the authority to facilitate local land use activities (such as land development, land consolidation and land reservation) and the authority for restricting local land use (such as protecting agricultural land and other natural land resource such as forest reserves). The former meet the interest of the local MLR and local government while the later is mainly central government’s interest. By investigating the correlation between personnel growth and the authority growth of MLR with Ordinary Least Square regression analysis with time and regional fixed effects using land administrative data in 21 cities in Guangdong province from 2000 to 2010, we can understand whether the MLR was empowered by central government or expanded by its rent-seeking nature.

The second part of the paper investigates the functional effectiveness of MLR. Using the same data set, by investigating the correlation between personnel growth and the results of policy enforcement, such as the annual amount of basic farm land, the proportion of land use right transferring through “bid, auction and hanging out”, we can figuring out whether this vast expansion in organization size of the MLR facilitates the enforcements of central government’s policies. The statistical analysis will be supported by carefully designed interviews with MLR officers in Guangdong province.

This paper can provide an important reference for China’s “Super Ministries Reform”, a restructuring of administrative system in which those ministries, commissions and departments whose functions are similar, overlapping or in the same administrative spheres are merged into one super-ministry. It will also shed lights on the effects of institutional reform on the improvement of land administration in China.

References

RESIDENTIAL LOCATION PATTERNS ACROSS CONCENTRIC ZONES IN 2006 BEIJING- LOCAL VS. MIGRANT HOUSEHOLDS
Abstract System ID#: 4431
Individual Paper

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Since China’s economic and housing reforms, the socio-spatial patterns of cities have been through restructuring processes: local households relocate with new tenure options, while increasing number of migrant households find ways to settle down in cities. Using data from a Beijing 2006 household survey, this paper explores whether these processes are also accompanied by spatial sorting of population across the concentric residential land value gradient in Beijing. It asks whether local and migrant households are spatially sorted out differently, and whether household characteristics (including demographic, socio-economic, and institutional variables) can predict their residential
location in certain concentric zones. Our analysis reveals that socio-spatial patterns in Beijing show a clear concentric urban-suburban divide in terms of housing and household characteristics. The authors suggest that the bid-rent theory has spatially sorted out migrant households more clearly than local households. Migrant households mainly depend on market means in their housing choices, while local households still inherited privileges from socialist administrative allocation that allow them to locate more centrally. Migrant households with similar demographic and socio-economic characteristics are likely to settle further away from the city center comparing to local households.

Abstract Index #: 364

LAND DEVELOPMENT IMPACTS OF BUS RAPID TRANSIT (BRT) IN LATIN AMERICA

Abstract System ID#: 4434
Individual Paper

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The emergence of Bus Rapid Transit (BRT) has revolutionized the provision of mass transportation in cities. While BRT emulates the level of service of a rail system, it is viewed as more cost-effective and flexible in terms of investments required. Low costs mean that rail-like mass transportation is now within reach of many cities across the globe.

The case of Curitiba, Brazil, suggests that the success of BRT can be enhanced by the presence of concentrated land development along a BRT corridor. BRT-oriented development is the term used to describe development along a BRT corridor that is compact, featuring a variety of land uses often including residential, commercial and office space, as well as high-quality pedestrian environments that effectively connect the BRT with daily life. As a result, BRT-oriented development is a strategy that complements and builds on the strengths of BRT, further facilitating this alternative mode of transportation, strengthening urban efficiency, and contributing to decreasing emissions. Despite the potential of BRT-oriented development, there is a paucity of information regarding the types of land development instigated by BRT and complementary land policies. Furthermore, little is known about the planning and institutional factors that contribute to successful implementation of BRT-oriented development. In this project, we will examine the approaches and degrees of success that several Latin American cities have experienced in encouraging BRT-oriented development. This paper reveals the results of the first stage of an ongoing research project using a mixed methods approach in order to understand the land development and redevelopment consequences of BRT investments. The primary data was collected at the segment and block levels through fieldwork visits to a sample of BRT stops and terminals in seven Latin American cities (number of stops in parenthesis): Goainia (11), Brazil; Curitiba (16), Brazil; Sao Paulo Metropolitan Area (12), Brazil; Bogota (10), Colombia; Quito (12), Equador; Guayaquil (11), Equador; and Ciudad de Guatemala (10), Guatemala. The primary data was collected within a radius of 250 meters for BRT stops and 500 meters for BRT Terminals. The secondary data within these sites was collected at the planning departments and transportation agencies of each city. By using Geographic Information Systems (GIS) and cluster analysis, this first stage of the research project establishes a group of typologies of land development impacts around BRT stops based on a sample set of 82 BRT stops and terminals (2,914 blocks and 12,221 segments).

References
Development narratives have been heavily weighted by histories of hostile extraction from the global South for the aggregate benefit of the global North. However, particularly with the densification of global social media, even this history has been complicated by perceptions of wealth, assistance, and opportunity that portray countries in the North in more admirable light. This backdrop highlights why the horizontal turn in development discourses among countries in the South has emerged as an intense subject of study (and advocacy) for both scholars and practitioners in development. Though Southern Cooperation is not a new endeavor, its latest manifestation at the scale of the city and the acceleration of urban policy and planning exchanges and adaptations – or what has been called “mobilities” in the academic literature – are of special interest to the planning community. Southern cooperation is a diversifying field, including initiatives that run the spectrum from formalized relations to informal ones, from sector-specific to multiplicative cooperation interests or motivations, from limited to open-membership, and from older to newer alliances. Such cooperative endeavors oriented around “Southern” development of course also include “Northern” players in various roles. Is the new generation of Southern Cooperation (re)emerging as a compelling development strategy? Is Southern Cooperation fundamentally new or different from older development power struggles in the field of international relations? What impact are cooperation initiatives – particularly those emerging from urban-centered alliances – actually having on the ground?

Brazil is often identified as a leader in Southern Cooperation, and its relevance as a global reference in urban development policies and planning in particular is well evidenced. The Brazilian experience has been an especially strong influence in Mozambique, a country which now receives the largest volume of formal assistance from the Brazilian Agency for Cooperation (BAC). BAC is active in every continent across the globe, and boasts programming in 37 African countries where it proffers technical assistance rather than financial loans for development aid. However, reflective of the diverse landscape of Southern Cooperation that has emerged in the past two decades, informal exchange between development stakeholders in Brazil and Mozambique and other international institutional cooperation initiatives are also relevant in shaping how Brazilian examples and experiences are impacting urban development in the latter country.

Emerging lessons about “Southern Cooperation” and the implications of international policy and planning mobility are considered here through a review of the design, implementation, and outcomes of three diverse cases of Brazilian cooperation in the Mozambican capital city of Maputo. Participatory budgeting, the digitalization of public accounts, and slum upgrading in Maputo are cooperation projects explored as lenses through which to better understand the relevance of Southern Cooperation for urban governance and development in Maputo. In particular, this paper presents an early assessment of the arrival and implementation of these Brazilian-inspired urban reform platforms in Maputo. It concludes with a consideration of what Brazilian-Mozambican cooperation – in its variant forms – illustrates about the value of Southern Cooperation.

References

How sustainable is poverty alleviation through land tenure formalization in Latin America? The prevalence of labor informality presents an unchecked impediment. Panama’s experience is an example of the potential of land formalization and the extent to which informal labor undermines its success.

The formalization of land and labor are discussed here as two interrelated elements of poverty alleviation in Latin America. Land formalization is a method for capital distribution and the formalization of markets leading to institutional strengthening, legal reform and access to credit. Formalization programs, such as Panama’s, can require informal land holders to pay for the land they possess, either through a full payment or a mortgage agreement. Informal labor, because of its insecurity and lack of secured long-term benefits, presents an impediment to the affordability of formalized land and access to credit.

This case reveals that tenure insecurity can be experienced through land titling and formalization. This is counteractive to the theoretical claims that formalization of land and the accessibility of credit will bridge the poverty gap (DeSoto, 2000). The prevalence of informal labor and income in Latin America are impediments to securing credit even with capital collateral. In addition, informal workers are vulnerable to inconsistent pay, low wages, and a lack of social protections linked to formalized labor (Gasparini and Tonarolli, 2009), thus threatening their ability to participate in formalized housing arrangements.

This research examines the experience of Panamanians in the process of formalization, showing that land formalization presents positive legal reform and protection of possessory rights yet exposes informal workers to tenure insecurity. Mandatory formality can lead to insecurity for informal workers who either cannot afford to pay, experience hardship or interruptions in income which impede their ability to fulfill a mortgage agreement. Since public provisions for housing are planned but not built, unemployment insurance is unavailable, and informal workers experience more difficulty in qualifying for mortgage financing, poor Panamanians are vulnerable to tenure insecurity through land formalization.

This research critiques the processes and goals of massive land formalization in Latin America where 50% of workers are informal. It serves to inform the discussion of the risks of land titling to the significant informal population. Through this research I emphasize the important role of formalization in housing and tenure rights, while also illustrating the requirement for concurrent development of formalized government resources for social safety nets and legal protections. I find that the standards for human rights and Progressive Development as set forth by UN-HABITAT apply here as they relate to the imperative parallel development of land formalization and economic and social development.

References

Abstract Index #: 367
RURAL MIGRANT WORKERS’ EVERYDAY RESISTANCE OF THE URBAN GOVERNANCE IN CHINA
Abstract System ID#: 4441
Individual Paper

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The rapid urbanization in China generates over 200 million rural migrants who sojourn and work in cities and towns in the reform. These rural migrants are under the urban governance: various institutional repressions such as the hukou system and factory discipline. But they are not merely docile within the repression and might object repression in their own ways. This paper inquires how rural migrant workers (RMWs) interact with the built environment and the urban governance, therefore producing the public sphere at the local level. To some extent, their everyday life resists the urban governance and claims their territory in the built environment which is supposedly to be planned and regulated in the regime. In response to this, the urban governance should attempt to regulate RMW’s everyday life for its security.

This paper applies the concept of Foucault’s governmentality on framing the urban governance in China. In the understanding of RMWs’ resistance, it applies the practice of everyday life in de Certeau and Lefebvre in the analysis. Through a case study of L village, Dongguan in the Pearl River Delta, this research carries out direct and participatory observations and open-ended interviews in major data collection. The major theoretic concepts which my data analysis refers to are 1) concepts of governmentality which are sovereignty, discipline and security, and 2) the concepts of the practice of everyday life which are “making-do” and “carnival”. Within these theoretic concepts, this research first applies ethnographic analysis of the field notes: the approach of open coding, finding themes, memo-writing and writing a draft for arguments. Second, government documents, e.g. maps and regulations, and statistic data also support the analysis referring to the theoretic concepts.

My work is an analysis of the urban governance at the very local level of the fast urbanizing China. It is trying to understand, in the success of great economic growth, the effect and failure of the Chinese planning system operated with the market upon not only the built environment but, more important, its object -- this large number of rural migrants.

The key data sources are my field notes and documents collected during the summers in 2009 and 2011, and the statistic year book of Dongguan in 2010. The sites are a retail street, a recreational park and a RMW’s residence in L village. I conduct daily observations in the field studies and interviews around 40 RMWs and 5 indigenous villagers. The documents collected include government documents and posts and signs of the built environment in the site. The statistic year book includes RMWs’ demographic information in Dongguan.

Last but not the least, this paper attempts to understand the urban governance of people in the particular Chinese context which is a fast urbanization and rapid economic growth. Through examining RMWs’ interaction with urban institutions and the built environment, it interprets the dynamic power relation of this context at a very local level in China.

References

Abstract Index #: 368
RESETTLEMENT AS A STRATEGY FOR PUBLIC GOODS PROVISION IN SPARSELY POPULATED AREAS
Abstract System ID#: 4446
Individual Paper
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Involuntary community relocation or resettlement has largely been used in the context of development-related projects (such as dams and highways) and has been subject to strong criticism. However, less attention has been paid to the resettlement of communities in the context of provision of basic public services for spatially dispersed communities. As opposed to resettlement in the context of dam construction, for example, resettlement for the provision of public goods is principally for the benefit of those who are being resettled. The purpose of this paper is to analyze one such program, the Sustainable Rural Cities (SRC) Program implemented by the state government of Chiapas, Mexico. In this controversial program, the government is aiming to better deliver basic public services to people in highly dispersed rural communities by re-locating them into a core area. In some ways, the program echoes other ongoing programs in developing countries that seek gains from concentrating population in rural areas, such as the United Nations’ Millennium Villages (indeed, the United Nations Development Programme has endorsed the SRC). Drawing partly on the “development and displacement” literature (mainly in Sociology and Anthropology) but also on other literatures, this paper proposes a framework for designing resettlement processes in the context of public good provision. The framework establishes a set of conditions to lower the social costs of community resettlement, including community involvement from the beginning of the project and compensation policies with various alternatives (financial and land). Then the paper illustrates the usefulness of the framework by using it to analyze the SRC program, drawing on in-depth interviews with policymakers, public managers, and target communities of the SRC program. In doing so, the paper draws broader lessons for key dilemmas facing planners in any situation where populations might need to move (such as when facing an environmental risk), while particularly focusing on the challenge of providing public goods to spatially disperse communities.

References

Abstract Index #: 369
VULNERABILITY AND RISK REDUCTION IN INFORMAL SETTLEMENTS
Abstract System ID#: 4464
Individual Paper
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Within the last decades, population shift from impoverished rural economies, pressures of globalization and industrial relocation in major cities have contributed to one of the biggest urban challenges in developing countries: expansion of urban areas and creation of unplanned informal settlements as the sole option for newcomers. Even though informal settlements, squatters, and slums have been an observed condition of the urban past, these settlements have grown in numbers and in spatial forms with the increase of the urban poor and their exclusion from formal housing sectors. In many cases, with urban spatial growth, formerly independent administrative and political units of settlements have
incorporated with metropolitan cities; creating peripheral municipalities and generating new challenges in urban governance. Along with conditions of urban poverty, informal economy, and challenged urban management systems, informal settlements and their residents have become increasingly susceptible to natural disasters.

This paper will explore disaster vulnerability and risk reduction strategies in informal settlements in developing countries. The paper starts with investigating socio-economic, spatial, and institutional factors that result in the vulnerability of the urban poor in informal settlements. The aim of these discussions is not to focus entirely on what is vulnerable, but also to discuss who is vulnerable and why. This paper will then discuss risk reduction strategies for informal settlements of the urban periphery, and discussions will include development of slum upgrading strategies as well as contemporary risk reduction strategies. This paper will conclude that there is a strong tie between vulnerability and urban poverty, and that an understanding of urban poverty encompassing both economic and non-economic factors provides insight to disaster vulnerability in urban areas, such as in informal settlements and slums. The paper will end with a discussion on successful risk reduction strategies in informal settlements and will confirm that there is no one solution to risk reduction strategies in urban areas; and that, different strategies need to be applied to the needs of diverse communities. On the other hand, good urban governance and planning with financial and technical capabilities, public awareness, empowerment, and participation of urban residents were found to be essential elements in successfully implementing risk reduction strategies in informal settlements in developing countries.

References

Abstract Index #: 370
EXTENDING LAND READJUSTMENT TECHNIQUE TO REGIONAL SCALE_ A CASE STUDY OF DEVELOPING SARDAR PATEL RING ROAD -- A BELTWAY -- A REGIONAL LEVEL INFRASTRUCTURE ASSET PLANNING IN AHMADABAD, INDIA
Abstract System ID#: 4470
Individual Paper

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This paper is based on a case study of a 76 km (47 mile) long Ring Road, which was developed using market-friendly land-readjustment techniques. The SP Ring Road has a 60 m (200 feet wide) right-of-way and was conceptualized in 1998-99 to bypass the regional traffic passing through the city and to connect peripheral villages and communities (Revised Draft Development Plan of 2011; AUDA 1999). This ring road is similar in purpose as the interstate beltways are in the US such as I-275 around city of Cincinnati, Ohio or I-270 around the city of Columbus, Ohio. The Sardar Patel Ring Road (SP Ring Road) encircles a major metropolitan area of 5.0 million people in Western India connecting over 200 villages (Parikh 2004) and small communities in the periphery of city of Ahmadabad. This SP Ring Road was developed using land readjustment technique.

The paper first presents the methodology of land readjustment technique in right-of-way (ROW) planning and land acquisition; and later, presents a comparison of advantages and disadvantages of traditional method of highway ROW acquisition -- land-acquisition based with the superior and more market friendly method -- land readjustment based technique. The paper will also provide the financial and political context of such infrastructural projects, undertaken by cities and metropolitan area and present the political decision making process involved in implementing such large scale infrastructure projects, especially in the light of little or no financial support from state and federal agencies.
LEAVING THE INNER CITY BEHIND: THE IMPACT OF TRANSFER OF DEVELOPMENT RIGHTS POLICY IN TAIWAN

Abstract Index #: 371

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This paper examines the socioeconomic and spatial impact of the Transfer of Development Rights (TDR) policy in New Taipei City in Taiwan. Existing scholarship has made clear that cities are crucial sites in which neoliberalism operates and creates inequalities and uneven development in the West (Fainstein, 2001; Brenner and Theodore, 2002). Yet, how the developmental states especially in the East and Southeast Asia incorporate neoliberal urban policies into their usually top-down, interventionist role has yet to be fully examined. Using the implementation of TDR in New Taipei City as a case study, this paper aims to understand how TDR has created effects of “actually existing neoliberalism” in the city.

First, the paper reviews the sociopolitical conditions under which TDR has been adopted in Taiwan. Second, the paper identifies a distinctive spatial division between sending and receiving sites. We find that development rights have been sent out from inner city to newly developed, suburban sites in the city’s outskirts. Lastly, this paper analyzes land values and real estate development activities to demonstrate that TDR has led to new frontiers of urban redevelopment in the city’s suburban areas. At the same time, TDR has also left the inner city underinvested and unimproved. This paper argues that TDR in Taiwan should be understood as a state’s “institutional fix” both to resolve the political pressure around affected private landowners whose land has been zoned for public facility and to promote profit-driven real estate development (Jessop, 2000).

This research collects 150 TDR cases in two administrative districts in New Taipei City between 1994 and 2001. In addition to GIS mapping, this paper also uses archival research and interviews to provide more in-depth analysis. Additional data including zoning maps, land assessment values and building permits are also incorporated to spatially demonstrate the relationship between real estate development activities and TDR. Interviews with local officials and developers are conducted to explore the rationale for the selection of TDR sites.

References

THE CHALLENGES OF PLANNING FOR SOCIO-SPATIAL JUSTICE: BUILDING SOCIAL URBANISM IN MEDELLIN, COLOMBIA

Pre-organized Paper Session (Symposium) "Planning for Socio-spatial Justice: Mobilizing Change in Colombia and Brazil"

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Cities in the Global South are often divided by acute socio-spatial inequality. Residents of informal neighbourhoods frequently lack access to public services, infrastructure, mobility, civic spaces and adequate housing. In the city of Medellin, an intricate topography further complicates this trend. Despite being Colombia’s second largest and wealthiest city, almost half of it grew informally over unstable peripheral hills. Furthermore, since the 1980s, Medellin confronted a complex crisis, including high unemployment rates, proliferation of drug-dealing activities and little efficacy in the provision of justice and state security. Taken together, these factors created a deep social polarization.

Since 2004, two consecutive municipal administrations (Fajardo 04/07 and Salazar 08/11) promoted a discourse that emphasized the spatial dynamics of urban inequality. These governments formulated social urbanism as an overarching urban policy oriented to principles of socio-spatial justice and participatory practice. Public works projects via social urbanism intended to generate a symbolic impact that could prompt social transformations. Examples of social urbanism include the Metrocables: this is a system of integrated rapid transit by airborne gondolas (the first of this kind in the world) reaching some of the most marginal communities. Other programs comprise a network of modern library parks, state of the art schools, daycares, ‘houses of justice’, open air escalators, water screens, playgrounds and improvements to the pedestrian environment.

In this paper I consider the normative goals and program components of social urbanism taking into account, as suggested by Fanstein (2009), the everyday realities of regime formation and the nature of existent urban conflicts in the city. Data for this paper was gathered from 95 semi-structured interviews conducted in Medellin between December of 2010 and March of 2012, as part of a doctoral dissertation research in progress. Through these data, I illuminate state-society relations, analyzing the different roles, risks and interactions assumed by political and social actors attempting to mobilize –or not- social change via social urbanism. This theoretical approach leaves room for examining the dynamics between Right to the City struggles (Lefebvre 2003 [1970]): on one hand the goals of the different state agencies with their variegated actors, interests and particularities and, on the other, the responses by diverse social groups struggling for change, adapting to it, or attempting to preserve the status-quo.

Planning theorists, such as Harvey (2003) and Friedmann (2000), suggest that the field of planning should facilitate social transformation towards a normative goal: a ‘just’ city that is at the very least, acceptable and liveable for all residents. One of the expected theoretical contributions of this research will be to illuminate the extent to which, given current structural changes and new entry points for participation in Medellin, the field of planning can become a mediating field for pushing forward goals oriented to socio-spatial justice. The uniqueness of the context and recent policy choices provide an unusual and suitable opportunity for exploring such assertions.

References

A MULTI-DIMENSIONAL PORTRAIT OF POVERTY AND LIVING CONDITIONS IN THE SLUMS OF DAKAR AND NAIROBI

Abstract System ID#: 4528
Pre-organized Paper Session (Symposium) “Comparative Dimensions of Informal Housing”

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The growth of slums in the rapidly growing cities of the developing world is a well known and well-studied phenomenon. Studies of slums range from rich ethnographic micro-studies of specific cities, settlements and individual residents within such settlements (e.g., Perlman, 1980, 2006) to macro-level analyses that present national and global urbanization trends, emphasize the inexorable increase in slum settlements, and discuss the implications of slum growth for urban service delivery and poverty (e.g. UN Habitat, 2003).

A critical gap, however, exists in the literature at what might be called the “meso-level.” That is, few studies provide us with comparative data on the nature of and variation in poverty and living conditions within slum settlements in a given city; nor do we know much about slum conditions and urban poverty across different cities, both within a single country and across national boundaries. Just how poor are slum residents in any given city? What types of deprivation do they face? In comparing slums in a single city, how do we ascertain which settlements are better off and in which way? Are capital city residents better off than their counterparts in other cities? From the perspective of a policymaker, what can be done to reduce poverty and improve conditions in urban slums? Given budget constraints, what interventions should be prioritized and why?

This paper presents an analysis of slum settlement conditions and urban poverty in the cities of Nairobi, Kenya and Dakar, Senegal. While highly empirical, our main contribution relates to the presentation of a simple and accessible methodology for evaluating comparative slum conditions and different facets of urban poverty. Using specially-commissioned randomized-sample surveys of about 3700 households we present an analysis of slum conditions based upon three inter-related but simple frameworks. The three frameworks—termed the Development Diamond, the Living Conditions Diamond, and the Infrastructure Polygon—present a graphical comparative picture arrayed along sixteen dimensions (and drawing from 14-20 indicators chosen from the larger data set.)

Our findings for Nairobi and Dakar are illustrative: Nairobi slum residents experience far worse living conditions and greater levels of deprivation than their Dakar counterparts. As shown in the Development Diamond, although slum residents are monetarily poor in both cities, the nature of their poverty differs dramatically. Nairobi slum residents are educated and the majority is employed, but they experience appalling living conditions. In Dakar, residents have fairly decent living conditions, but very low levels of educational attainment and paid employment. Unpacking physical conditions through the Living Conditions Diamond, we illustrate that the poor conditions and widespread deprivation of Nairobi’s slums are not found in Dakar. Nairobi’s slum residents are highly mobile, tenure-insecure renters living in semi-permanent structures in densely packed neighborhoods that are widely perceived as unsafe. Dakar’s slums, while densely settled, are stable and owner-occupied; housing is permanent. The Infrastructure Polygon illustrates just how different infrastructure access/level of service is across the two cities. A typical resident of Nairobi’s slums has no access to electricity or organized rubbish removal. S/he purchases water from kiosks and shares a public pit latrine with an average of 57 persons. Dakar’s slums are characterized by good infrastructure access with the exception of stormwater drains.

This framework illustrates the heterogeneity of “slums” and supports nuanced context-specific approaches to settlement upgrading. For Nairobi, tenure security which impedes infrastructure and housing investment by the public sector and private developers must be addressed. The location of Dakar’s slums and the economic/health risks posed by frequent flooding calls for addressing drainage as a sensible first action—although for the very low-lying settlements, relocation may be the better long-term solution (Iskander and Gulyani, 2010).

References
Floods are one of the most common and more destructive of the natural disasters (Lihua and Gaoyuan 2010). Lately, the socio-economic damage caused by floods has increased for a variety of reason, among them the population growth, the climate changes, and the way in which cities and towns are planned (Brody, Zaharan et al. 2007).

The State of Tabasco is located in southeastern Mexico and it spreads along the coastal plain of the Gulf of Mexico. Tabasco is formed by low plains, wetlands, and mountains in the south. Its capital, the City of Villahermosa, is located at 10 meters above sea level with 61.177 Km2 of urban area (Rivera-Trejo 2010).

The purpose of this study is to measure the objective and subjective wellbeing of people directly affected by the 2007 flood in the City of Villahermosa. This flood has been the worst recorded natural disaster in the city, resulting on more than 50,000 households damaged, the demand for health services rose by 75% over the same period from the previous year and the educational system was strongly committed. 3,400 schools were damaged and 425 school buildings were used as shelters for the homeless. Overall, the damage caused by the disaster amounted to 3,100 million dollars. The State of Tabasco relocated those populations living in the riverbank and directly affected by the flood; those living more than hundred yards away from the riverbank were not relocated. Several issues emerged among those relocated and it is clear that some of them are not agree with their new standard of living. Actually, some people had to be forced to leave their former homes.

In order to explore the objective and subjective wellbeing, this study will use both primary and secondary data sources. All published data and to the extent it is available all unpublished data will be collected to assess social, economic and environmental characteristics of the affected area and its inhabitants.

Primary data will be obtained through a survey, which will be applied to household’s heads 18 years old and over who inhabit in the flood affected areas. The interviews will be conducted in two new neighborhoods. These neighborhoods were built exclusively to house people who have suffered severe economic losses by the flood of 2007 and which were also living in high-risk areas. The interviews also will be carried out in the neighborhoods around the areas where relocated people used to live before the natural disaster. The survey will cover questions about demographic and socio-economic characteristics of the population and it will include objective items as well as items that collect the people’s perceptions on their social, economic and environmental conditions.

The study is currently underway. I have been personally visited the affected areas and right now I am working in the dissertation proposal. At the end of the study, I expect that the obtained results could be useful for local policy makers in the development of future urban relocation projects.
Since 1995, state leaders in southern Africa have deployed “homosexuality-is-unAfrican” discourse to regulate racial, gender, and sexual boundaries (Epprecht 2008; Hoad 2007). Using this discourse, different actors could revise the past and reimagine the nation’s future by invoking claims to racial, national, and cultural authenticity that depended on heteronormativity. “Homosexuality-is-unAfrican” discourse enabled some southern African leaders to ward off what they viewed as Western “gay imperialism,” which took the form of Northern donors imposing their will on independent African democracies (Barnard 2004, 7). LGBT activists in Namibia and South Africa struggled to be seen in three ways simultaneously: as representing LGBT persons, as “Namibian” or “South African,” and as “African.” This visibility strategy entailed creating frames that resonated with target audiences, frames that audiences would recognize and hopefully, respond to favorably. Activists made decisions or took actions leading them in the direction of cultural, racial, and/or national authenticity, yet the possibility that other audiences would regard them as unAfrican remained. In this sense, as LGBT activists sculpted their visibility strategies to adhere to external notions of Africanness, these strategies acquired a disciplinary quality.

This presentation examines the visibility troubles that can arise when African LGBT activists’ public claims to authenticity seem to contradict their material reality. I draw on ethnographic observation of four Namibian and South African LGBT movement organizations and 56 interviews with LGBT activists conducted in 2005 and 2006. Namibian and South African LGBT activists asserted the Africanness of gender and sexual diversity and LGBT activism, but used Western gender and sexual identity terminology in their work. In addition, activists solicited and received funding from Northern donors and maintained ties with international LGBT movement organizations based in the global North. Activists’ use of Western imagery and ties with Northern donors stood to jeopardize their cultural and political standing nationally, if antigay opponents interpreted activists’ transnational ties and use of Western identity categories as evidence of Northern manipulation.

Some antigay opponents alleged that LGBT activists and constituents were “gay for pay” because they used Western identity categories. “Gay for pay” logic stipulated that if white foreigners did not pay Namibians and South Africans for same-sex sex, they would otherwise be heterosexual. In other words, Africans were heterosexual by default and were only “‘doing it for money’” (Aarmo 1999). Beyond gay sex tourism, being “gay for pay” suggested that Namibians or South Africans claimed they were “gay” or represented LGBT persons only to obtain funding. This label tarred LGBT political ventures that Northern donors funded as racially and nationally inauthentic from their beginning and implied that Africans were opportunistic, selfish, and willing to betray their nations and ethnic groups for Northern funding. In addition, this negative label promoted the idea that LGBT movement organizations were flush with cash.

Activists struggled to balance public presentations of LGBT organizing as authentically African to destabilize homosexuality-is-unAfrican discourse, while convincing Northern donors that their projects were worthy of funding. Movement public presentations were essential to movement continuity. Political homophobia threatened to weaken LGBT activists’ ability to organize adherents, if negative publicity forced constituents and supporters to abandon the movement. LGBT movement organizations relied on Northern funding. Without donor funding, organizations would lapse into unintentional invisibility, unable to sustain their political projects. Namibian and South African LGBT
activists struggled “to be seen” as African as individuals, as citizens in their own nations, and as representing African movement organizations (Guidry 2003).

References


Abstract Index #: 376

PLANNING FOR SOCIAL CHANGE IN BRAZILIAN CITIES: DIRECTIONS FOR FUTURE RESEARCH

Abstract System ID#: 4553

Pre-organized Paper Session (Symposium) "Planning for Socio-spatial Justice: Mobilizing Change in Colombia and Brazil"

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In Brazil, a country notorious for its spatially-segregated, unequal cities, a 2001 federal law recognizes the ‘right to the city’ (Lefebvre, 1968) and mandates participation in planning processes, aiming to achieve social change and justice. In the wake of a twenty-year dictatorship, social movements in Brazil gained force through the 1970s and 1980s, culminating in a robust urban reform movement. In the context of democratization, a new ‘citizens’ Constitution was promulgated in 1988, including, for the first time, a specific chapter on urban policy. It is in this scenario – post-dictatorship, re-democratization and the forceful Brazilian social movements – that the Statute of the City has garnered international attention. The Statute includes two dimensions: the first is the social function of property, or the regulation of urban property as a public issue rather than a private one; and the second is processes for democratic management and participation that would make the social function of property possible.

The planning literature lauds the Statue for its legal and urban advances (Fernandes, 2007; Pindell, 2006; Souza, 2006). The law is a remarkable feat both for its recognition of the right to the city and for being crafted within a context of entrenched inequality, unequal property markets and spatial segregation (Maricato, 2009).

Based on field work in the city of Niterói (Rio de Janeiro State), Brazil in 2010, this paper comprises one aspect of my doctoral research. The methodology is based on several methods of data collection, including semi-structured interviews, document analysis and observation at participatory meetings. I consider three main questions in this paper. First, what was the main intent of urban reform movements when the Statute of the City was approved? Second, what are some of the main challenges that impede the realization of the right to the city in Brazil? Finally, based on those challenges, what are some policy recommendations for the future that arise from the case study? More than ten years after the adoption of the Statute, the achievements of this innovative law have not met the original expectations of the urban reform movement. Despite the advances made by the Statute of the City as a groundbreaking legal and urban framework, the de facto implementation of the law is far from its original intent. Given the challenges in implementing the policy directives of the Statute, my research indicates that more guidance is thus needed if the right to the city is to be taken further in Brazilian cities.

References


Abstract Index #: 377
BARGAINING SPACE: DEAL-MAKING STRATEGIES FOR LARGE-SCALE RENEWAL PROJECTS IN COLOMBIAN CITIES
Abstract System ID#: 4580
Individual Paper
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Large-scale urban projects have become the political currency for unlocking land values in prime real estate locations. For over a decade, and unlike most of the Latin American countries, Colombia has been implementing a new progressive spatial planning system. This system introduced the model of large-scale projects through public/private partnerships. Much of the research has been concerned with why the new planning system should be in place. However the question of the negotiation dynamics as necessary condition to address actors’ access to power in large-scale projects has been overlooked. This paper examines the negotiation of partial plans, the land management tool enabling large-scale projects, in the context of downtown renewal comparing two cases (i.e. community led and publicly led initiatives) in Colombian cities (i.e. Medellin and Pereira).

I termed ‘critical spatial planning’ the lens for analyzing emerging spatial planning practices in Colombia and the frame to overcome gaps in negotiation theory. This literature largely fails to account for the impacts of (post) colonialism in the circuits of capital and planning ideas, the role of the materiality of space, and informality as pivotal features of spatial planning in the so-called Global South. The study suggests shifting the focus of negotiation studies to off-the-table agent’ strategies and tactics for mobilizing interests, the historical trajectories of materiality of space, and the dialogic connections of transnational flows of planning ideas and capital.

Based on in-depth interviews with key informants from local and national governments, the private sector, and community organizations. I argue that partial plans crystallize long-term planning initiatives in downtown fringe areas to unlock land values through the formalization of “informal” practices on public spaces. The findings suggest the main negotiation strategies and tactics were focused on positioning politically the project, setting the boundaries of formality/informality, the land speculation controls, and the urban design. The cases reveal how community coalitions and mayoral involvement (or their lack thereof) can inhibit (or facilitate) the protection of inhabitants and the provision of public amenities. Despite the socially progressive goals of this planning framework, the legal emphasis on landownership curtails the leverage of non-landowners. As a result, the implementation of partial plans of renewal was more efficient in allocating costs of the projects than in assuring citizens’ rights and government responsibilities.

References

Abstract Index #: 378
SPACES OF COMMUNITY AND CONTESTED LAND TENURE IN AN ISTANBUL INFORMAL SETTLEMENT
Abstract System ID#: 4614
Pre-organized Paper Session (Symposium) “Comparative Dimensions of Informal Housing”

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This study examines the Istanbul informal settlement of Karanfilköy in terms of its places of strong community and its tenuous land tenure. Karanfilköy is surrounded by some of Istanbul’s most expensive neighborhoods. Consequently, there are tremendous development pressures on the settlement. Nonetheless, the neighborhood has remained largely unchanged physically since the 1980s. Karanfilköy, in contrast to most Istanbul squatter settlements, has maintained low-rise residential structures, a lower population density and large amounts of green space adjacent to residential buildings. Most informal settlements in Istanbul have been allowed to expand vertically – creating multi-story apartment buildings. This often enables residents to achieve incremental economic gains by renting out flats as funds allow them to expand their building. This is a common process where informal housing acts as a commodity that can be bought and sold on the market (Coccato 1996). Karanfilköy’s residents have not been allowed to expand their buildings and participate in a speculation process. The physical results in Karanfilköy are typically landscapes with very pleasant homes, gardens and structures, but without the income generation of rental units.

For this study, a brief background analysis of Turkish informal settlement processes is presented (Buğra & Çaglar 2005, Senyapili 2004). Karanfilköy is then examined in this historic context in terms of its spatial development. It is found that this community has particularly strong social interactions and physical spaces (Alkan 2006). This paper then analyzes Karanfilköy’s land tenure processes in relation to Payne’s tenure rights and title rights continuums (2001). Payne outlines the dangers of offering title rights because this can “downward raid” the land tenure continuum (2001, 422-424). Instead, Payne recommends alternatives to tenure rights that still increase residents’ security, such as increasing, “the rights of residents rather than changing their formal tenure status” (2001, 427). This recommendation is despite World Bank policies claiming insecure tenure leads to under-investment in housing and reduced housing quality (Payne 200, 420-421). However, Karanfilköy provides an interesting example of people staying outside of title and tenure security, yet still establishing strong social capital, community institutions and beautiful physical surroundings. In other words, the residents of Karanfilköy have largely invested in their neighborhood in a manner counter-intuitive to the argument that lack of tenure leads to under-investment.

Despite these strengths, the residents of Karanfilköy often feel their homes are under threat (Alkan 2006). This study argues that the residents, although often not owning titles or having tenure rights, were simply playing by the government’s rules. First, the original settlers established the community as a result of official Turkish housing policies (Senyapili 2004). Second, the settlement remained low-rise to conform to Turkish development rules (Alkan 2006, Buğra & Çaglar 2005). Lastly, Karanfilköy’s strong community spaces and social capital should not be destroyed by displacement of residents. Because of these reasons, it is argued that the neighborhood should be preserved for its residents and future generations.

References

Abstract Index #: 379
HIDDEN HUNGER: HOW THE MYTH OF THE URBAN BIAS SHAPES NUTRITION PLANNING IN BOLIVIA

Abstract System ID#: 4712
Individual Paper

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Developing countries today are increasingly characterized by a marked urbanization of poverty and malnutrition (Montgomery et al. 2004). Bolivia is among these nations, yet when nutrition planners there designed one of the most ambitious efforts to reduce chronic malnutrition on a national scale—Bolivia’s Zero Malnutrition Program—they targeted rural municipalities, leaving cities off the map. I argue that this anti-urban plan was based on the myth of an “urban bias” (Davis 2004). This narrative, common in the development community, justifies investments in rural areas based on several assumptions: city health care systems are better resourced; decision makers more readily respond to the needs of urban health care workers and populations; and as a result, urban residents are healthier and have better access to quality health care.

The results of a comparative case study of peri-urban health centers in Bolivia reveal otherwise. In the three cities where this study was conducted, I found an alarmingly high absolute number of malnourished children, historically under-resourced health staff that felt neglected by national decision-makers, and major gaps in the quality and provision of preventive health services. Policy actors in Bolivia were essentially unprepared to adapt nutrition programs to the distinct operational reality urban contexts pose. This initial oversight in the first four years of the program placed Zero Malnutrition at risk of making only a marginal difference in national malnutrition rates. I conclude with a discussion of practical strategies emerging in Bolivia to reintegrate and customize nutrition interventions to urban areas.

This study is applicable to other development initiatives still operating under the assumption of an urban bias. As Corburn (2004) argues, it suggests the need for an urban health agenda, but also a plan that uniquely attends to the needs of the poor in rapidly urbanizing countries. Findings also contribute to the long tradition of planning research on policy implementation (Wildavsky and Pressman 1973) by adding insights from literature on bridging the gap between health policy and practice (Damschroder et al. 2009).

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Abstract Index #: 380

THE DUBAI URBAN PHENOMENON

Abstract System ID#: 4657
Individual Paper

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During the last decade, Dubai managed to establish a spectacular and glamorous urban structure that attracted global attention and placed the city among top world ones. The urban experience of Dubai is becoming a model that is influencing trends of development in many cities in the Middle East. It presents a new approach to urban planning for
globalizing cities. In this paper I analyze the conceptions that have been shaping this experience of urban change. I argue that development in Dubai has been conceptualized by the idea of creating a series of projects that have two core features: 1) A spectacular image that can attract global attention, and 2) The capacity of triggering global flows of capital, people, goods and information to the city. I call these projects “places of flows” which together make the core components of the new urban structure of Dubai. I classify these places into: places of capital flows such as financial headquarters and business centers; places of people flows such as tourist attractions, airports, hotels and foreign labor districts; and places of information and knowledge flows such as information technology headquarters, media cities, world class universities, and museums.

In this paper I focus on three projects each representing a type of places of flows. These are Dubai international Airport, Dubai Financial Center, and Dubai Media City. I argue that these projects have trigged massive flows of people, capital and information to the city. I explain nature of these places and their role in integrating Dubai into the new world system.

This study contributes to better understanding of the trends of urban development that have been occurring in many major cities across the Middle East. It explicates the impact of the Dubai model on the dynamics of urban change in globalizing cities in the region. Cities such as Doha, Manama and Riyadh have been following the same path of Dubai. Themed mega projects have emerging in these cities as part of their quest for better “world city” statuses.

References

INTEGRATION OF FORMAL AND INFORMAL DEVELOPMENT IN HANOI NEW URBANIZED VILLAGES – CASE IN LANGCOT VILLAGE, CAUGIAY DISTRICT

New urbanized villages (“lang do thi hoa” can be directly translated into villages-in-the-city) have become important settlements in Hanoi city. These traditional villages, characterized as autonomous, self-sufficiency in the old time have been transformed into new urbanized villages under the wave of rapid urbanization. It is important and interesting to have an insight of transformation of these unique settlements integrated both formal and informal development.

This research was to (1) investigate the causes of informal developments, characterized by informal land subdivision, illegal self-reliant housing construction, cal-de-sacs self-creation, and the newly emergence of mini tenements in Hanoi urban edge. (2) Examine the practice of new detailed planning applied at the local level, and (3) define the role of public participation in the detailed planning process.

A case study was carried out in Langcot traditional village, Caugiay district in the urban edge of Hanoi city. Statistic data collected from various agencies, in-depth interview among key bodies-informant. Site survey repeatedly from 2008-2010 under the funding of GCOE research fund (The University of Tokyo).

Main findings withdrew from the case study: (1) Detailed planning plays only roles for governmental funded project (land conversion, acquisition for public uses. It lacks of feasible means to control small scale, informal development, (2) Cal-de-sacs self-created during individual land subdivision worsen the already inappropriate infrastructure system,
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(3) Local government lacks of experience, tools and legal platform to control and monitor the informal developments, there have been little communication among people in community, one of key factors of urban development and management. (5) Informal development have many impacts on the built environment of Hanoi new urbanized villages. Housing construction activities without guiding and controlling brings about chaos architecture and spatial fragmentation; land is subdivided into too small plots, resulting in the increase of building density, decrease of open space and greeneries. The informal development will also prevent opportunities for necessary expansion of road, commercial area, open space and the upgrading of these informal development areas in the future will be more costly than planned one.

It can be concluded that detailed plan, a basement for development control, should be available in these new urbanized villages. In addition, flexible regulation should be introduced together with strict penalties and basic infrastructures prioritized in investment. It can be pointed out that decentralizing and, at the same time, strengthening the capability of local authority should be carried out along side with comprehensive planning. Overall, public participation is a crucial key to make a workable plan.

References

Abstract Index #: 382
SQUATTER SETTLEMENTS AS RESILIENT ENCLAVES
Abstract System ID#: 4737
Individual Paper

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This paper aims to study how squatter settlements can be resilient enclaves based on their assets and institutions rather than be seen as liabilities. In this paper we will explore three emerging theories that are conducive to the study of assets and institutions within these settlements and create a framework to study the social, cultural, economic and spatial dimensions within them.

Institutional Analysis and Development (IAD): Ostrom’s theory of Institutional Analysis and Development (IAD) provides a framework to study common pool resources. The IAD framework primarily emphasizes the study of informal institutions within the squatter settlements which allow for the equitable and long term distribution of common resources within these settlements (Ostrom 2005).

Asset Based Community Development (ABCD) Asset Based Community Development is considered an alternative to the need-based approach to community development. This approach seeks to identify and capitalize on the tangible and intangible assets available to a community rather than what it lacks (Arefi 2008). Social networks within the squatter settlements are considered one of their primary assets (Perlman 1976).

Resilient Cities The form, function and flow characterize the spatial and non-spatial attributes of the settlement. In a non-equilibrium paradigm, resilient settlements are shown to adapt to new forms, functions and flows. Squatter settlements have been resilient to severe economic, social, natural and political disasters over the years and are prime examples of resiliency (Arefi 2011).
Today one third of humanity or a billion people live in squatter settlements, this number is slated to double by 2030-2035 (UN-Habitat 2003). Squatter settlements or informal settlements have been studied at length by researchers since Victorian times. Research by Pearlman and others was instrumental in debunking the myths of marginality (Perlman 1976), while recent studies by UN habitat cast new light on the universality and magnitude of the problem (UN-Habitat 2003).

Despite the proliferation of research which shows that redevelopment of informal settlements is not the solution, the pressure to redevelop squatter settlements has increased in recent times due to a confluence of factors:

World Class Cities: In an effort to create world class cities, a million squatters were displaced in Delhi during the 2010 Commonwealth Games; Olympics were the excuse for the displacement of 300,000 people in Beijing; Massive slum eradication occurred in South Africa for the 2010 FIFA world cup.

Increasing Cost of Land: Informal settlements are typically located in the most undesirable urban locations (Dharavi, Mumbai- Marsh Land; Rochina Rio-De Janiro- Hill side). Increasing densities in urban areas and reducing supply of land, has made these previously unsuitable lands ripe for development.

Investment Dollars: Foreign investment firms have created multi-billion dollar infrastructure funds in support the transition of cities in the global south to world class cities. This trend ‘speculative urbanism’ results in cities competing to leverage their urban infrastructure to attract capital to their city.

Given the changing conditions in the squatter settlements, we need a new approach to research. The three theories, IAD, ABCD and Resilient Cities provide an asset based approach to the study of squatter settlements.

References

HOUSEHOLDS’ COPING STRATEGIES WITH UNSATISFACTORY URBAN SERVICES IN ABUJA, NIGERIA

Abstract System ID#: 4738
Individual Paper

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While access to basic services such as safe drinking water and adequate sanitation is vital to preservation of life and essential in raising living standard of citizens, adequate provision of the services to the rapidly growing cities of developing countries is always a huge challenge. Where such services are lacking or inadequate, city residents usually resort to using several mechanisms to respond to the situation such as those based on the Exit, Voice, Loyalty and Neglect model. Accordingly, this study will explore how households in Abuja cope with unsatisfactory provisions of piped-water, refuse collection and sanitation services in different parts of the city. It also asks: why do residents prefer to choose some particular coping strategy and what factors affect the efficacy of the strategies?

Abuja is a city established by a military government decree in 1976 to replace Lagos as the federal capital of Nigeria due to problems with the provision of urban services, housing, and transportation, etc. Since December 1991, when the
capital relocated from Lagos, Abuja city has been experiencing influx of people from various parts of the country due
to real and perceived economic opportunities and quest for urban life. However, one of the intricate problems facing the
city is how to provide basic urban services to the rapidly growing population that is estimated at 3.2 million people and
the population growth of 8.2% per annum, which is the highest in Africa.

This paper is part of my PhD dissertation and the data is from field work research that involved 60 in-depth interviews
with key informant households, personal observation and review of official documents in Abuja. Findings from
grounded analysis provide insights into the various strategies city residents employ in response to dissatisfaction with
the delivery of basic urban services and the factors that influence the choice and efficacy and the coping strategies. The
paper concludes with a set of lessons and policy recommendations on ways to mitigate the problems with this model of
urban service provision in developing countries.

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Abstract Index #: 384
HUMAN RIGHTS IN A "WORST CASE" URBAN ENVIRONMENT: PLANNING FOR MARGINALIZED
MINORITIES IN KAMPALA, UGANDA
Abstract System ID#: 4756
Pre-organized Paper Session (Symposium) “Queering Development Planning”

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Kampala, Uganda, like many large African urban areas, contains a growing diversity of marginalized minority groups
whose needs and realities are unknown, ignored, or actively rejected by urban governance authorities and urban
planners. While not all such groups are distinct in their identities, two are prominent: persons with disabilities, and
members of sexual minorities (lesbian, gay, bisexual, transgender, and intersex persons). Both of these communities are
increasingly outspoken, and in both cases their advocacy reflects demands that are grounded in universal human rights
concepts. While the human rights claims of many – but by no means all – persons with disabilities are met with some
sympathy, the claims of lesbian, gay, bisexual, transgender, and intersex persons are not considered to be a valid factor
in the planning and management of Kampala’s growth and its allocation of municipal services. In fact, members of
Kampala’s lesbian, gay, bisexual, transgender, and intersex community would face significant threats of violence and
humiliation if they even attempt to participate in urban planning and governance decision-making at any level.

This paper will address the question of how effective the Kampala urban governance institutions are to the universal
human rights claims of marginalized minorities, and how differently the respective claims of these two groups are
received and responded to. It will describe how human rights and the language of human capabilities as articulated in
the Capability Approach pioneered by Amartya Sen, Martha Nussbaum, David Crocker and others can be converted
into specific planning and governance parameters for rapidly growing urban areas in Africa. It will also compare the
responsiveness of the urban governance institutions to the needs of these two marginalized minority groups, with data
accessed from a series of interviews with a representative cross section of Ugandans who are members of each (or
both) marginalized groups, in which they will be asked to describe the qualitative elements that define their lives in the
urban environment, what recourse (if any) they have to municipal authorities for needed improvements, and what
trends best describe their advocacy to improve their quality of life and access to services. The author has extensive
experience in Kampala since 1982, including having been a Fulbright professor at Makerere University in 2005-6, and travels to Uganda frequently.

The relevance of this paper will be to place human rights considerations into the light of a “worst case” scenario, and consider how such ethical concerns are articulated, advocated, and responded to. Human rights and human capabilities parameters arguably form a robust framework for urban planning, participation, and governance, and this paper will explore the efficacy of this approach.

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2. Prof. Amartya Sen, Thomas W. Lamont University Professor and Professor of Economics and Philosophy at Harvard University
3. Prof. Jack Donnelly, Andrew Mellon Professor at the Josef Korbel School of International Studies, University of Denver
4. Dean Byaruhanga Rukooko, Faculty of Arts, Makerere University, Kampala, Uganda

Abstract Index #: 385
STRATEGIC VISIONS AND SOCIO-SPATIAL DIVISIONS IN GLOBAL SOUTH CITIES
Abstract System ID#: 4817
Individual Paper

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The unprecedented scope of urbanization in the Global South and related challenges of urban poverty, inequality and informality have brought about in the last decade a proliferation of “strategies” and “visions”, conceptualized and implemented by international development organizations, national, metropolitan and local governments, nongovernmental and community organizations. They range from internationally-sponsored strategies such as the World Bank’s recent Urban and Local Government Strategy and the City Alliance’s City Development Strategies to local articulations of strategic plans and visions, promoted by city governments, business elites and middle class groups, usually embedded in a business rationality. Overall, these strategies seek to “harness the potential of urbanization to deliver equitable and inclusive growth and poverty alleviation” (World Bank 2009:4).

While the goal of equitable and inclusive growth is commendable, concepts of inequality, exclusion and social division vary widely across countries, cultures and contexts, and come to bear upon the ideas and instruments of planning. With this in mind, the main question the paper addresses is: how are urban inequality and socio-spatial divisions conceptualized and acted upon through strategic visions and interventions - within the field of international development organizations and by local stakeholders - in different political, social and cultural contexts?

The paper offers a theoretical and analytical framework and preliminary results from a comparative cross-national survey of urban strategies and city visions formulated and implemented in recent years in cities in the Global South. Selected cities are surveyed for strategic planning visions and interventions, with a view of achieving a comprehensive regional spread. Relevant plans, institutional publications and reports are critically analyzed to compare how the selected strategies envision, frame and address socio-spatial inequality in the respective cities. In analyzing the spatial imaginary of such strategies, I identify (following Bourdieu) their “principles of vision and division”: which areas are within the vision of the strategy and which areas are excluded? Which areas are targeted for strategic interventions and which are neglected? What concepts and techniques are employed for measuring and mapping socio-spatial inequality in the city and along which lines of division (e.g. racial-ethnic or social-economic)? How do specific tools and methodologies, such as geographic information systems, poverty mapping, vulnerability assessment, inform the spatial imaginary of strategies?

The paper, part of a wider research project, addresses how strategic visions and interventions conceptualize and act upon the challenges of socio-spatial inequality in cities in the Global South at both the international and local level. It
seeks to make a contribution and draw together the literatures on global comparative urban studies (e.g. Robinson 2006), planning in Global South cities (UN-Habitat 2009), strategic planning (Healey 2007) and socio-spatial inequality and informality (Roy 2005). Its main anticipated learning objective is to understand how different spatial imaginaries and visions might reduce or reinforce spatialities of inequality in cities around the world.

References

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The past two decades have witnessed an explosion of works building on Henri Lefebvre’s thesis in the production of space (Lefebvre 1992). Lefebvre’s work has been enormously influential in the field of geography where his conceptualization of space as a social product that embodies and feeds into the confrontation of everyday, institutional, and professional (architectural) practices has informed the works of many leading theorists since the mid-1980s (Gregory and Urry 1985, Low 1999, Soja 1999). Despite its critical implications on the practice of planning, the impacts of Lefebvre’s work on planning practices have been slow to come (Carp 2008, Lefebvre 1976). Thus, most planners typically adopt a narrow understanding of space limited to quantifiable elements (in volumes, sizes) pegged to ideal or universal standards and neglect other dimensions of space outlined by Lefebvre, notably those related to everyday practice (framed by arrangements and territories) as well as to the representational space of users (their lived and imagined spatializations).

In this paper, I propose to raise this challenge. Building on a critical analysis of the conceptualization of space in the neighborhood of Haret Hreik (Southern Suburbs of Beirut -Lebanon), the paper investigates the post-2006 reconstruction of the neighborhood under the auspices of Hezbollah’s Wa’d agency. Haret Hreik, a main commercial and residential hub in the southern suburbs of Beirut and the neighborhood housing the majority of political and social organizations managed by Hezbollah was destroyed in a series of air raids that left the neighborhood flattened (Fawaz 2007). Wa’d has rebuilt over 200 multi-story apartment buildings in this area over the past five years in a large-scale intervention that has returned the majority of the neighborhood’s 20,000 displaced dwellers to apartments rebuilt by the agency for them.

By evaluating critically the formulation of three key aspects of the process of planning in relation to the conceptualization of space, namely (i) the identification of “beneficiaries” or claimants over the space, (ii) the delineation of the “intervention area” both physically and historically, and (iii) the description of the “housing product”, I argue that despite the fact that Wa’d presents a unique experiment in post-war reconstruction in contemporary Lebanese planning, it fails on many account to fulfill its commitment to inclusive planning. Building further on the work of Lefebvre, I propose alternative approaches of conceptualizing this reconstruction project that could have ushered more inclusive strategies for similar types of projects.
The paper is based on field research in Haret Hreik conducted since 2006 as well as their direct involvement in the post-war reconstruction debate during the 2006-2008 period.

References

INTERGOVERNMENTAL TRANSFERS AND SUBNATIONAL DEVELOPMENT: POLITICAL AND INSTITUTIONAL DIMENSION OF FISCAL DECENTRALIZATION IN INDIA
Abstract System ID#: 4837
Individual Paper
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Currently, many developing country governments are embarking on large-scale experiments around new and innovative intergovernmental fiscal arrangements that seek to finance key urban public goods and services aimed at increasing the economic competitiveness of cities and regions. However, uneven spatial development within and across cities and regions suggest that national policymakers confront a heterogeneous set of political and institutional incentives distributed across a national territory that have the potential to derail nationally-led development policies. Furthermore, these incentives have the potential to complement or contravene the de jure and de facto institutional rules programmed into transfer grants that seek to guide subnational development towards common policy goals of competitiveness, efficiency and equity at the local level. In this paper, through an intergovernmental fiscal relations framework, I seek to build a narrative of how local and regional political agendas and variations in archetypal visions for modernization and urban development interact with national-level development agendas programmed in the design of intergovernmental transfers to cities. Drawing on empirical data from interviews with key government and civil society informants, this paper presents the case of changes in housing provision for the poor in Ahmedabad, India under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM). This case highlights the fiscal vectors of inter-scalar political and institutional dynamics, tests how continuities and discontinuities in political agendas shape the quantity and quality of urban infrastructure delivery and, by extension, sheds light on these agendas’ impact on local planning and poverty alleviation. The findings demonstrate that shifts in the politics or institutions of governance at one scale do not simply exert exogenous effects on the trajectory of decentralized service provision. Rather, particular identifiable configurations of national, regional, and local politics, which are coupled dialectically and are endogenous to the intergovernmental transfer system itself, exert direct influence over the shape and form of the decentralization of service provision. These findings have important policy implications for how scholars and policymakers understand the potential of intergovernmental transfers to enact a specific development agenda across multi-scalar political and institutional geographies that mediate their implementation.

A CRITICAL ANALYSIS OF THE CHANGING VALUES IN FORMALLY PLANNED COMMUNITIES IN BOGOTÁ, COLOMBIA
Abstract System ID#: 4839
Pre-organized Paper Session (Symposium) "Planning for Socio-spatial Justice: Mobilizing Change in Colombia and Brazil"
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Colombian social housing policy recognizes the need to provide decent and affordable housing for its large poor population whose housing developed mostly without state intervention, as in many other nations across the world. The overarching policy has moved towards the model of state-sanctioned, and therefore formal mechanisms of planning and control of urban renovation and expansion. This paper will undertake a critical analysis of the underlying values expressed in the experiences of residents’ and housing-related professionals’ meanings about the transition into living in and working for ‘formally planned social housing’ in Bogotá, Colombia. The processes of an “emerging housing practice” (Ferguson & Navarrete, 2003) shape people’s understandings of themselves and their social and environmental contexts. The issues and problems with which both residents and housing professionals contend are related to the social relationships, expectations, and problems that occur within the spaces of the home, residential complexes, neighborhood and city. Housing-related professionals work in the business of simultaneously promoting this formalization of territory and its associated social practices while making strained attempts to cope with residents’ issues. These individual level, daily practices are particularly emblematic of the simultaneously occurring phenomena of modernization in a developing country, and citizenship and peace-building in a context of an over 40-year civil war. This context leads me to critically examine the values practiced by everyday citizens and the planning project of the state precisely because there has been an emphasis on access to decent and affordable housing by several previous city administrations.

Two formally planned communities by Metrovivienda serve as a case study of how people experience urban development. By examining the lived experiences of key actors in two peri-urban formal communities, El Recreo and El Porvernir, the lens of convivencia (social co-existence) emerged and embraces the elements of the change from living among the informal to the formal sector. Utilizing the interdisciplinary perspective of environmental psychology culled from the social sciences, architecture and urban planning literatures, this in-progress dissertation study is based on a field-based qualitative case study of one of Bogotá’s state-organized social housing initiatives. The impetus for this research was originally motivated by the argument that planners, designers, and housing policy-makers need to understand people’s meanings of home and habitat in order to create better informed decisions about residents’ quality of life. While the final goal is to improve living conditions, the various voices sharing this goal have yet to be deconstructed in the housing, planning or policy literature in either the United States or Latin America. Involved actors, i.e. housing professionals and residents, often hold very different values and politics that result from their education, personal and professional experiences. One aim of this dissertation is to understand these multiple voices and frame them within the Right to the City literature to supplement urban and housing policy research and practice.

Data collection methods of in-depth narrative interviews, participant observations, a focus group and archival research have been able to capture residents and professionals meanings based on the psychological concepts of home and habitat. Referencing structural forces, the dissertation will illustrate the multi-faceted stories of each kind of actor that highlight the influence of their personal, social and physical understandings of home and habitat on the housing, neighborhood and community building practices of Metrovivienda’s low-income housing development process. Influenced by post-modernist epistemological practices, planning and housing research have begun to embrace this ‘narrative turn’ to understand practice through stories and rhetoric (Sandercock & Attili, 2010).

References


Abstract Index #: 389
THE LINK BETWEEN TENURE SECURITY, SETTLEMENT UPGRADING AND HOME IMPROVEMENT – CASES FROM LAHORE, PAKISTAN
Pre-organized Paper Session (Symposium) “Comparative Dimensions of Informal Housing”
Pre-organized Paper Session (Symposium)

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Governments in developing countries and international aid agencies have increasingly acknowledged the limitations of tenure regularization or titling programs as a means of achieving squatter settlement upgrading and housing improvement (Durand-Lasserve & Royston, 2006). Research has highlighted that property titles are not the only means to achieve tenure security in informal settlements and property titling programs need to take into account the economic realities and social contexts of informal housing (Fernandes, 2011). Otherwise, they can do more harm than good by increasing the vulnerability of the poor to market-driven and government-driven evictions (Payne, Rakodi & Durand-Lasserve, 2009).

The paper aims to understand the diversity of other tenure arrangements (such as tenure based on access to basic services and infrastructure) and the existing continuum between tenure systems, and highlights their role in housing improvement in two informal settlements in Lahore, Pakistan. Both settlements are illegal subdivisions but have differing tenure arrangements. The first settlement has infrastructure services including public utilities provided by the government while the second settlement has informal access to some basic services and has no access to public utilities. The paper describes the tenure arrangements in these settlements and traces the settlements’ upgrading efforts, both at the individual and collective levels, over time. It investigates the role of non-governmental organizations, settlement-level committees formed by residents to improve their surroundings, and household-level investments in home improvement. Finally, it comes up with lessons learned about settlement upgrading through informal mechanisms and discusses the importance of these lessons for tenure regularization programs.

Initial findings suggest that both settlements have undergone improvements at the settlement and household level. The success of settlement upgrading depends on a number of factors that include the political clout wielded by the de facto communal owner, the ability of the residents to form neighborhood political action committees that are able to demand public services and collaborate with non-governmental organizations, and the capacity of residents to pool their resources and improve infrastructure provisions collectively. Furthermore, at the household level, investment in housing improvement is dependent on household income and saving. This seems to suggest that the tenure arrangement in both settlements allows the residents to perceive a level of tenure security where they are comfortable in making personal investment in their homes.

Fresh evidence from Lahore, as synthesized in this paper, provides a picture of tenure security as understood by informal settlement residents themselves and underscores the circumstantial complexities of tenure arrangements in individual settlements. Planners and development experts have been grappling with the interplay of land tenure and housing improvement strategies for many years. This study helps clarify the link between tenure security and housing improvement for academic planners as well as policy-makers and can provide important insights on approaches to informal settlement upgrading without tenure regularization.

References

Abstract Index #: 390
CONCEPTUALIZING THE ROLE OF CIVIL SOCIETY INSTITUTIONS FOR PROVIDING AND SUSTAINING URBAN PUBLIC SERVICES
Abstract System ID#: 4873
Individual Paper

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There has been an increased focus by international development planners and policy makers over the past decades on shifting decision-making and service delivery to the local level. In this context of neoliberal decentralization, policy makers have turned to non-state civil society institutions for the provision of key services. Despite the increasing dependence on civil society decision-making and public service delivery at the local level, planners and policy makers still debate the outcomes of relying on these institutions for urban development, especially as it pertains to project sustainability over the long-term. And while such inquiries are crucial, it is equally important to understand more fully how these local organizations can play a role as an intermediary between local government and underserved communities, especially in resource poor contexts. (Bebbington, 2002; Mitlin et al., 2007).

In order to problematize the trend toward non-statist delivery of public services and resulting dependence on civil society intermediaries, this paper examines the socio-spatial dimensions of such civil society institutions, seeking to explain what conditions have resulted in and enabled some local civil society institutions to sustain provision of key public services, while others have foundered and become defunct. In order to more fully conceptualize the longevity of civil society institutions, the paper will first review the salient literature, drawing contributions from within the fields of international and community development planning, geography, and organizational management (Anheier, 2005; Glickman and Servon, 1998; Hodgkinson and Foley, 2003).

Based on this review of the literature, the paper will then propose a new conceptual model that seeks to understand the intersecting role of individual, social, and spatial factors for civil society institutional longevity. Qualitative analysis of interviews (N=15) conducted in 2009 in Ahmedabad, India with civil society associations serving as long-term managers of a slum upgrading project will illustrate key facets of and applications for this proposed conceptual model. Finally, this paper will discuss future research directions for this emerging field of study.

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Abstract Index #: 391

HEALTHCARE PRIORITIES AS ECONOMIC STRATEGY: INTEGRATING DEMAND INSTRUMENTS WITH COMMUNITY ENTITLEMENTS AND INFRASTRUCTURE
Abstract System ID#: 4915
Pre-organized Paper Session (Symposium) “Defining Demand Priorities”

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A pressing common global problem is healthcare access and entitlements. Under what conditions can demand instruments expand community healthcare entitlements and infrastructure? Many people lack reliable, affordable
healthcare even while cities and regions provide carrots with few sticks to the life-science industry. Such local economic efforts can run counter to national health reform which the nation-state must juggle: the US struggles with strong medicine supply but weak national demand (including insurance); Japan has more successfully navigated demand regulation and national supply; India has dramatically become the ‘pharmacy to the world’, yet weak demand institutions have led to unreliable access, with women and children the worst off. I have argued earlier that countries with substantial health industries ironically face the stiffest political challenge: reconciling domestic and export demand. This challenge is worsened by what I posit is an incorrect and exclusive focus on market failure arguments as a threshold to public intervention and coordination, and a disconnect between (largely North Atlantic) normative theories of process and outcomes and those empirical studies on the South documenting obstacles in integrating economic growth with development. Despite India’s 1983 National Health Policy for “universal, comprehensive primary health care services, relevant to actual needs and priorities of the community”, the more direct bridge to economic plans is rarely made. This affects access to medicines, insurance, preventative care, hospitals and diagnostic clinics. Furthermore, despite the 74th Constitutional Amendment, rapid economic growth has further undermined local governing capacity. I use qualitative case studies with different lenses (labour, finance, spatial and land use) using varied archival sources of scholarly, advocacy, and journalistic materials, of recent market and non-market instruments in three types of demand strategies: (a) experiments to boost demand through national employment-welfare reform (b) national and regional direct procurement budgets for ‘essential’ medicines in flagging urban public hospitals (c) other industrial and land use incentives tied to healthcare infrastructure and products. In each instance, I evaluate how and what type of community health entitlement and infrastructure was achieved. On the whole, I argue that these diverse demand experiments are evidence of a new national economic paternalism with promising coalition bedfellows but mixed community health outcomes in several regions. The findings suggest new forms of integration are required for planning theory and practice that acknowledge several conflicting trends: growing technological momentum; absent health insurance or entitlement guarantees; increased fiscal and land incentives for urban life-sciences; patients’ preferences for private providers; privatization of urban hospitals, diagnostics and clinics to shore up municipal reserves; and limited clean water and sanitation. Thus, analysing demand experiments can provide the intersection between international development practice and planning theories, and shape planners’ economic strategies to contribute to current national healthcare reforms and to local well-being.

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Abstract Index #: 392
WATER, PEOPLE AND CITIES: ENVIRONMENTAL AND SOCIAL DIMENSIONS OF URBANIZATION AND URBAN STREAMS PROTECTION IN INDIA
Abstract System ID#: 4920
Individual Paper

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India has had its share of controversial events related to water resources, both in urban and rural areas (Iyer 2003). Engineering interventions have created the largest irrigation system in the world, justified by food security for a rapidly growing population. With increasing urbanization, several large water infrastructure projects are now dedicated to producing hydropower and quenching the thirst of urban areas. In addition, the spatial and temporal characteristics of
water cycles in India bring an added dimension to the issue of supply and demand and distribution. Millions of people in India still do not have access to adequate sources of water and sewage disposal (Bandyopadhyay 2009). When compared to other countries of the global south, the percentages for India seem predictable—86% of the population has access to improved water sources and 33% have adequate sanitation. However, absolute numbers surpass the entire population of most countries: 170 million people do not have access to safe water and 800 million do not have basic sanitation (WWAP 2009).

Historically, rivers have been integral parts of urban development, used for agriculture, transportation, hydropower, and water supply. But river systems are also important for ecological and economic development reasons, including habitat preservation, and recreation and tourism (Postel & Richter 2003). Rivers and urban streams serve multiple functions and may have positive environmental roles, such as sources of drinking water and recreation, and negative, such as serving as a disposal channel for urban wastes. This paper argues that balancing these positive and negative environmental roles can create viable urban streams. How can we better protect our water resources while allowing people to have decent livelihoods and cities to achieve sustainable levels of development?

This research project, presently in its preliminary stages, examines the viability of urban rivers and streams in developing countries in general and in India in particular. In this context, marginal and ecologically fragile lands are often occupied by informal settlements, which causes a compound problem. People settling in these areas not only put themselves in harms way given the threat of floods and the unsanitary conditions of settlements, but also cause a potential problem for the larger urban area by polluting water sources because of lack of infrastructure. The intent is to evaluate the impact of formal and informal urban development on water resources and the impact of water resource protection on formal and informal urban development.

Project goals will be achieved through a quantitative and qualitative analysis of demographic, socioeconomic and environmental data. Archival research is being supplemented by interviews with urban planning professionals and government agencies staff. This work is relevant to both scholarship and planning practice in that it suggests that it is possible to plan with natural resources in mind, to preserve landscapes while fostering development, and to protect water resources while promoting sustainable livelihoods. Results will be useful to the fields of urban and environmental planning as well as international development practice.

Water and climate are likely to be the most internationally debated issues of the 21st century. The water- and sanitation-related targets set by the Millennium Development Goals have created positive momentum, but are not likely to be met by 2015. New goals and targets will have to be set, probably in the context of two major international events happening this year: the 6th World Water Forum and Rio + 20. Water is likely to figure prominently in the agendas of these and other international events.

References

Abstract Index #: 393
Abstract System ID#: 4925
Individual Paper

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This study examines the form of vulnerable morphologies at different stages of city growth within the pervasive expansion of fast growing cities. I argue through an original hierarchical method that specific morphological forms are constructed as inherent responses to the site and broader city vulnerabilities. Thus slum morphologies should be defined as areas of vulnerability rather than by existing legal or economic distinctions, and morphologic type. The research puts forward a critique of the polarization of the city by legal definitions and re-conceptualizes the notion of the whole city in order to achieve integration. It also puts forward a critique of the data currently used to examine slums as socio economic constructs.

Specifically I hypothesize that certain morphologies emerge at the limit conditions in particular Growth Stages of urban areas. I test this hypothesis at four scales of city investigation: the global, the city and its territory, the neighbourhood, and the block. Utilizing hierarchical, built to unbuilt, and experiential representation to analyze the city, that draw on datasets of fast growing cities, historical cartography and satellite images. Focusing on two case studies – the urban agglomerations of Sao Paulo, Brazil and Manila, the Philippines – to demonstrate that slum morphologies are varied and are responsive to spatial dynamics of population growth and land consumption.

This study introduces the concept of Growth Stages of city growth, through the use of demographic and urban land consumption curves to define stages of land dynamics. The study also classifies vulnerable morphologic types in ten broad categories to better define and classify vulnerable areas in order to deepen the lexicon of the discipline. Current understanding of the spatial dynamics of slum development at the intermediate scale is limited. The framework of the vulnerable morphologic as related to Growth Stage debunks the prevailing myth of informal and slum urbanization as unplanned, and reasserts that not all slum forms are the same. In order to improve the quality of life of the urban poor, the physical spaces they inhabit must be analyzed in terms of their vulnerability, urban fabric, the relevance of space and physical planning should be central in any discussion on the phenomenon settlements of the urban poor. This study of the morphologic reveals how intervention strategies may proactively be applied to shape cities with expected rapid growth.


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Keyword: vulnerable morphologies, growth stage, international development, urban planning in slums

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Hernando de Soto’s The Mystery of Capital sparked off a vigorous debate between the proponents of tenure formalization in slums/informal settlements (like de Soto himself) and critics who have argued for more gradual strategies for slum upgrading. A survey of land titling programs by Payne et al (2009) suggests that they have generally failed in achieving the benefits claimed by the proponents. Critics of land titling have also raised serious methodological concerns – such as selection bias – in impact evaluation for tenure formalization programs. (Durrand-Lasserve & Selod, 2007, pp. 19-27)

My research extends this literature by examining the potential impacts of government recognition of slums that falls short of land titling. “Notification” is a popular strategy in Indian cities, wherein notified slums receive limited government recognition and some public services. Using two datasets from the National Sample Survey (NSS) in 2008/09 – one at the aggregate level of slums and the other at the level of individual households – I examine the relationship between slum notification and new private investment in housing stock, including investment in sanitation facilities. Quasi-experimental techniques such as propensity-score matching are used to account for selection bias. I then evaluate the possibility of making causal arguments based on the available evidence.

References

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It is well known that half the world now lives in urban centres, with the region of Latin America and the Caribbean at the forefront of this shift. In some areas of the Caribbean where tourism has been the driver for ‘development’, formerly rural landscapes have been consumed by growing urban centres, and have transformed into new urban settlements. As part of this process of often rapid urbanization, rural communities have been affected, displaced or even evicted and replaced with globally networked gated complexes, for resort or residential tourists. This paper will use the case study of Bávaro-Punta Cana in the Dominican Republic to demonstrate the development of increasingly ‘splintered urbanism’ (Graham and Marvin 2001) and the ecological implications associated with this. I argue that the transformation of Bávaro-Punta Cana into a mass tourist destination has been contingent on the ability to transform nature into modern (and thus hospitable) spaces for tourists. However, the production of this nature is thus also dependent on the segregation of tourists’ environments from the urban and presumably ‘un-natural’ chaos that lies outside the walls of these developments. Urban political ecologists would agree that ‘there is nothing unnatural about produced environments like cities’ (Heynen et al. 2006). I argue that planners from the Dominican Republic’s Ministry of Tourism as well as the local government who are now attempting to create and implement plans for Bávaro-Punta Cana would benefit from learning from the political ecology perspective, if ‘development’ and equity lie at the heart of their endeavours.

References

GREATER PHNOM PENVH: IMPROVED URBAN SERVICES THROUGH CROSS SUBSIDY, PAYMENT REFORM, EDUCATION AND CO-MANAGEMENT
Abstract System ID#: 4993
Individual Paper
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Since the time of Jane Jacobs, there has been a progressive focus on community-level participation, action, and organizing that has opened up one of the most dynamic areas of Urban and Regional Planning, finance, and public policy. This focus has varied from, for example, the “Ladder of Participation” (Arnstein 1969) to “culture-based epistemologies” (Umemoto 2001), technical experts (Corburn 2005), and housing developers (Mukhija 2003). Moreover, it has usually emphasized the tensions often felt between local and national state agencies/planners and the informal and semi-formal local entities that influence the implementation of policies and plans. The case of water supplies, however, moves beyond this oppositional stance, often demonstrating that community institutions are “bankable” entities capable of co-developing peri-urban settlements in cooperation with state entities. The case of Phnom Penh Cambodia is a good illustration.

After years of civil war, Cambodia began to focus on reconstruction and the development of its much-needed infrastructure across the country in the early 1990s. While most government institutions at the municipal/provincial level were dysfunctional, the Phnom Penh Water Supply Authority (PPWSA) was able to provide excellent water service to its all of the city’s residents, even the extremely poor. By the early 2000s, PPWSA’s water provision had covered more than 80 percent of Phnom Penh’s population. However, many households, especially the poor without direct water connections, still relied on informal and semi-formal private, and unregulated, providers who provided water service at 8 to 10 times more expensive than the municipal rate in Phnom Penh. In an attempt to eliminate such water providers, PPWSA developed an innovative mechanism to provide cross-subsidy for water connection to poor households who are not able to pay the one-time connection and the full cost of connection. The subsidy was given in four categories (30 percent, 50 percent, 70 percent, and 100 percent). For each category, there were three types of amortized installment payment schedules (10 months, 15 months, and 20 months) that enabled extremely poor residents to overcome initial cost barriers. At the same time that it was developing these cross subsidies, the PPWSA developed innovative experiments with community education, payment arrangements, and staff pay scales to increase coverage and cost recovery of the whole system. This case represents a traditional utility that was able to creatively experiment with new management practices and solicit community involvement in the administration of its work. It also illustrates the fact that under certain conditions, urban water services can actually generate revenues to subsidize other functions of government.

References
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My research question is, “How do different actors of state and society conceptualize and articulate their notions of public space in Bangalore and what do their claims reveal about urban planning and governance in Indian cities?” Once known as the Garden City for its green spaces and quiet neighborhoods, Bangalore today is a site of drastic spatial transformations due to rapid urbanization and city wide public works projects aimed at fulfilling the state government’s “global city” aspirations (Nair 2005). Conceptualized and planned in the offices of central and state governments, the projects allow little or no involvement of the city government or city inhabitants (Rajagopal and Mohan 2010). Top down technocratic fixes and master plans do not fully acknowledge the kinetic nature of the city wherein it is also shaped by spatial practices of city residents (Mehrotra 2003). But the ongoing developments in Bangalore reveal daily displacements and reconfigurations that compel city inhabitants to renegotiate their spatial practices in the city. Arguably the politics of urban space is most visible in the politics of public space as different stakeholders lay claim to Bangalore’s streets, sidewalks, parks and playgrounds. The term “public space” denotes municipal property used for public purposes but it is also evocative of normative features of public life such as unimpeded access and freedom of expression in the urban commons. On ground however, public space emerges as a site of contestations where different stakeholders deploy normative terms such as public interest, citizenship and rights in validating their competing claims (Mitchell 2003).

I examine the contestations of a public park/playground (known as PO Ground) in an affluent Bangalore neighborhood to understand how different stakeholders conceptualize the notion of “publicness” in making claims to material space as well as discursive spaces in urban governance. I draw on the following literatures in building a theoretical framework for my research: (i) public space in Indian cities as a site of public life and spatial politics; (ii) Henri Lefebvre’s (1968, in Bridge and Watson 2002) concept of the right to the city wherein Lefebvre calls on disenfranchised city inhabitants to reclaim urban space as producers and users of space rather than on the basis of ownership; and (iii) master planning in Indian cities which represents the state’s vision for the city. Besides secondary sources of data, I rely on in-depth, open-ended interviews with neighborhood residents, planning officials, local politicians, lawyers, academics and users of PO Ground to trace the politics of transformation of the site from agricultural land to a gated park/playground over a span of four decades. The PO Ground case reveals that a certain group of enfranchised residents effectively used a combination of official definitions of public space and informal networks with people in power to restore the contested space to the public realm. But once this task was accomplished, the residents took charge of the public park as its self-appointed guardians. What this case study suggests is that contestations for public space in Bangalore are important in that they are fights for a right to the city (Mitchell 2003). But the outcomes of the contestations do not necessarily assure a broadening of either material or discursive spaces of democracy in the city largely because they do not rigorously question existing power structures in society and governance patterns.

References
Individual Paper

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In Indian cities, policy documents dating back to early 1950’s, indicate that ‘slums are a national problem that needs to be solved’ (First Five Year Plan). Then, in the 1980’s, the conversation changed to slum removal and slum-free cities. Now, slum rehabilitation, poverty alleviation, and slum upgrading are the keystones of policies that attempt to address urban poverty. In each of these iterations, the state’s focus has been on removing urban poor from the ‘modern’ Indian city. Despite the intention to ‘integrate people into the urban fabric’ (DDA, 2005), planning agencies have repeatedly failed to respond to the needs of urban poor residents (Batra, 2010). Roy (2009) refers to these state failures as the ‘idiom of planning’, where planning itself is implicated in the processes of deregulation and production of inconsistencies in the city.

Using water as an analytic, my mixed methods study analyzes how planning strategies in New Delhi impact urban poor women. Based on primary data collected in 2009-2010 through interview, focus groups, observations, and surveys in two ‘slums’ of New Delhi – a planned resettlement colony and an unplanned community - I argue that in emphasizing and criminalizing certain ways of accessing water in slums, planning strategies create exclusionary complexes and play a critical role in deciding who has access to certain city spaces and resources.

While planning strategies related to water access in New Delhi are based on laws and rules, they are also continuously reconstructed. Urban poor women, who are unable to access water using legal means, are forced to engage in ‘illegal’ actions to appropriate water for their families. Planning strategies, then, interpret legal/illegal in ways that suit the interest of some residents of the city (Baviskar, 2006; Roy. 2009). Improving water supply and distribution is central to the state’s strategies to develop and modernize the city, but at the same time, I found that water is central to urban poor women’s negotiations of the city. Thus, water access, supply and management in rapidly urbanizing Indian cities such as New Delhi, highlights the vast contrast between the lived reality of the city and its planning imaginaries, and implicates planning practice in creating and perpetuating unequal access to public resources in the city.

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Abstract Index #: 399

LAND TITLING AS WOMEN'S EMPOWERMENT: CRITICAL OBSERVATIONS FROM RECIFE BRAZIL

Abstract System ID#: 5035
Individual Paper

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This paper provides a critical perspective on the importance of the titling process, rather than its product—titles—as an important space of opportunity where urban planners can address gender inequity and empower urban women living in informality. Much of the international development literature has drawn a clear line of connection between both title holding and women’s empowerment and global gender inequities in property tenure and asymmetries in power between men and women. The cost and benefits of property tenure for women have been thoroughly documented using case
studies globally. However, the literature lacks insight into the titling process and the role it plays in empowering women living in urban informality. This gap is explored in this paper using experience-based evidence from Recife, Brazil. I examine the Ponte do Maduro Project, where a strong landless women’s movement is engaged in a participatory land regularization process to upgrade and title their 100-year old, center-city informal settlement. Testimonies of the women in Ponte do Maduro, collected over the course of two years, reveal the complexities, contradictions and contingencies of titling but also the potential for the titling process itself to be (dis)empowering because of its potential to address the multiple sites where oppression occurs. Ultimately, it is awareness of the contingencies of (dis)empowerment embedded in the titling processes that can help those involved in conceptualizing and doing gender empowerment work in urban planning to better serve the women they wish to empower.

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HOW COMMUNITY CHARACTERISTICS IMPACT PARTICIPATION IN SLUM UPGRADE IN INDIA AND INDONESIA
Abstract System ID#: 5037
Individual Paper
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In little over a decade much of Asia has seen significant neoliberalism-induced shifts in urban planning. Decentralization and democratization, notably, have created spaces for greater community participation (Beard et al. 2008; Fung and Wright 2003; Mansuri and Rao 2004) in slum upgrading programs (UN-Habitat 2011). Citing evidence from two innovative slum upgrading programs, which seek to create such spaces for more effective upgrading, in India and Indonesia, this paper illustrates how latent community characteristics shape community participation and, therefore, program outcomes such as empowerment. Specifically, it demonstrates how and why community participation a) varies across contexts, due to the uniqueness of larger socio-political milieus and state-civil society relationships; and b) within contexts, due to socio-cultural and socio-economic differences even among ostensibly homogenous and like communities. The gap between policy creation and implementation persists, and variable outcomes even within similar communities under the same upgrading program in the same city are befuddling. Past research on slums in Asian cities has demonstrated, for instance, how differences in community characteristics influence levels of social capital and trust, and access to services (Carpenter et al. 2004; Daniere and Takahashi 2002); how community participation varies in rural and urban projects (Beard and Dasgupta 2006) and its vulnerability to elite capture (Dasgupta and Beard 2007); as well as how communities’ physical characteristics impact upgrading efforts (Mukhija 2001). Utilizing primary data and a mixed-methods approach (qualitative, and descriptive statistics), this paper adds to this body of literature by providing a cross-country comparative analysis, focused on state-civil society relationships and community-level social, economic, and cultural characteristics that cause participation levels and quality to vary across communities. The paper’s findings suggest how policymakers and planners can pay better attention to and more effectively catalyze community participation.

References

Abstract Index #: 401

CLARIFYING THE GOAL OF HOUSING POLICY AT HOME AND ABROAD: SECURITY OF TENURE FOR THE WELFARE OF HOUSEHOLDS
Abstract System ID#: 5068
Pre-organized Paper Session (Symposium) “Defining Demand Priorities”

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This paper explores an intersection between American housing policies and policy assumptions, and the policies Americans promote in cities in developing countries.

Hernando de Soto's advocacy for the formalization informal housing appears to solve two difficult urban policies simultaneously: first, the resolution of the problem of informality, and second the security of tenure for poor households. However, conversion of undocumented and unrecognized housing into formal, fungible material assets is not the same as tenure-security. 'Ownership' is conflated with 'security' for households, as it was by George W. Bush in his second inaugural speech in 2005. In fact, legalization of informal houses can provide a mechanism by which the indebted occupants of those houses are compelled to surrender their newly-granted property in order to resolve debts. Therefore, legalization does indeed convert 'dead capital' to 'live capital,' in de Soto's terms; but the beneficiaries of this expansion of capital are not necessarily the impoverished households who occupied those houses.

The United States promoted marketization in Afghanistan as both a late-stage de-Sovietization program and as an ostensibly cost-free program of market-led postwar recovery. USAID hired the Emerging Markets Group to implement the Land Titling and Economic Restructuring Activity (LTERA), from 2003 to 2009. Part of this program was to develop a comprehensive land-titling system for Kabul, in order to formalize all the housing in the city. Like many cities in the global South, more than half the population in Kabul live in housing that is informal. In proposing a solution to this condition, the LTERA program literature interchanges the words 'ownership,' 'tenure,' and 'security' as if they are equivalent.

Challenging this set of assumptions among Western aid-workers was difficult before the foreclosure crisis began in the United States in 2007. The distinction between technical ownership and actual household security-of-tenure is now easier to describe. However, several consequent arguments still need to be made. First: if American housing markets are going to be used as a model for international policy, the structure of those markets needs to be better understood. The enforcement of tenants' rights and minimum housing conditions are crucial features of American housing, along with the relative fungibility of the houses. Second: the end-objective is not ownership; the end-objective is household welfare. If ownership leads to security of tenure, then it is a successful means towards that end; but the means cannot be conflated with the end in the process of urban policy formation and implementation. To clarify this, I propose the following three points:

1. Access to urban housing, and protection of tenants' rights to tenure, increases household security. A strict market-logic approach that maximizes rents and minimizes tenants' rights benefits specific landlords, but not the urban economy as a whole.
2. Housing security benefits both household welfare in the human development sense, and labor supply in the industrial-development sense. Not only do workers remain available, but they are not burdened with the costs of house-seeking and forced evictions.

3. The scalar question, then, is explicitly geopolitical and ideological. The market-fundamentalist position of USAID needs to be rejected in order to promote both the urban, and therefore national, economic and human development of Afghanistan. Planners need to advocate a further departure from US-advocated policies in order to promote socially beneficial outcomes.

References

Abstract Index #: 402
A COMPARISON OF NEIGHBORHOOD SATISFACTION IN TRADITIONAL AND REDEVELOPED URBAN FORMS IN INNER CITY BEIJING
Abstract System ID#: 5162
Individual Paper

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In the 1990s, China experienced a resurgence of urban renewal in inner city neighborhoods. Some projects sought to preserve aspects of the classical Chinese neighborhood such as the si-he courtyard. In Beijing, the Ju’er Hutong exemplified this movement by installing the New Si-He Courtyard, which was believed to preserve both the physical form and the traditional communal uses of such courtyards. This study uses a questionnaire to compare uses of public space in the traditional Si-he courtyard and in the redeveloped New Si-He Courtyard by assessing residents’ daily activities and neighborhood satisfaction. It finds that residents in a traditional neighborhood tend to use their semi-public yards as a space for social interaction, while residents from New Si-He Courtyard neighborhood (Ju’er Hutong) more likely use lanes outside of the project. Additionally, residents in a traditional neighborhood travel shorter distances for exercise and recreational activities than residents of the redeveloped area. In the Ju’er Hutong, residents’ satisfaction with respect to the physical environment, neighborhood facilities and social environment is not significantly greater than in the traditional neighborhood; moreover, comprehensive neighborhood satisfaction is significantly lower. These results suggest that an urban renewal process imitating merely the physical form of the prior establishment does not necessarily preserve the social capital of an urban neighborhood. Further research on urban renewal in Chinese cities should consider using neighborhood satisfaction as one measure in evaluating the success of redevelopment.

References

Track 7 - Land Use Policy and Governance

Abstract Index #: 403
COMPARING URBAN CONTAINMENT: OREGON, MARLYAND, AND HYBRID COUNTIES
Abstract System ID#: 4025
Individual Paper
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Important variations exist among Smart Growth programs aimed at urban containment, and the performance of these programs at the county level has not been adequately compared. This paper describes three Smart Growth models and compares their performance in limiting sprawl through capturing population growth within designated growth areas and maintaining land in farms in the countryside. The three Smart Growth models are Oregon (land use regulation through urban growth boundaries and low density rural zoning); Maryland (priority funding areas to accommodate growth and the purchase of development rights in rural areas); and a hybrid model that combines urban containment, low density rural zoning, and the purchase of development rights. The performance of these models in limiting sprawl is compared through: 1) The percentage of county population that has settled within a growth boundary or Priority Funding Area between 2000 and 2010--using census data and locally generated data; 2) The rate of population growth compared to the rate of change in land in farms--based on census of agriculture data; and 3) The rate of change in land in farms compared to three techniques: agricultural zoning, urban containment, and farmland preserved through the acquisition of development rights. Data are used from eight Willamette Valley counties in Oregon, eight metro Maryland counties, and four hybrid metro counties (King County, WA, Lancaster, PA, Lexington-Fayette, KY, and Sonoma County, CA).

Results and Conclusions: All eight of the Oregon counties, five of the Maryland counties, and three of the hybrid counties have increased their percentage of population within designated growth areas. Also, in six of the Oregon counties, two of the Maryland counties, and three of the four hybrid counties, the rate of population growth exceeded the rate of change in land in farms, suggesting more containment of development within designated growth areas. In six of the Maryland counties, the rate of population growth was less than the rate of decline in land in farms, suggesting an increasing sprawl problem despite having preserved nearly half of their region’s farmland.

The change in the percentage of population locating within a designated growth area provides only one measure of whether sprawl is increasing or decreasing. However, it does not provide definitive conclusions about development density or the location of development within a growth area. The change in land in farms compared to population growth offers insight into county-level patterns of development outside of growth areas. The comparison of land in farms and the three planning techniques suggests that a strong regulatory approach is needed to control sprawl in the countryside. Farmland preservation is important, but less important than very low density zoning combined with moderate to strong urban containment.

References
American planning textbooks routinely (and correctly) present zoning, along with subdivision regulations, as a primary mechanism for urban land-use control and thus as one of the chief tools for comprehensive plan implementation. For the American planning practitioner, the term “zoning” has such a familiar ring that it may be hard to imagine a planning world in which zoning, as it developed in the United States over the last hundred years, is absent. Zoning has long carried an aura of normalcy and inevitability in the US planning imagination. Yet, the US zoning system is far from “normal” or universal; in fact, it may look strange to outsiders. As Schmidt and Buehler note, “Comparisons between the planning model in the US and other countries often provoke bewilderment because the planning system in the US seems unique, if not incomprehensible to planners from other countries. Likewise, US planners often react with incredulity to the planning system of other countries, citing the vast structural and cultural differences that exist” (2007: 55). Judging from my personal years-long attempts to explain to Europeans and Americans how the “other” land-use planning system works—an admittedly anecdotal way of obtaining evidence—I would posit that the differences in land-use control between the United States and Europe are one of the chief sources of this mutual “bewilderment” (Hirt 2007). Some of the world’s preeminent non-American scholars have often expressed this sentiment. The Englishman Barry Cullingworth described American land-use planning as “resistant to description, let alone explanation.” Upon his arrival at a US university, he wrote his well-known book, The Political Culture of Planning: American Land Use Planning in Comparative Perspective, out of the “simple desire to understand it” (1993: 1). One can perhaps infer from the fact that the first and largest section of the book is titled “Zoning” that Cullingworth not only fully grasped the importance of zoning as an American institution but also saw it as a key to understanding the planning contrasts between the United States and England. In Town and Regional Planning, Peter Hall, another decorated Englishman, similarly commented on both the strangeness (as he saw it) of US planning and the key role of US zoning: “To many Europeans, even well-informed ones, planning in the United States is a contradiction in terms” (2002: 189), and “The real core of the American system of land-use control is not planning, but zoning” (2002: 205).

The purpose of this article is to help dispel a small part of the potential “bewilderment” by contrasting how the United States and some European countries handle an important aspect of land-use regulation—controlling the arrangement of urban functions (e.g., residential, commercial, industrial). The focus is on the regulation of mixed-use environments—an important topic in US planning practice and research and one of the key tenets of the most influential urban planning paradigms today, including Smart Growth and New Urbanism. I compare land-use regulation in the United States, especially as it relates to mixed use, to that in five European countries: England, France, Germany, Sweden and Russia. These countries represent the five European planning families according to the classic typology used by Newman and Thornley: British, Napoleonic, Germanic, Scandinavian and East European (1996: 27-75). Each of the chosen countries is the largest representative of its family. Findings are based on a review of policy and regulatory documents and on interviews with experts (urban planning scholars and practitioners). Based on the evidence, the article argues that zoning, at least the type of land-use zoning most commonly used in the United States, is not practiced in Europe. The comparison allows us to appreciate the uniqueness of US institutions and speculate on the cultural underpinnings of the European-American differences.

References
This paper explores the future of private property in the context of the U.N. human rights framework. I outline the terms of both the historical and current debate about private property and human rights, and show why it is difficult to come to a definitive conclusion on a matter that has been so preoccupying to social and political discourse.

In 18th century foundational human rights documents (e.g. the U.S. Bill of Rights (1791) and the French Declaration of the Rights of Man (1789)) the “inviolable and sacred” nature of property is asserted, as is the requirement for government to acknowledge its integrity (the quote is from the French Declaration). The 1948 U.N. Universal Declaration on Human Rights avows, in Article 17, that “everyone has the right to own property” and that “no one shall be arbitrarily deprived” of it (Alfredsson 1992).

In the latter half of the twentieth century multi and bi-lateral aid agencies operationalized these ideas through private property-based land reform largely focused on the problems of the landless rural poor (Deininger 2003). Private property’s role was reinvigorated in the post Berlin Wall era. Throughout Central and Eastern Europe and in South Africa, for example, it appeared that a consensus was emerging that private property was integral to a contemporary realization of human rights. But in the last forty years a critique of private property has also emerged that views it as a threat to sustainability and a hindrance to schemas for civic improvement.

Several questions frame this investigation: how relevant are 18th century property-related human rights concepts in the 21st century?; what function does private property have in an urban world, where the poor are increasingly residents of informal settlements in mega-cities (Davy 2009)? Some advocate strong private property as being as relevant today as it ever has been (e.g. Albright and De Soto 2008). Others, sometimes including the urban poor themselves, can be more skeptical (Gulyani and Bassett 2007).

In order to address these questions I critically assess U.N. policy declarations about land, habitat (housing) and food through the lens of property rights theory. I examine the debates over the emergence, wording and adoption of Article 17. I further examine the formal statements from the U.N. to demonstrate the confusion that often exists about the role to be played by private property. Then, drawing in current thinking about property rights I speculate on private property’s precise role in the first half of the 21st century, especially in the global cities of the developing world.

References


Abstract Index #: 406
MAKING AN ANCHOR-DRIVEN REDEVELOPMENT STRATEGY EFFECTIVE IN A VERY WEAK MARKET
Abstract System ID#: 4099
Pre-organized Paper Session (Symposium) “Remaking Declining Cities”

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Anchor institutions, especially universities and hospitals, in distressed urban neighborhoods have become increasingly visible as agents of neighborhood improvement. These institutions are attracting partners – including city governments and major foundations – who see them as key entries in the “short list” of major employers that are committed to remaining in the city and dependent on improved neighborhood environments to compete successfully.

Three major “eds and meds” anchor institutions -- Wayne State University (WSU), the Detroit Medical Center (DMC), and Henry Ford Health System (HFHS) – have launched a much heralded effort to stimulate the growth of Midtown, the neighborhood immediately north of Downtown Detroit. While Midtown houses many of the city’s major cultural institutions, e.g., the Detroit Institute of the Arts and the Detroit Public Library, the anchors are the only institutions currently capable of significant new investments. DMC has committed to a major upgrading of key facilities, HFHS has begun purchasing land for a greatly expanded research campus, and WSU has been working for over a decade to create a more residential (as opposed to exclusively commuter-oriented), pedestrian-oriented campus in addition to expanding and upgrading academic facilities.

The new initiative, known as Live Midtown, provides an attractive package of financial incentives for anchor institution employees to move to the neighborhood. This is seen as critical to the community, which has experienced substantial population loss (down 21 percent between 2000 and 2012, less than the city as a whole). An initial round of incentives ($1.2M) offered in January 2011 was claimed by 256 employees within seven months. This enthusiastic response has been credited in the media with bringing rental vacancy rates in the neighborhood down to 4 percent (this in a neighborhood reported in the 2010 census as having a 17 percent rental vacancy rate (!?) and led the anchors to announce that the program would run for an additional four years.

Parallel to these efforts, and ostensibly independent of them, a neighborhood community development organization has long been active in neighborhood planning, promoting the neighborhood to developers and prospective residents, supporting development in various ways, and undertaking some development on its own. Recently renamed Midtown Inc., it is structured as a membership organization that includes many of the neighborhood’s businesses and cultural organizations. However, its growing ties to the corporate, real estate development, and philanthropic communities has enabled it to become an important nonprofit conduit for a variety of subsidies available to real estate developers who work, or want to work, in Midtown.

This paper will analyze the first year results of the Live Midtown initiative. More importantly, it will position its design, timing, and impacts within the framework of other interventions targeted to Midtown, especially those channeled through Midtown Inc. It will combine data from Live Midtown with data from an earlier exploration of private developer activity in the neighborhood to argue that the neighborhood impact of Live Midtown, while undoubtedly overstated, could become quite important if the current availability of substantial development subsidies – both public subsidies and those channeled through Midtown Inc. -- to support a supply-side response to the intervention are sustained and used effectively.
References

Abstract Index #: 407
SHRINKING CITIES – CHALLENGES FOR PLANNING CULTURES IN THE USA AND IN GERMANY
Abstract System ID#: 4104
Individual Paper

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Differing institutional and cultural conditions have brought about spatial planning systems that show basic comparable features; however, these planning systems are tailored to specific cultural, normative, and spatial situations. Despite the growing demand for an international viewpoint in urban and regional planning, “planning cultures” is not (yet) an established research topic in the sphere of urban and regional development.

Current debates show a rising awareness that several cities in Europe and the US have to deal with challenges of long-term demographic and economic changes leading to urban shrinkage (compare ongoing research work by the COST Action 0803 Cities Regrowing smaller). However, extent and spatial distributions of population decrease differ significantly between Europe and the US. In the US shrinkage can usually be attributed to post-industrial transformations related with a long-term industrial transformation process due to the decline of the manufacturing industry. Due to the overall population growth generated by immigration, many cities in the US have to provide for redevelopment in shrinking areas and growth-related development at the same time (Pallagst, 2008).

Shrinking cities has been a stigmatized topic in planning for a long time. In view of the shrinking cities reality in planning, one has to ask if the one-sided focus on growth in planning is over. The challenge of shrinking cities seems to have the potential to trigger change in planning cultures.

Both topics, planning cultures and shrinking cities can be labelled emerging topics in spatial planning. Just like planning cultures, shrinking cities has been widely underrepresented in international comparative urban and regional research. Moreover, the notion of shrinkage is labelled ‘conceptually incoherent’ as there is still no consensus among planners, politicians or the public about what shrinkage actually is and how planned or unplanned shrinkage should be dealt with (Hollander et al. 2009).

The paper will examine planning strategies and possible paradigm shifts in the USA and in Germany.

References

Abstract Index #: 408
ADVENTURES IN IMPLEMENTATION: MANDATING OPEN SPACE PRESERVATION IN MICHIGAN
Abstract System ID#: 4109
Individual Paper
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In 2001, the Michigan State Legislature passed a law mandating changes to local government zoning ordinances that were designed to help curb sprawl and allow for the preservation of open space and farmland through “conservation” or “open space” subdivisions. I conducted a preliminary survey of thirteen municipalities three years after the legislation was passed, which indicated that implementation of the law had been largely sidelined. Interviews at that time suggested that this lack of implementation could be best explained by a principal-agent failure (Moe 1984). The causes of the failure included the fact that local government planners and officials did not accept the principal-agent relationship; policy entrepreneurship (Rabe 2004) had already taken place, so “turf” was involved; opportunities for local discretion were high; and local incentives were not aligned with state interests. In short, many communities already had conservation subdivision ordinances on their books that they liked better than the state mandated option. Although conventional wisdom in urban planning scholarship holds that state or regional leadership is necessary for effective growth management and open space preservation (Bengston et al. 2004, 281), the 2004 preliminary study found that this lack of implementation success weakened the impact of the state initiative.

This study will expand upon the preliminary study and correct some of its limitations. First, this study will survey each local government in a seven-county area to find out the nature of the zoning ordinance response to the state legislation. This will allow a spatial statistical analysis to see if there are regional or neighborhood patterns to the spread of implementation, as we might expect given regional cultural differences, even within a state (Visser 2002). New census data will also allow a more robust demographic analysis: it may be that similarity in local government characteristics matters more than proximity (Axelrod 1997, 205). Finally, although it is possible that the earlier study surveyed local governments before they had had a chance to change their zoning ordinances, it has now been ten years since the law was passed, allowing ample time for local governments to respond legislatively.

Although there is some evidence that state-level leadership is important for meaningful local-level growth management to occur, we also know that subsequent local level implementation is crucial (Bengston et al. 2004). Given that policy implementation is difficult under the best of circumstances (Pressman and Wildavsky 1973), this study will explore the extent to which implementation of the statewide growth management policy occurred at the local level, and attempt to explain why success and failure occurred where they did. It may be that state-level growth management leadership is less effective in extremely fragmented states like Michigan, if the goal is a uniform policy throughout the state. It may also be that the legislation functioned as it was meant to, bringing the lowest capacity local units up to a minimum standard, while letting higher capacity communities innovate on their own. In either case, the results will provide valuable lessons on the factors affecting the impact of a relatively rare state-level foray into growth management, which may be applied to such initiatives in the future.

References

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The current gateway communities in America – those experiencing great demographic change – continue to struggle with integrating newcomers. Traditional participatory mechanisms and spaces where people are encouraged to voice their concerns and interests, like city hall, are not regularly facilitating joint governance toward a shared vision of equal opportunity and well-being. And yet, improving livability hinges on inclusive governance. This paper presents the preliminary findings of empirical research that strives to understand where different people go to communicate their socio-political needs and to what degree this spatial data correlates with certain demographic variables. Using a predominantly Anglo, middle-income, rural municipality undergoing transformation to a municipality with a sizable lower-income Latino presence as a test case, this paper investigates the geographies of power.

Findings are based on data generated from a series of participatory mapping workshops attended by both Anglos and Latinos with various lengths of residence in the test community. Using indicators of place-making and place attachment, the cognitive mapping process was customized to reflect and respect different cultural approaches toward participation. Data points include: the characteristics of civic spaces, their use, and the extent to which different populations access spaces formally and informally dedicated to local governance and decision making. Beyond summarizing the actual data, the mapping process is considered. Engaging local experts in a process during which they graphically report and discuss their perceptions of place with others could be empowering. The results of workshop exit surveys reveal what the participants thought, i.e., did they, in fact, learn something valuable about local spaces from others who live and work in the community. In sum, this paper reports on both the spatial findings and usefulness of the methodology.

If the goal is integrated communities where all people have a voice in governance, then discussions about community issues might need to find venues outside of traditional, institutional settings. Some people communicate easily with their political representatives; others use more informal mechanisms and networks. City hall could be an important place for some people, others may prefer speaking informally with community leaders at a local soccer match.

Ultimately, the data will be beneficial to entities working to protect spaces of, and for, the diverse public, and in reconsidering where local decision-making takes place. The long-term goal of this research is to develop a replicable and transferable methodology that helps communities progress toward more harmonious integration, inclusive governance and improved livability.

References
Climate change is a global problem requiring significant local action to reduce greenhouse gas emissions and prepare for impacts at the municipal level. Such local action may not occur in the absence of mandates from state/provincial/federal governments. The provincial legislature of British Columbia, Canada enacted a mandate in 2008 that required all 149 existing municipal official community plans in the province to adopt by May 2010 targets for reducing local greenhouse gas emissions and policies to help achieve the targets. Research on municipal response to date has indicated that roughly two-thirds of municipalities complied with the mandate by adopting targets prior to the deadline, but no studies have examined the content of the policies adopted in the plans to achieve the targets. Using content evaluation, this paper reports the results of a plan quality evaluation of 25 official community plans in British Columbia aimed at examining the policies and actions that have been adopted with respect to both climate change mitigation and adaptation. Findings suggest that local governments have generally been successful at integrating climate change goals and policies, but are failing to provide adequate background information to guide target-setting and frameworks for implementing the policies. This suggests that municipalities may be setting inappropriate targets and may not be likely to achieve the targets they set. The paper concludes with recommendations for enhancing municipal climate change mitigation and adaptation planning.

Abstract Index #: 411

VACANT LAND AND FORECLOSURES: POTENTIAL FOR A COMBINED POLICY RESPONSE

Abstract System ID#: 4184
Individual Paper

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Vacant land presents numerous challenges and opportunities for urban revitalization. While it presents opportunities for development, barring substantial public attention, it discourages investment in difficult economic times. Cities with substantial amounts of vacant land such as Tallahassee, Phoenix, Detroit, and Fort Worth (Pagano & O’Bowman), need to produce strategic plans to encourage smart investment and reinvestment in these areas, while balancing other needs. High instances of vacant land are often associated with declining infrastructure and public safety concerns. Low socioeconomic status neighborhoods, which often describe neighborhoods with high percentages of vacant land, are also known to have decreased provision of known public health contributors such as tree diversity and cover (Landry and Chakraborty. 2009).

With foreclosure rates at an all-time high, neighborhoods and cities are well advised to minimize contributing factors. We investigate St. Louis, MO to determine the links between vacant land, abandoned buildings and foreclosures. We hypothesize that, other things being equal, the presence of vacant land increases the rate of spatially proximate foreclosures. We believe this occurs through a process of increasingly absent public resources following or associated with vacancy, which then discourages on-going investment in neighborhoods. The results reveal the extent to which these urban issues are linked, and to what degree policy responses specific to public safety, foreclosure counseling, urban forestry, and capital expenditure planning should be integrated in order to balance urban revitalization and investment with the needs of existing residents.

Research Questions:

1. Can foreclosures be predicted by vacant land, abandoned properties, and key indicators of the provision of public resources? Can we make causal connections?
2. What are the policy responses to vacant land in different arenas of planning and public management: the provision of resources encouraging public health, counseling for homeownership and foreclosure, capital expenditure planning? Best practices? What would work best in light of the current foreclosure crisis?
3. Is the existing policy response to the foreclosure crisis incorporating or addressing land/building vacancy in any way? Can these be strengthened or integrated in order to better address both issues?
Methods and Data:

Using data obtained from the City of St. Louis and other sources, including (City of St. Louis vacant land and crime data, USPS address-level data, Foreclosures data from the City and/or HUD NSP program) we intend to measure the extent of the relationship between our key variable: vacant land, foreclosures, and public investment in neighborhoods using spatial logistic regression.

References

Abstract Index #: 412
ANNEXATION AND TRIBAL LAND: UNRAVELING THE COMPLEXITY
Abstract System ID#: 4215
Individual Paper

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Native American tribes have the ability expand their physical boundaries through a process called land-into-trust whereby the U.S. Secretary of the Interior acquires property and holds it in trust for the benefit of the tribe. The land-into-trust process is intended to assist tribes in restoring and protecting their homelands, to allow them to regain possession of land taken by the federal government without compensation between 1887 and 1934, and to promote tribal economic self-sufficiency. Between 1887 and 1934, the U.S. Government took over 90 million acres of land from the Indian land base. The value of this land base was reduced by at least 85 percent, with the most valuable land reverting to non-Indian ownership (McCoy 2002/2003). The ability of the Department of the Interior to take land into trust was created under the 1934 Indian Reorganization Act. To date, nine million acres have been taken into trust (U.S. Department of the Interior 2010). Recently, there have been a number of high-profile challenges to this practice, resulting in fierce local debate surrounding issues of local land use policy, economic development, gambling, taxation and tribal sovereignty.

This paper steps back and first, explores the native-land connection and the ways in which native people and communities are physically and emotionally tied to their lands. It then considers the justifications for the return of historically owned lands made by Native Americans. It considers both moral and legal justifications. Next it details the regulatory framework for placing land into trust for tribes. This is the principal means by which tribes rebuild their land base (McCoy 2002/2003). Finally, through case study analysis (interviews, archival research, content analysis), the paper highlights two recent initiatives involving federally recognized tribes. Both cases involve tribes who purchased land outside of their reservations and then requested the land be placed into trust. One tribe (Tohono O’odham Nation) intends to develop the site as a casino and the other (Santa Ynez Band of Chumash Indians), as tribal housing. Both raise fundamental questions about tribal rights and local land use planning regulation and control.

Within planning scholarship, there is only a moderate amount of literature on indigenous peoples (Hibbard, et al. 2008). With this paper and subsequent research, I will add to this literature and raise the awareness of planners to the contemporary land use conflicts surrounding expansion of tribal lands and foster a better understanding of the significance of land to Native Americans.

References:

Abstract Index #: 413

PROMOTING PROGRESS WHILE AVOIDING HARMs THROUGH INTERESTs, RIGHTS, INSTITUTIONs, AND LAWS: A CROSS-NATIONAL U.S./EUROPEAN CONTEMPLATION

Abstract System ID#: 4230
Individual Paper

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A fundamental goal advanced through the interaction of democratic governments and capitalist economies—along with other institutions such as private associations—is to simultaneously promote and reconcile economic development and prosperity, on the one hand, while tempering and avoiding the corresponding social, environmental, and related harms from those efforts, on the other. Our thesis is several-fold. First, the nature of institutional relationships (primarily governments and markets, including also associations and religions) reflects how the physical, cultural, political, and historical particulars of the respective society shape expectations and ideologies regarding the proper ends to pursue—promotion and/or avoidance—along with the proper institutional means to do so—as discussed primarily, today, in terms of ‘market’ versus ‘non-market’ institutions. Second, expectations and ideologies especially regarding the proper interactions between governments and markets are shaped profoundly by popular conceptualizations of the meanings and relationships between self interest, public interest, rights, liberties, and responsibilities, along with the proper role of the law in mediating them. Third, academic scholars—especially in political science and economics—have been influential in shaping popular expectations over the past half century particularly in ways that privilege self interest and the achievement of material welfare through capitalist markets over notions of public interest, public rights, and the appropriate engagement of governmental action toward those ends (e.g., Sagoff 1982). Fourth, aside from their focus on restructuring economies (e.g., Foglesong 1986) or political decision-making processes (e.g., Healey 2006), planning scholars have paid less attention to how institutional arrangements shape popular expectations and ideologies regarding proper societal ends. Finally, extant conditions in any given society are not deterministic and inevitable; there is some value in making cross-cultural comparisons along these lines of inquiry.

A noticeable exception to cross-national comparison is a recent study evaluating legal systems and expectations in the context of private property rights and notions of regulatory takings (Alterman 2010). Following the lead of that study, but focusing on planning processes within a federalist setting alone, we propose a conceptual contemplation of the goals of both achieving economic prosperity while avoiding social, environmental, and other harms through the lens of several related concepts, including notions of self interest versus public interest, private property rights versus ‘public property rights’, the capabilities of different institutions (primarily states and markets) to address these goals, and the role played by public law (particularly planning law) versus ‘private law’ (primarily contract and nuisance law) as key attributes or mechanisms of institutional interaction. Against the backdrop of emergent regionalism in the U.S. and the fast-paced integration of European spatial planning and territorial cooperation (European Commission 1999), we propose to compare and contrast the institutional arrangements and experiences of the U.S. and federalist tradition in Continental Europe to explicate the theses presented and to speculate about their implications. In doing so, we trace especially transatlantic differences in planning thought to the contrasting visions of the state that emerge from Hegelian liberalism and Millian liberalism.

References

Abstract Index #: 414
WHAT’S THE HOLDUP? AN EMPIRICAL ANALYSIS OF THE LAND ASSEMBLY PROBLEM
Abstract System ID#: 4241
Individual Paper
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In dense urban areas, profit-maximizing development often requires building on parcels that are larger than existing lots. In such cases, builders look to consolidate contiguous lots, in a process known as land assembly. Researchers have long speculated that strategic behavior by “holdout” sellers may raise the cost of acquiring land for assembly, slow the redevelopment process, and potentially force developers to build on sub-optimally small parcels. Holdouts may therefore contribute to artificially high housing prices, constrained the housing supply, and -- if new development is displaced to less dense areas outside the urban core -- lead to increased sprawl. For urban planners and policymakers, these are all important concerns. Although theoretical models of holdout show that strategic behavior by sellers may drive up the cost of assembling land considerably (Eckart 1985; Strange 1995), there is little empirical evidence on the magnitude of these costs. This paper aims to help fill this gap in the literature by offering a direct estimate of holdout costs in a large, growing city. The study focuses on New York City, relying on a newly constructed data set that tracks land assembly activity there from 2003 to 2009. Critically, the data also include estimates of land value for roughly 1,000 to-be assembled parcels, recovered using information from so-called teardown sales. The analysis proceeds in three steps. First, I assess whether developers are willing to pay a premium for the last property to sell into assembly, the lot most susceptible to holdout. To isolate the effect of strategic sellers, I include fixed effects for each group of assembled parcels, as well as property-level controls for lot and building characteristics. This technique provides a conservative estimate of the effects of holdout, as it does not include holdout costs resulting from delay or from incomplete assembly. Second, I test an important prediction from holdout theory: that this “holdout premium” will increase as a function of the bargaining power of the last owner to sell into assembly. Third, I explore whether the magnitude of this premium may be higher closer to the central business district, where land is more productive and the social costs of holdout may be higher. If findings indicate that holdout costs are significant, market-based policy responses might include the establishment of land assembly districts, or graduated density zoning rules (Shoup 2008) that permit denser development on larger lots.

References

Abstract Index #: 415
CARE AND COMMITMENT TO PLACE IN VERY VACANT AREAS OF DECLINING CITIES
Abstract System ID#: 4264
Pre-organized Paper Session (Symposium) “Remaking Declining Cities”
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Many cities in the Northeast and Midwest United States have lost substantial shares of their peak population and employment. The resulting loss of demand for buildings has led to disinvestment and, subsequently, derelict structures and considerable amounts of vacant land. The dominant perspective on what the emptiest residential areas of such cities become documents ruins and imagines very different futures, although without considering property ownership constraints. But what does a more thorough examination show about what such areas become in their physical character and land use? How do similarly vacant areas differ from each other and why? What does this mean about desirable city policy in the restructuring of land use in a heavily disinvested city?

To answer these questions, this research studied two areas with the same high level of vacant lots and structures in Detroit (~70% vacant residential properties). Tours of the two areas suggested they might differ considerably in the evidence of residents’ physical care for property. Such evidence matters because it communicates to others the extent of property owners’ ongoing investment and a sense of the possible future of an area. This influences others’ decisions to care for property. Using an assessment instrument adapted from the Chicago Systematic Social Observation project, the author documented the condition of properties and block faces in the two areas, approximately 4500 properties in each site, using Google Streetview and field research.

The paper will present the results by showing what these areas have become and how they differ. The author will offer explanations for differences based on analysis using other administrative data sets (Detroit assessor’s data, for instance), interviews with key informants, and documents on the history of the two areas. The paper will conclude with the implications for policy for restructuring land use in heavily abandoned cities. Identifying appropriate and just city policies for heavily disinvested areas is pressing as officials in numerous cities tackle this issue.

References

Abstract Index #: 416

REMAKING SHRINKING CITIES THROUGH INFORMAL OWNERSHIP: SQUATTERS, PURCHASERS AND HEIRS
Abstract System ID#: 4272
Pre-organized Paper Session (Symposium) “Remaking Declining Cities”

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Informality plays a significant role in shaping the urban environment in Third World cities. It has received little attention in First World cities. Nonetheless, it may play an increasingly important role in such cities as inequality grows there and government retrenches. These conditions are already well-advanced in many of the post-industrial cities in the American Rustbelt that have experienced sustained and substantial depopulation and disinvestment in recent decades – so-called “shrinking cities.” Is informality widespread in such cities as well? If so, what role does it play in remaking shrinking cities? How should planners respond?

This paper explores these issues through an intensive investigation of property relations in a single Detroit neighborhood. It focuses in particular on three forms of informal property ownership: (1) squatting (the use of land or structures without legal claim or permission); (2) clouded title purchases (real estate purchases in which the buyer
acquires property to which others have a pre-existing claim); and (3) heirs property (a form of clouded title created when homeowners die intestate and their estates are not probated). The paper describes the spatial extent of informal ownership in the neighborhood, presents informal owners’ explanations of how they arrived at their status, and traces the consequences of informal ownership for the neighborhood and its residents. Data come from property records, direct observation, and interviews with neighborhood residents, leaders of community organizations and city officials.

The central thesis of the paper is that the legal, economic, social and spatial mechanisms that reproduce formal property ownership tend to break down under the stresses of sustained and substantial population loss and disinvestment. The result is widespread informal property ownership. This informality contributes to the decline of shrinking cities. It makes people vulnerable to the loss of wealth and tenure security, Hampers their capacity to maintain, invest in, or dispose of their property, and may prompt abandonment. But informality also provides opportunities for the poor to shape the city to meet their needs. They can claim abandoned homes for shelter, and they can use vacant land to raise food, operate businesses, and extend their living space. Thus, informality has mixed social equity impacts.

Inattention to informality hampers policymakers’ responses to shrinking cities. It blinds them to the everyday remaking of these cities that informality often represents. They thus miss clues to how these cities could become more liveable places. Moreover, policymakers who promote growth and redevelopment or even relocation as solutions to shrinking have not taken into account the ways that informality complicates and perhaps even defeats those efforts. Accordingly, informal property must enter the policy discourse concerning shrinking cities if we are to devise adequate responses.

References

Abstract Index #: 417

PRESERVING HISTORY OR RAISING RENTS: THE EFFECT OF HISTORIC DISTRICTS ON LOCAL HOUSING MARKETS IN NEW YORK CITY

Abstract System ID#: 4312
Individual Paper

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Since Brooklyn Heights was designated as New York City’s first landmarked neighborhood, the Landmarks Preservation Commission has designated over one hundred historic neighborhoods in the city. As in other cities, the establishment of many of these districts was hotly contested. Proponents of historic preservation argue that historic districts are a critical planning tool that helps to preserve historically and architecturally significant neighborhoods. Critics of preservation policies argue that the regulations associated with historic districts discourage property maintenance, restrict new construction, and ultimately raise prices. The empirical evidence is insufficient to settle the debate. Indeed, there has been virtually no examination of the effect of historic preservation on the supply of housing within districts.

In part, the lack of clear evidence on price effects stems from the methodological difficulties of identifying the effect of preservation policies separate from the price premium associated with the historic character of properties. The lack of
evidence on supply effects is even more striking, and at least partly results from a lack of availability of longitudinal, parcel-level data on housing investments. Moreover, few cities offer a large number of historic districts. This paper exploits variation in the timing of historic district designations in New York City to identify the effect of preservation policies on residential property values. We combine an extensive dataset of residential transactions during a 35-year period (1974-2009) with 23 years of administrative data on building permits in the city (1989-2011) and data from the Landmarks Preservation Commission on the location of the city’s 100 historic districts and the timing of the designations from the 1970s until today.

Specifically, the paper estimates a difference-in-difference specification of a hedonic regression model to identify the impact of historic district designations on the sales prices of residential property. We test whether designation raises property values within historic districts, as well as whether district designation generates spillover effects for adjacent properties located immediately outside of the district. We estimate similar difference-in-difference models to estimate the impact of historic district designations on new construction, demolitions, and building renovation activity.

This research has clear value to both urban planning scholarship and practice. As noted, the establishment of historic districts is often hotly contested, but the arguments brought to bear typically draw largely on theoretical models. This research will offer rigorous new empirical evidence to help inform these debates. The study will perhaps be most useful in offering previously unavailable evidence on whether and to what extent the establishment of historic districts restricts housing supply, a charge typically levied by critics.

References

Abstract Index #: 418
PLANNING ICONIC PLACES: AN ENCOUNTER OF DEVELOPMENT RATIONALITIES
Abstract System ID#: 4337
Pre-organized Paper Session (Symposium) “The Practice of Planning Rationalities”

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Planning always entails an encounter among divergent values and forms of rationality. Urban scholars and planning theorists have understood this encounter as a form of imposition – often an imposition of instrumental rationality or market logics. This project considers a recent plan for the redevelopment of Coney Island and conceptualizes the planning encounter instead as a negotiation through which a multiplicity of values are created, transformed, and suppressed.*

A variety of conceptual models have framed planning as a process of universalizing difference in the name of the public interest. In the case of entrepreneurial planning modalities, this can involve the application of market analyses in order to maximize land value. The commodification of a place, however, is never either complete or automatic. Its realization always requires an ongoing response to, and an invocation of, particular use values. Far from suppressing difference, then, it must negotiate a complex landscape of particularity that responds dynamically to planning interventions, summoning alternative valorization and broader struggles over material and symbolic resources.

This conceptualization emerges from a case study of the redevelopment of Coney Island that focuses on conflicts among disparate understandings of the area’s iconic value. Coney Island, during the first half of the 20th century, was
one of the most innovative and popular amusement centers in the world. Although its popularity has waned since that time, it continues to operate as a place for recreation and its evocative history has come to hold a special fascination for many. It has also, however, continued to present a challenge to planners who have looked for ways to restore some measure of Coney Island's former success.

A recent plan for the redevelopment of Coney Island provoked a wave of opposition that revolved around the size and configuration of the land reserved for amusement uses. While the source of these objections varied, they seemed to arise from a sense that the City's plan did not, despite its claims to the contrary, account for Coney Island's historic function and iconic stature. This case study relies on archival research and semi-structured interviews to make sense of how varying understandings of the iconic value of Coney Island shaped and were shaped by the planning process. In doing so, it unsettles the conventional dichotomy between the abstraction of the plan and the complexity of the place. By shedding light on this dynamic, this study contributes to our understanding of the contentiousness that surrounds the redevelopment of iconic places. It also helps make sense of the values that constitute their iconicity and that planning struggles to address.

*This work is based on my doctoral dissertation, which has been approved by my committee, and the field research for which is currently under way.

References


Abstract Index #: 419

THE POLITICS AND PLANNING OF TAX INCREMENT FINANCING IN CHICAGO

Abstract System ID#: 4338
Pre-organized Paper Session (Symposium) “The Practice of Planning Rationalities”

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The City of Chicago has increasingly used tax increment financing (TIF) as a source of financial incentives for corporate headquarters relocation and retention. Since the relocation of the Boeing Company international headquarters from Seattle in 2001, the City has provided financial assistance for more than a dozen firms to relocate or remain downtown through TIF districts within the CBD core and along its periphery. This paper focuses on how the Mayor Daley administration used rational planning and policy to justify these TIF-funded corporate headquarter deals after deciding to fund them. An analysis of the redevelopment agreements for these deals and TIF district redevelopment plans, along with participant observation of the planners and decision makers in the Chicago Department of Planning and Development, show how rational planning and policy provided an ostensibly nonpolitical framework for the use of TIF funds to shuffle established headquarters around Chicago’s downtown. Furthermore, technical arguments about building obsolescence were marshaled for the designation of new districts in the other downtown areas that been previously excluded from TIF redevelopment activity (Weber 2002).

Mayor Daley’s mantra of “whatever it takes” to complete the deal invited attacks from critics that the administration was “too political” and had undermined the rational planning process. This criticism establishes a dichotomy between rational planning and unsavory “Chicago politics”. I argue, however, that the more useful tension is between concepts of instrumental rationality and value rationality (Flyvberg 2001). Rather than a retreat to claims of political neutrality in rational planning expertise, this conceptualization of rationality explicitly recognizes conflict and interests that underpin all planning decisions. Understanding the limits and role of rational planning is important for answering Flyvberg’s three value-rational questions: where are we going?; is this desirable?; and, what should be done? Placing
these questions at the center of planning can confront the exercise of power that suppresses other concerns about the prudence of policies that favor downtown development over more equitable possibilities.

References

Abstract Index #: 420
EVOLVING COLLABORATIVE RELATIONSHIPS IN AIRPORT LAND USE PLANNING: A QUALITATIVE ANALYSIS OF AUSTRALIAN AIRPORT STAKEHOLDERS
Abstract System ID#: 4342
Individual Paper

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The normative model of collaborative planning is tested here in the setting of evolving arrangements in land use planning for privatized airports. The setting is the planning regime for capital city airports in Australia, previously state owner-managed but now operated on long term leases by private companies and consortia within a specialised planning system controlled by the federal government. This privatization of federal airports in the late 1990s represented both one of the largest private takeovers of public infrastructure in Australia and within the aviation industry globally. In the past regional land use impacts arose mainly from the airport’s aviation function. However, airports have grown into multi-use activity centres as non-aeronautical land assets have been commodified through shareholder-driven entrepreneurial development activity. The results have presented significant challenges to all tiers of government both individually and interdependently. Some of the problems which have arisen at the interface of these newly privatized domains and the wider public realm have been documented through popular media coverage, policy reviews, and previous research. This paper explores the finer grain of stakeholder viewpoints and interactions through a qualitative analysis drawn from a series of face-to-face semi-structured interviews. These interviews were undertaken with airport and state, territory and local government representatives in three capital cities where the scale and character of the major airport has been transformed over the last 15 years, namely: Brisbane, Adelaide and Canberra. A thematic content analysis of 24 interviews reports findings pertinent to land use planning around three major headings: 1) relationships, 2) processes and 3) outcomes. Differences between and within airport and government perspectives are highlighted. Much of the conflict evident between airport aspirations and broader community acceptance dates from the first few years of privatization when adequate consultative mechanisms were not instituted by the federal government. Land use planning roles and relationships have improved over time as airport lessee companies have gained a wider appreciation of corporate social responsibilities; they now invest significant time and money in ensuring the ‘right’ message is presented. Over the same period the federal government has incrementally prescribed more and more consultative requirements, notably in the wake of a national aviation policy review completed in late 2009. Many of these requirements are perceived as increasingly onerous by airport lessees in the context of earlier expectations for discretion within a privatized governance regime. In addition, a variety of formalised partnership agreements and MOUs have been secured between airports and various government stakeholders to further complicate decision-making arrangements. While a more collaborative environment has evolved, critical issues remain, especially around planning and funding regional infrastructure benefiting airport operations and connectivity. Several implications for land use planning policy and practice derive from the research. While cooperative if not collaborative planning relationships and expectations have improved over the last few years, one concern is that a highly prescriptive approach to consultation may actually inhibit or crowd out other valuable ongoing informal interactions between airport and public stakeholders. A second is that the various MOUs set in place outside of prescribed planning and consultative arrangements remain less inclusive and transparent. The goal of an effective, appropriate and holistic set of communicative practices (grounded in transparency, accountability and accessibility) remains.
There is a lively debate on the need to address the challenges of climate change, and of the role that spatial planning should play. As cities are fundamental places where greenhouse gases have been produced, urban and regional planning can play a central role in the efforts of proactive mitigation and adaptation as effective policy responses to climate change. Policies can be applied in the specific areas of urban and regional planning such as transportation, building, energy systems, and zoning for designing energy efficient and sustainable spaces (Blakely, 2007; OECD, 2009). However, the literature related to this topic is still in its early stages (Howard, 2010). While increasing numbers of policy responses have been produced at various geographical scales, the level of integrated policy framework to guide these policies remains very limited. Policies at each spatial scale have been considered separately until recently, thereby largely ignoring possible synergies and trade-offs among policy scales and objectives (Bache and Flinders, 2004; Jessop, 2004).

To address these limitations, our research aims to establish a theoretical framework for multi-scalar governance in response to climate change. We critically review the science of climate change and its implications and the role of spatial planning in the context of sustainable development. Along with this line, we also examine how planning can help to integrate climate change actions at the international, national, regional, and local levels in Korea. Specifically, we ask the following questions: 1) How sustainable are current policy frameworks for climate change and what are the main obstacles to establishing a sustainable urban and regional development? 2) How can planners at different spatial scales design an integrated framework of spatial planning for climate change? 3) How can a multi-scalar governance approach be applied to integrate climate action plans at various policy levels?

The outline of our research is as follows. We begin with a critical review of the literature on climate change and spatial planning. Then, we explore some of the wider issues governing the relationship of planning and climate change: the discourses used by the communities and local and national government in Korea, and the way in which those planning units appeal to the issue of climate change at and across different spatial scales. Finally, we discuss the multi-scalar dimension of governance as an effective response to climate change.

References


Abstract Index #: 422
FOR THE GOOD OF THE CITY?: POLITICAL IMPLICATIONS OF PHILANTHROPY-DRIVEN REVITALIZATION POLICY IN U.S. CITIES
Abstract System ID#: 4392
Pre-organized Paper Session (Symposium) “Remaking Declining Cities”

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Philanthropic foundations and nonprofit financial intermediaries have become critical sources of funding for community revitalization initiatives in many U.S. cities. In several cities they have moved beyond their traditional role of passive, reactionary funders to initiators and lead coordinators of broad-based revitalization initiatives. This new role can significantly complicate community revitalization strategy development and implementation as political and institutional conflicts emerge among foundation/intermediary partners and between foundation/intermediary and local governmental leaders over whose priorities should take precedence and which institutions hold the proper authority for driving city investment and policy decisions. Whether and how these conflicts are resolved has significant implications for the efficacy of such approaches. In this paper, I present a framework for analyzing the political and institutional challenges of establishing and sustaining large, collaborative, foundation/intermediary-led community revitalization initiatives in cities. I then apply this framework to case studies of such initiatives in Baltimore, Cleveland, and Detroit and derive implications regarding the sustainability of these initiatives and their potential for altering power relationships within each city’s governing regime.

Abstract Index #: 423
TRANSITION TO SUSTAINABILITY: ECOVILLAGES AS A SOURCE OF INNOVATIVE PRACTICE
Abstract System ID#: 4398
Individual Paper

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This paper examines the conditions under which policy innovation for sustainability takes place. Recent critiques of the sustainability agenda have emphasized that the concept—as practiced in urban and regional planning—has resulted in little net positive change (Berke, 2008; Gunder, 2006; amongst others). Reversing the troubling trends of climate change, energy scarcity, deforestation, and income disparity, for example, will require nothing short of a societal-scale transition toward lower-impact systems of production and consumption.

New streams of scholarship have begun to re-frame sustainable development as a process of innovation at the scale of functional systems, or “socio-technical regimes” (Geels, 2004). The policy manifestation of this scholarship, transition management, aims to develop novel, more resource-efficient practices by nurturing creativity in “socio-technical niches”: conceptual spaces that shelter novel practices from the structures of the mainstream. Smith (2007) hypothesizes that intrinsically motivated “grassroots” socio-technical niches yield the most innovative practices and potent solutions to sustainability issues, but little empirical evidence has been able to confirm Smith’s claim.

This paper will test Smith’s (2007) hypothesis by framing North American ecovillages as a grassroots socio-technical niche in the theory of socio-technical systems. Ecovillages are intentional communities dedicated to ecologically low-impact lifestyles and socio-environmental change. By generating their own electricity, harvesting their own water, growing their own food, composting waste, and using local resources for construction, ecovillage residents are able to
meet their functional needs while consuming a fraction of the energy and material resources of the mainstream. Ecovillages across the USA and Canada are also heavily engaged in educational and outreach initiatives, attempting to offer a new model of urban development to policy makers and citizens at-large.

will test this theory by disseminating a survey to all North American ecovillages (N=157) that evaluates ecovillages on two scales: 1) socio-technical regime distance from local urban development regimes and 2) socio-technical regime influence on local urban development regimes. These two scales are derived both from Smith’s (2007) theoretical discussion and intensive ethnographic work conducted by the author in two ecovillages in the summers of 2010 and 2011. A low regime distance score implies that an ecovillage closely complies with the regulatory, philosophical, technological, labor, and industrial conventions of mainstream urban development. High regime influence implies that a community maintains associations with local government officials and has participated in policy formation or inspired re-zoning processes in its region.

Should Smith’s (2007) hypothesis hold, then the most influential ecovillages are those situated neither too proximate nor too distant from the mainstream. This “intermediate” conceptual distance allows a community to innovate with one hand and translate its innovations with the other. Such findings would also support Stein and Harper’s (2012) recent discussion that conceives of innovation as a dialogical flux in meaning that connects familiar mainstream concepts to “zones of uncertainty (p.6).”

A better understanding of the relationship between niche sources of novel practice and their regulatory environment may help policy makers precipitate the conditions under which social and technological change occurs. If, indeed, planners hope to realize the changes necessary to reverse troubling social and environmental trends (e.g. climate change, energy scarcity, income disparity), research on socio-technical regime transition may offer planners a vehicle to precipitate change by nurturing experimental, locally tailored living spaces.

References

Abstract Index #: 424
PUD APPROACHES 50: A SNAPSHOT FROM MICHIGAN
Abstract System ID#: 4401
Individual Paper

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During the early 1900s development proceeded in a lot-by-lot manner that was fairly well served by Euclidean zoning. The postwar housing boom changed development patterns from the scale of individual owners building on lots to that of large-scale developers constructing tracts of homes: by 1958, 85% of all new homes were built by developers intending to sell them rather than by users intending to live in them (Patterson, 1972). This explosive growth chafed at both the dimensional and the use restrictions implemented by zoning codes.

The change in development scale meant that uniform dimensional regulations were now accompanied by uniformity of materials put to use by a single designer, leading to the “cookie cutter” aesthetics now traditionally associated with
suburban development. It was in this context of residential construction that planned unit developments (PUD) first became popular. PUDs offered a way to achieve a degree of creativity and flexibility in housing design, incorporate open space into residential development, and combat increasing segregation by age and income. However, the real and perceived legal limitations, the standard timeline of development expenditures, and increased market risk posed significant hurdles to the implementation of PUD.

The early vision of PUD spoke only to residential land use. But rapid migration from the urban cores, where a finely-grained mix of uses often preceded zoning controls, to suburban fringes which were built according to zoning's exacting separation of uses, created sudden market pressures for supportive services and commercial facilities. Developers and municipalities responded to this market pressure with an expanded version of planned unit development that included commercial and sometimes industrial uses. The developer thus could thus achieve greater returns with this diversity of offerings while the municipality got better control over the timing and location of its growth (Schaffer and Meiser 1973). On the other hand, the direct contravention of this application of PUD to zoning's founding mission of separating incompatible uses could be seen as prima facie poor land use management which dissolves the protections offered to individual property owners (Fedun 1989).

PUDs had achieved “substantial popularity” by 1973 (Schaffer and Meiser 1973:392); 38 states have now legitimized the practice through enabling legislation, statutes, or the courts. Its flexibility has allowed its use in service of a diverse array of aims such as growth management (Bell 1970; Ward 1971), environmental protection (Sternlieb, Burchell, and Hughes 1972), and the master planning of entire communities (Mandelker 2008). Most recently, attention has shifted to PUD as a tool for the implementation of New Urbanist designs and principles (Bookout 1992; Talen and Knaap 2003).

The primary goal of this study is to understand how PUDs are currently used as a development management tool in Michigan and to identify those factors that impact the successful implementation of PUDs. The two-part study uses a mixed methodological approach with both qualitative and quantitative data. The first part consists of a large “n” survey of Michigan municipalities’ general planning and zoning institutions and capacities, the use and characteristics of PUDs in Michigan, reasons for using PUDs, factors that impact the implementation of PUDs, and a general assessment of whether PUDs have been successfully implemented in Michigan. The second part of the study presents in-depth interviews with elected officials, planning commissioners, planning staff, and developer/applicants in a case study community in order to provide detailed information on how different stakeholders perceive PUDs, the intricacies of the review and approval process of PUDs, the goals and objectives of municipalities in the use of PUDs, the interactions between municipalities and developers during the approval process, the role of the public, and stakeholder perceptions of whether PUD projects are successful and indeed satisfy the goals/intent for which they were first enabled.

References
Growth management in Florida emerged out of a concern for rapid, sprawling, unmanaged growth encroaching on sensitive environmental lands and imposing tremendous costs to local governments (DeGrove, 2005). To address these concerns, the state of Florida enacted a series of laws in the early 1970s and mid-1980s requiring coordinated, consistent, comprehensive planning by local governments with the intention to contain sprawl and protect natural resources. The 1985 Growth Management Act created a strong state role by mandating that local governments prepare comprehensive plans, which are then reviewed by the state. By statute, the Department of Community Affairs (DCA) was responsible for establishing minimum criteria and reviewing and commenting on these plans. DCA also reviewed annual amendments and substantive updates every 5-7 years. Local comprehensive plans were to be linked to regulations and budgeting within local governments (Chapin, Connerly, & Higgins, 2007). The requirement for local creation and state review of plans “improved the quality of plans by local governments and ensured that a common set of key issues were addressed by [the plans]” (Chapin, Connerly, & Higgins, 2007, p. 1). Though these statutes contributed to higher quality and regionally coordinated comprehensive plans, the quality of individual plans and strict adherence to statutes has varied across local governments. Recent legislation from the 2011 legislative session (HB7207) altered the landscape for planning in Florida by streamlining the review process, lessening the role of the state, and limiting the required elements of local plans. The Department of Economic Opportunity now has the review authority that originally belonged to the now defunct Department of Community Affairs. Though growth management in Florida continues to evolve, the local comprehensive planning framework remains in place.

The relationship between plan quality and outcomes has been studied in Florida and other states. A rich literature on plan content, quality, and outcomes provides insights into how to measure plan quality and evaluate plan outcomes. Plan quality studies evaluate the content of plans by examining and scoring various criteria related to goals, policies, and maps utilized in the comprehensive plan. Many of these studies focus on the relationship between plans and specific dimensions like sustainable development or hazards planning; few studies examine the relationship between local comprehensive plans and development outcomes (Berke & French, 1994; Deyle & Smith, 1998). A related body of literature examines the impact of plans on intended outcomes. Plan outcome studies have shown that the substantive quality of plan policies impacts the outcomes that the plans were designed to affect (Deyle, Chapin, & Baker 2008).

In this paper, I address the links between plan quality and development in three suburban, fast-growing central Florida counties – Lake, Osceola and Seminole. Using content analysis, I evaluate the content and quality of plans. I use historic parcel data from the Florida Department of Revenue to examine the quantity, location, and type of development in sample counties and to explore the relationship between development outcomes and plan quality. This research provides valuable insights into the impact of comprehensive planning on development outcomes, which will be useful for state and local planners in Florida and other states utilizing the comprehensive planning approach.

References
Beijing has a unique spatial pattern that is characterized by an inverted U-shape building height curve and geometrically developed transportation network (rings of highways and axial roads). The inverted U-shape curve of building heights is mainly the outcome of building height restrictions in inner city for historical preservation and national security concern. This paper estimates the economic costs of the building height restrictions by using land development data. Through comparing land development without building height restrictions and simulations, we show that the economic costs are substantial. The impacts of the building height restrictions include land price decrease by up to 60 percent, housing output decrease by up to 70 percent, and land investment decrease by 85 percent. To accommodate the loss of housing output, the city edge has to expand, causing urban sprawl. In order to offset building space reduction, housing prices rise by 20 percent and the city edge expands by 12 percent. Finally, induced travel costs resulting from urban sprawl, low density caused by building height restrictions may not be underestimated.

References

Abstract Index #: 427
VACANT LAND VALUE IMPACTS: COMPARING PHOENIX METRO LIGHT RAIL STATION AREAS
Abstract System ID#: 4465
Individual Paper

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The Phoenix METRO light rail line opened December 2008 as the nation’s largest modern high capacity transit system starter line. Spanning 24 miles with 28 stations, METRO connected three cities with radically different land use policies. This article investigates the Phoenix land market response to the 1997 announcement of the station locations as an interrupted time series case study.

Studies evaluating public investments commonly use hedonic modeling to calculate one average attributable percentage increase for all properties affected by the investment. In this study, I draw conclusions about the relative development potential of each individual Phoenix transit station by comparing land sales prices per square foot before and after the announcement of light rail. I augment 1990-2008 value percentage increase data from CoStar.com with qualitative observation. Transit stations are compared to Phoenix’s most prominent, centrally located, mixed-use intersections not serviced by high capacity transit to further evaluate light rail development potential.

Of the three cities served by METRO, Tempe’s station area values increased the most. Only the stations immediately adjacent to Tempe decreased in market value. Sales volume tripled in the three years immediately following the announcement of station areas. I argue that the effectiveness of public policy, and of the light rail investment itself, can be gauged by the market for vacant land before, during and after light rail system construction. Further investigation of these three distinct time periods may help local governments plan more effective station areas and recapture land value increases to fund transit improvements.

References


Abstract Index #: 428

**IS CAPTURING THE 'WINDFALLS' IN PROPERTY VALUES STILL A VIABLE IDEA? AN INTERNATIONAL PERSPECTIVE**

Abstract System ID#: 4510
Pre-organized Paper Session (Symposium) “Global Perspectives on Property Rights & Land Use”

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The idea of reaping the 'windfalls' in land values due to planning decisions is by no means new. The underlying rationale is that much of the value of real property is created not by the landowner’s work, but by government policies that grant development rights or by broad economic and social trends. Governments need the funds collected for financing public services of various kinds.

The paper opens with the conceptual debate about value capture and its rationale, presenting the positions of proponents as well as critics. Drawing on the author’s comparative research on the laws and practices in 13 advanced-economy countries around the world, the paper addresses the degree to which recapture of the “unearned increment” from planning decisions is indeed a viable approach. Should policymakers adopt it for financing or incentivizing the delivery of public services and affordable housing?

The paper also presents an in-depth analysis of three countries among the 13 that have adopted laws and policies about value capture. What lessons may be learned from their experiences?

The findings show that the idea of value capture in its pure form has failed to catch on widely among advanced economies, with a few exceptions. However, the basic idea of the “unearned increment” as a financial source for public services has not died away. In recent decades, several “mutations” of this idea have been gaining popularity in many countries, but in widely different forms and degrees. I call there "indirect modes" of value capture. These are much more complex and less “elegant” than the direct value-capture notion, and present legal and public-policy challenges. Yet in some contexts, these modes are more realistic instruments for funding public services.

The paper concludes with a set of assumptions (for further research) about the legal-administrative conditions for the successful application of the indirect modes of value capture. These are still lacking even in some advanced-economy countries.

References


Abstract Index #: 429
IMPACT OF AN URBAN GROWTH BOUNDARY ON LAND AND HOUSING PRICES: EVIDENCE FROM KING COUNTY, WA

Abstract System ID#: 4513
Individual Paper

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Central theme or hypothesis: what questions are you trying to address?
An UGB is a very popular growth management tool which is often used to preserve farm or environmentally sensitive land, direct urban development towards the urban core, and promote denser development that could lead to infrastructure cost savings or reduction in vehicle-trip-miles traveled. However, researchers also highlight the potential for negative impacts of the UGBs. They point to the growth inhibiting effect of an UGB, such as dampening of a jurisdiction’s economic development prospects. Others point to the potentially inflationary impact of an UGB, and of similar land use restrictions, on land and housing prices.

Approach and methodology: how will you address that question?
This study uses a dataset that inventories sales transactions of single-family homes and of vacant lots zoned for single-family homes within two miles of either side of the Eastern boundary of the primary UGB in King County, Washington, to provide evidence of the impact of an UGB on housing and land prices.

The research questions this study seeks to answer are:
Controlling for other factors, what is the impact of the King County, WA, UGB on land and housing prices?
Further, if the UGB increases housing prices, how much of the price increase is due to the land price increase?

Relevance of your work to planning education, practice, or scholarship
The literature review points to a lack of consensus on the effect of an UGB on land and housing prices. Further, several studies use highly aggregate city- or metropolitan-level data. Hence, they are susceptible to aggregation bias. Finally, most of the studies focus on the Portland UGB. Considering the increasing number of maturing comprehensive growth management programs across the U.S. that employ UGBs to manage growth, time is ripe to empirically estimate the effect of these UGBs on housing and land prices. This study focuses on one such UGB–King County, Washington, UGB.

The study finds that, while the UGB increases the price of land, it does not increase housing prices—in fact, the UGB decreases housing prices. These two findings show that an UGB, if part of a comprehensive growth management program, is not likely to result in an overall increase in housing prices. These findings should also encourage policymakers to adopt a set of policies that mitigate the anticipated inflationary price effect of an UGB by facilitating housing supply. Such policies include minimum density requirements, zoning for multifamily housing, and ordinances enabling construction of accessory dwelling units.

Key data sources
County assessors data; GIS data from various local government departments; US Census

References
This talk examines the evolution of technologies that enable congestion pricing in order to understand how planners use technology to put ideas about rational markets and fairness into practice. Congestion pricing is an old idea, dating from the work of neo-classical economist William Vickary in the 1950s. He argued that a rational market could be produced on roadways if drivers were charged the cost of the congestion they produce. It became more prevalent as an old technology, the toll booth, was replaced with a new one—information communication technologies (ICTs) that automatically track and charge drivers. Planners and economists tend to gloss over these technologies. I argue that they are fundamental to the story of congestion pricing and the production of rational markets.

Focusing on technology reveals how ideas about economic rationality are made real through material means, like toll booths and ICTs. Moreover, it shows how other concerns—especially political and ethical ones—became embedded in these systems. I ask two questions. First, what technologies have made congestion pricing possible? Second, how have congestion pricing technologies evolved to account for or enable ideas about rational markets and fairness? I answer these questions by drawing on primary and secondary literature on the congestion pricing technologies and politics in London and Singapore as well as a structured interviews with congestion pricing advocates in New York City.

New York City advocates make arguments that encompass both economic efficiency and ethical duty. They describe technologies that enable balance between these different exigencies. They describe a technical system that can charge variable rates for people of different incomes or coming from parts of the city that are underserved by public transit. In London, ICTs have already enabled hybridization between economic, political and ethical aims. The City of London uses license-plate recognition technology to track vehicles that enter congestion zones and charge them variable fees. Partially as a result of these technologies, advocates of congestion pricing were able to overcome political opposition from specific groups, like trucking interests and the disabled. Making a system that supposedly follows a rational economic model involves carving out exceptions to take into account political and ethical concerns.

I examine technology, market rationality, politics and ethics in the same lens. Together they form a socio-technical system for producing desired planning outcomes. This essay brings together three literatures in planning and sociology: first, empirical studies of congestion pricing politics (Altshuler 2010, Richards, 2006); second, theoretical literature in planning and sociology concerned with how neo-classical markets are ‘made’ using specific technologies and legal arrangements (Callon 2007, MacKenzie 2008); third, recent planning theory encouraging scholars to think about the status of the ‘things’ in planning (Beauregard, 2012). In this case I am interested in the technological systems that enable congestion pricing. They are essential ‘things’ for producing a system that negotiates the ideal of a rational market and the exigencies of politics and ethics.

References
A large body of literature, developed primarily in the United States, has focused on theorizing, describing, measuring, and empirically observing the social, economic, and environmental effects of sprawl. Although conflicting conclusions are presented, most disagreement arises from divergent definitions of sprawl. Hence, while some accounts of sprawl refer to any suburban or low-density occupation (Gordon and Richardson 1997), other definitions focus on leapfrog patterns and limited accessibility (Ewing 1997).

Nonetheless, the narrative of sprawl as environmentally and socially unsustainable has prevailed among scholarly and professional spheres. Developments characterized by poor accessibility of related land uses and lack of functional open public space have been associated with higher energy consumption, car dependency, increasing gas emissions, loss of agricultural land, segregation, and decay of urban neighborhoods. For this reason, American cities have allocated resources to contain sprawl, revitalize urban centers, develop compact, mixed-use, and mixed-income neighborhoods, design walkable communities, improve public transit, and retrofit suburbs.

To be clear, despite some dispute concerning its impacts, sprawl has generally been regarded as the antithesis of environmental preservation and sustainability. However, at the Metropolitan Region of Curitiba (MRC), in Brazil, a narrative created by developers and enacted by public officials, planners, and urban designers portrays sprawl (in the form of suburban gated communities) as a desirable policy goal. In this narrative, luxurious suburban developments are "low-density controlled occupations" that prevent environmental damages caused by squatter settlements. This narrative has induced land policy changes and has legitimized practices which enable the proliferation of leapfrog and low-density gated suburban developments.

The detailed analysis of the case of the Metropolitan Region of Curitiba reveals the importance of political, economic, and social contexts in affecting urban governance (Harvey 1989). For instance, the questions of what planners do, how they do it, for what reasons, and for whom are often taken for granted and concealed in bureaucratic routines. However, the recent changes in land use and policies resulting from a newly crafted narrative requires planners to rethink their roles and to adapt to new routines. In this process, the context in which their work is embedded is surfaced and the disparities between ideals and realities are notable.

Based on interviews conducted with public officials, developers, urban designers, and academics in the MRC, this paper describes how suburban development is realized how sprawl became a desirable policy goal. I start by applying analysis techniques to assess the roles, interests, and power of different stakeholders. Then, I focus on the relationships among stakeholders to discuss limited inclusion and collaboration. Next, I address the public value (re)created by current management practices (Moore 1995). And, lastly, I use resourcing theory (Feldman 2004) to explain how land policy changes have been enabled by the strategic resourcing of two frameworks: ‘Curitiba as a model city’ and ‘sprawl as a solution.’

By analyzing the case of the MRC, I will provide a more general understanding of how local actors (e.g. planners, public officials, developers, urban designers, local community members) have responded to macro-social changes (e.g. political, social, economic) and how these responses are shaping the spatial configuration of the metropolitan region.

References
While general smart growth principles have been widely accepted by planners across the nation, their implementation and effectiveness tend to vary from place to place, depending on local political contexts (Downs, 2005). In different metropolitan areas, building smart growth neighborhoods may mean different things and display varied patterns. This study explores the diversity of smart growth patterns in the United States by comparing smart growth neighborhoods in the Portland and Los Angeles metropolitan areas, which are believed to represent two totally different urban growth and planning styles in North America.

Building off of previous research (e.g., Ewing et al., 2002; Song and Knaap, 2007; Miles and Song; 2009), more than fifty variables were used to develop smart growth indexes for neighborhoods in the two regions. The indexes are at the block-group level and focus on four major dimensions of smart growth: physical urban form, social-economic development, housing diversity and affordability, and travel patterns of residents. Using those smart growth indexes, this study considers four research questions by comparing smart growth neighborhoods in the Portland and Los Angeles regions: 1) Do smart-growth neighborhoods demonstrate different patterns in the two regions? 2) To what extent is urban growth “smarter” in Portland than Los Angeles? 3) What are the spatial distribution patterns of smart growth neighborhoods in the two regions and how are they different? 4) Are physically smart-growth neighborhoods are also “smart” in social-demographic, housing, and transportation aspects in the two regions?

This study intends to contribute to the smart growth literature in several ways. First, by comparing Portland and Los Angeles, we’ll revisit the debate on the two regions in terms of their sustainability and urban growth management (e.g., Richardson and Gordon, 2001), at a smaller and disaggregated spatial scale. By presenting different types of smart-growth neighborhoods in the two regions, this study expects to explore the diversity of smart growth in the United States. Finally, it is expected that the analysis of the association between the four smart-growth dimensions mentioned above will reveal some challenges in implementing smart growth policies in the United States.

References

EFFECTS OF LAND USE CHARACTERISTICS ON HOUSEHOLD TRAVEL: RESULTS FROM A CINCINNATI AREA STUDY USING RECENT GPS SURVEY

Abstract System ID#: 4571
Individual Paper

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My paper is based on my dissertation research, which is near completion. In my research I explore the land use—transportation—environmental nexus in Hamilton County, OH that includes the city of Cincinnati. Carbon dioxide (CO2) emissions from household travel are a major contributor to climate change, generating up to 65% of total transportation emissions in the US. Urban and regional planners have been exploring the feasibility of increasing mixed land use as a potential climate mitigation tool. Most planners agree that there is a significant link between different aspects of the built environment and the vehicle miles traveled (VMT). However, they are not sure if this link is strong enough due to lack of enough convincing studies and often conflicting evidence. I have analyzed the impact of land use diversity and other land use variables on household travel related CO2 emissions. Diverse areas have a higher intermingling of land uses like offices, shops, restaurants, banks, and other activities which are accessible from residential areas. Diversity directly impacts travel activity by bringing origins and destinations closer, and by influencing travel mode choice.

In my dissertation I have developed an improved entropy-based measure of land use diversity using spatial analysis tools in GIS environment. I have used two main data sources: parcel level land use data for Hamilton County available from the Cincinnati Area GIS (CAGIS), and the recent GPS based household travel survey data from the Greater Cincinnati Household Travel Survey 2009-10 by the OKI Regional Council of Governments. Diversity is computed using parcel level land use data of Hamiton County but reported at the individual neighborhood level. Land use diversity has been measured at Census Tracts or Traffic Analysis Zones in previous research. I have also measured vehicle miles traveled (VMT) and other variables like building density, street and intersection density, distance to transit, and regional accessibility, using Network Analyst and other advanced GIS tools. I have used regression models to quantify the impact of land use diversity and other variables on VMT, controlling for socio-economic effects of demographics, household structure, and income. At the ACSP conference I will present the detailed methodology of my research and discuss the results.

My research outcomes informs policy makers on the feasibility of using land use diversity and other built environment characteristics like density, design, transit availability, and regional accessibility, on household travel related CO2 emissions and about using these as potential long term climate protection policies.

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References

COMMUNITY GARDENS AS AN ALTERNATIVE USE FOR VACANT LOTS

Abstract System ID#: 4574
Individual Paper

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There is evidence to suggest that community gardens (CGs) have a positive impact on neighborhoods. The literature shows that by reducing blight and nuisance from abandonment, CGs can have significant positive effects on neighboring property values. Therefore, communities that experience the negative effects of substantial property abandonment are considering CGs as an alternative use for vacant lots and a tool for revitalizing neighborhoods. Among the most crucial information for these communities is which lots are to be converted into CGs. This study aims to address this question by identifying the determinants of the conversion of vacant lots into CGs.

Characteristics of individual lots, including ownership, lot size, market price of land, and accessibility, are expected to determine the conversion of vacant lots into CGs. Neighborhood attributes, such as income level, unemployment rate, and presence of groceries, may also have an influence on the conversion. The policy environment shaped, in part, by civic groups’ initiatives is also expected to impact the development of CGs.

We look at existing CGs and vacant lots in the City of Philadelphia, which has grappled with about 40,000 vacant lots. Spatial distribution of CGs is examined and a statistical method is employed to model different uses of vacant lots. Specifically, we identify CGs converted from vacant lots, and determine the factors contributing to the conversion. A wide range of data is used. Data for lot attributes are collected from the Philadelphia Neighborhood Information System (NIS) and a city-wide survey conducted by the Pennsylvania Horticultural Society. Data for neighborhood variables come from various sources open to the public such as the Philadelphia NIS, Census of Population and Housing, and Census Transportation Planning Package.

This study will not only contribute to the literature on CGs, but will also have practical implications for cities that want to choose suitable locations for CGs. The findings of this study will help communities readily identify vacant lots with a high potential of being converted into CGs before conducting a detailed analysis of the demand and costs for the conversion.

References

Abstract Index #: 435
HOW CAN PLANNERS USE FRAME OF REFERENCE TO INFLUENCE THE SUSTAINABILITY CONVERSATION
Abstract System ID#: 4608
Individual Paper

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The urban forest holds several important positions within the built and unbuilt environments. Those roles cannot be ignored based on economic, health, sustainability, quality of life measures, and overall protection of the environment, including air, water, and soil. The points are highlighted by Wolf (2005, 2007) and Rowntree & Nowak (1991). The work references the four socio-economic sectors; public or government sector, for profit or market sector, philanthropic, nonprofit, or civil sector, and the kith and kin, household, or private sector (Biggs & Helm 2007). The common purposes and role of each sector with respect to the urban tree cover takes on importance as they interrelate with concerns for public health, economic viability, tree coverage, tree placement, ecological relationships, and public policy, these relationships are crucial for planners to understand in respect to how we relate to and with various sectors based on frame of reference (Habermas 1987,1981). Harris County and its 52 heterogeneous sub-governmental unit’s serve as the study area and the base for the administration of a random internet based survey. Additionally, the research
uses urban tree canopy data to relate socio-economics, household preferences, sustainability measures, and overall environmental consciousness to gauge the sectors’ connection to the urban forest. Then the research incorporates the results of the survey to assess the sectors, roles, relationships, and responsibilities, implied or deduced. The element of willingness and receptivity serves as independent variables to answer the question, are households willing to change in order to improve the UTC and overall environmental sustainability? Hierarchal linear modeling provides the statistical methodology to answer the question (Osborne, 2000). The results can help policy makers promote sustainable initiatives that enhance the urban forest and protect the overall natural environment for the benefit of all, now and in the future.

References

Abstract Index #: 436
PROPERTY ABANDONMENT, MARKET RATIONALITY, & THE LIMITS TO POLICY
Abstract System ID#: 4611
Pre-organized Paper Session (Symposium) “The Practice of Planning Rationalities”

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Vacant and decaying buildings have remained a reality of the metropolitan region, even as they evolved from the legendary skeletons covering block upon block of the 1970s South Bronx to today’s victims of the foreclosure crisis. This paper reviews prevailing definitions, explanations and proposed solutions to the problem of property abandonment and asks why these dominant approaches fall short of reversing abandonment where this problem persists. I argue that these policy failures are rooted in common assumptions of market rationality in closed, fixed land markets. Policy efforts targeting discrete, spatially delimited property markets are dwarfed by the mobility of capital, suggesting the limits of policy in confronting what proves to be a largely political problem.

Three approaches to property abandonment are considered. First, the assumption that rational economic actors respond to physical and market obsolescence compels many city planning offices, which then work to create the conditions of profitability in local markets. Others attribute abandonment to an increasingly polarized economy, which creates spaces of exclusion (or gentrification) and abandonment. Recently, scholars have described abandonment “as an enactment – the product of social practices by means of which the borders of what is or is not abandonment is negotiated” (Wachsmuth 2008), allowing a more nuanced analysis of processes that produce and constitute abandonment. These approaches are constrained by their framing of delimited land markets comprised of rational economic actors. Even a practice-oriented definition that accounts for a broader range of actors will isolate a particular market context in its analysis (Wachsmuth 2008).

I turn to two literatures to illuminate the socially constructed nature of local land markets, amplify the political nature of social practice, and complicate the assumptions of market rationality that inform policy interventions. Sociological analyses of finance illustrate how economic markets – from strawberries to real property – are performed and constructed via social practice (MacKenzie 2008). Recent geographic debates similarly suggest that spatial scale is not pregiven but rather enacted through social practice (Marston et al 2005). Because of the socio-political nature of land markets, I argue that the response to property abandonment should relinquish attempts to attract investment to particular neighborhoods and look instead to political strategies.
In recent planning dialogue, compact and mixed-use urban development has become a symbol of smart growth. This type of development pattern is thought to benefit a community economically, environmentally and socially (Litman, 2010). The number of compact and mixed-use projects realized on the ground, however, does not appear to match the level of enthusiasm expressed in the discussions. Even in places embracing smart growth strategies, there seems to be more lip-service than effective implementation (Downs, 2005). Many have been puzzled by this apparent contradiction and have effectively asked, “If compact and mixed-use development is so smart, why don’t we see more such projects developed?”

Recent research, although still quite limited, has begun to track and compare changes in public opinions of land use patterns and policies and investigate the potential issues affecting public attitudes toward compact living (Handy et al., 2008; Lewis and Baldassare, 2010). We report in this article an in-depth case study that aims to contribute to this line of research by providing both theoretical exploration of and empirical evidence for the factors underlying people’s positive judgment of living in compact and mixed-use environments. This case study focused on a greenfield New Urbanist project in the City of Eugene, Oregon, and employed a mixed methodology involving a survey of a group of residents living within close proximity to this New Urbanist project and a series of interviews with residents, planners, and people in the development industry. Insights obtained from this study help us consider strategies for increasing public support for smart growth.

Findings indicate that people’s attitude was affected by their awareness of the environmental and social benefits associated with different development forms, their residential preference, and their perceptions about the environmental qualities of compact and mixed-use neighborhoods in general and their impression of the New Urbanist project nearby in particular. Research results suggest potential attitude change as people have more positive exposure to well-designed compact and mixed-use projects.

References
GREENFIELD LAND PRICES; INSTITUTIONAL PRICE-MAKING FORCES

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Land price models have failed to explain and predict land prices in a satisfying way (Kauko, 2004). Most models are based on hedonic methodology (Buurman, 2003). This article reaches an explanation for the inherent deviation between model and reality by focusing on the uniqueness of each transaction, including both the uniqueness of what is subject to transaction as well as the transaction process. Land transactions are coordinated by price, rules and trust in respectively markets, hierarchies and networks (Needham & De Kam, 2004). The formal and informal institutional contexts differ for each transaction due to this variety of coordinating mechanisms. Arrangements made within networks are affected significantly by the degree of trust between actors (Adams, Leishman & Watkins, 2011). Furthermore, the uniqueness of land transactions is increased by the fact that not only land is traded. Most often transactions include partial rights and additional arrangements which might influence the transaction price.

This article presents the statistical analysis of the available land transactions (450) in the period from 1998 to 2005 within three Dutch city regions. This article sheds light on land price influencing factors. Per transaction data is gathered about ‘standard’ determining factors like location, size and fertility but also about institutional factors like coordination mechanism, additional contract arrangements, the exchange of partial rights, the exchange of land and real estate and transactions of several plots within one price.

Conclusions will be drawn regarding two main questions. First, to what extent do specific institutional factors matter in the land price-making process? Second, to what extent can we speak of land prices considering that institutional factors make almost every land transaction unique? The overall aim is to gain a better insight in the working of the land market as an institutional system.

References

PLANNING FOR WATER QUALITY: THE IMPLEMENTATION OF RIPARIAN BUFFER POLICIES

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Over the past 50 years, haphazard growth patterns converted vast expanses of many urban regions into impervious surfaces, thereby increasing nonpoint pollution sources that threaten water quality. Almost 40,000 water bodies in the U.S. are “impaired”, a designation indicating recurring, monitored violations of water quality criteria. There is an extensive body of research investigating the factors contributing to the impairment of water bodies, including a number of studies that link land use to water quality outcomes. Unfortunately, there is limited research on how well land use policies aimed at protecting water quality are implemented.
This paper examines the implementation of riparian buffer policies. Riparian buffers are vegetated areas adjacent to water bodies and are considered a best management practice for protecting water quality. My overarching research question is --What characteristics of comprehensive plans, development management ordinances, and development permits are associated with variation in the implementation of riparian buffer policies? I address this question by first content analyzing the plans, ordinances, and permits that govern land use development. Then, I compare the provisions for riparian width and vegetative composition as detailed in these planning documents to analyses of high-resolution land cover maps.

This paper builds upon research that links the quality of plans with implementation and outcomes (Brody & Highfield, 2005; Berke et. al, 2006a). Theoretically, a comprehensive plan that incorporates policies to protect water resources should help a community adapt to changing conditions while providing a structured vision of how a community wants to develop in the future (Berke et al, 2006b). Further, comprehensive plans should guide the adoption of ordinances, which, in turn, should shape permitting decisions consistent with ordinances. However, studies suggest compliance with ordinances is not consistent within a jurisdiction and the content of an ordinance can be associated with different implementation outcomes (McPherson, 2001; Norton, 2008).

The project is a cross-sectional study of 24 jurisdictions in two watersheds located in North Carolina and Maryland. A total of 360 parcels stratified by size of development were sampled from parcels within 100 feet of a perennial stream and that have undergone permitted development between 2000 and 2007. I am specifying a fixed effect regression model. The dependent variable is buffer implementation and is constructed from the results of the permit coding protocol and the review of land cover maps. The independent variables are permit, ordinance, and plan variables coded during content analysis. Finally, the control variables are population size, population density, median home value, and jurisdiction type (county vs. city). I am also exploring the possible effects of parcel size, land use type, and the percentage of the parcel covered by the buffer (i.e., >5%) that may influence compliance with ordinances.

Although this research is on-going, the anticipated results will help clarify the relationship between planning documents and variation in implementation of riparian buffer policies. There is significant scientific knowledge accumulated about watershed protection, but there are few current measures of how this information is utilized by the planning profession. A better understanding of how permits, ordinances, and plans account for variation in implementation will help improve the translation of scientific knowledge to planning action.

References

Abstract Index #: 440
LAND VALUE RECAPTURE: THE SAN FRANCISCO CASE
Abstract System ID#: 4790
Individual Paper

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Many European countries hold a long-standing belief that increases in land values result largely from society’s efforts and do not belong to the land-owner. Rather, the increased values should be recaptured by the public sector (Calavita and Mallach 2010).

In the US, with its emphasis on limited government intervention and protection of property rights, land value recapture has gained little traction; until now. There seems to be a growing interest in the idea that when local governments increase land values by granting land use/zoning changes or investing in improved public facilities and infrastructure, those increases in value are the result of government actions and it is reasonable that some of those increases should be returned to the community in the form of community benefits, including affordable housing.

This interest stems from several factors; most importantly the severe budget crisis of government at all levels and planning for smart growth and climate change, with its associated call for increased densities, redevelopment and infill in urbanized communities to be served by improved and new mass transit systems and community amenities. The investments in public infrastructure and the plan changes to allow greater densities will create windfalls for the landowners so benefitted, thus the attention for land value recapture (Fogarty et. al. 2008; Calavita and Mallach 2009; Schildt 2011).

Some places are already doing land value recapture, most prominently San Francisco. All of San Francisco’s recent area plans include mechanisms where plan and zoning changes that increase land values have been coupled with requirements and fees that “recapture” some of the granted value. Combined, these plans enable more than 20,000 new housing units and 16,000 new jobs.

The most prominent of San Francisco’s new area plans is the Eastern Neighborhoods Plan, approved in 2008 after a multi-year public participation process. The plan included zoning to transform underutilized industrial areas into “complete communities”, including public facilities such as sidewalks, mass transit, open space, libraries and recreational facilities necessary to accommodate the growth.

To best recapture value, the Eastern Neighborhoods Plan included a tiered fee structure. A first tier includes a baseline of contribution that all development is obliged to provide. A second and third tier is triggered in areas where the plan granted additional heights to properties.

The impact fees themselves were tailored to correspond to the benefits received on the basis of economic analyses of increased land values, but not to be so high as to make new development infeasible. They range from $8 to $16 per square foot for residential use, and $6 to $14 per square foot for non-residential use. In addition, the existing Inclusionary Housing requirements were increased in the case of properties that were rezoned from industrial to other, more valuable, uses.

The paper will examine the origins of land value recapture in San Francisco, its planning culture, the Eastern Neighborhood Plan, its fee system and changes resulting from the real estate decline of the past few years. It will conclude with an assessment of the future of land value recapture in the US.

References
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The Pacific is home to isolated island chains, of which Hawaii is a US state, many of which are territories of other nations (e.g., American Samoa, Guam for the US; Okinawa for Japan) and many of which are independent nation states (e.g., Samoa or Western Samoa). In this context, the emerging relationship between resource regulation and socio-political well being has become a pressing issue, especially in light of changing global structures and increasing calls for sustainable communities. This paper aims to explore the ways in which the rise of land use regulation, and the institutions and practices they represent, reflect and more often marginalize traditional, indigenous practices.

Although Samoa and American Samoa are neighbors, they are politically very different. Samoa is an independent island nation, with close ties to New Zealand and Australia; the nation is predominantly an agriculturally-oriented society, for whom tourism is a relatively small part of the economy. American Samoa, as a US territory, operates under local land use control within a broader US regulatory system, but also retains a measure of the traditional Samoan regulatory system. Tourism as a revenue source is relatively non-existent in American Samoa.

Using archival data, contemporary policy documents, and media accounts, and based on field work in the summer of 2010, the paper describes the varying effects of different levels of regulatory structures on land and water allocation, and the ways in which these have affected both contemporary development patterns, as well as sustainability. The implications of this analysis for sustainable development and indigenous planning are highlighted, in particular, how traditional indigenous land use practices may enhance longer term sustainability within or independent of western regulatory and economic structures.

A few interesting observations emerged from this fieldwork. First, the existence of a non-alienation clause in American Samoa’s constitution likely helped shape the contemporary development of the islands creating an urbanization pattern more similar to independent Samoa than Hawaii or the US mainland. Second, while land and resource regulation does exist in all islands, the Samoan islands (including American Samoa) also largely still rely on social regulation of land and resources, enabling them to integrate both historically-indigenous and western regulatory schemes. The resultant regulatory structure allows for a measure of common-use of land and water resources (based off of historical indigenous agricultural practices), which effectively creates incentive for effective social policing to ensure equitable distribution. These two points illustrate the potential ability for hybrid regulatory processes to promote sustainability as well as create a balance with urbanization.

References
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The need to manage the growth of urban areas is arguably one of the most important issues of our time. At risk are the continued economic viability and ecological sustainability of cities and regions. Over the last two decades, calls for regional solutions have been driven by a perceived inability of local governments to adequately address rapid population growth, increasing congestion, worsening pollution, and fiscal inequality in metropolitan areas. Regionalism has been hailed for its transformative potential, matching policy coordination to the scale at which labor markets, commute sheds and housing markets operate (Foster 2011). This paper will examine the actually existing regionalism of Sacramento’s Blueprint planning process and its aftermath to better understand the factors and forces behind local support of regional coordination and its impact on local policies and spatial practices. Studies have documented the ways land use policy can shape urban forms and influence behaviors that have more sustainable development outcomes. Critics of metropolitan fragmentation have suggested that these policies are most effective when implemented at the regional scale (Basolo 2003, Swanstrom 2001 and Wheeler 2002). As a result, regional planning has been promoted as a way to construct landscapes of economic justice, social diversity and ecological sustainability. Less is known about how these plans and policies based on regional processes are internalized and implemented at the local level. Implementing such policies requires multi-jurisdictional coordination in an economic and socially networked metropolitan region. However, institutional and cultural barriers, competition among municipalities for growth and resources, and the conflicting spatial rationalities used to advance place-making policies often limit coordination (Dierwechter 2008). Planning in a framework of regional governance has been suggested as a politically expedient way to coordinate the development decisions of disparate local governments (Norris 2001). However, local policy interventions in response to regional plans vary, with an observed shift towards neoliberal spatial practices focused on market based solutions that retain the autonomy of local actors in a collaborative governance framework. Critics have described this as regionalism to the lowest common denominator (Foster 2011). This paper will identify how these often conflicting spatial rationalities of smart growth policy are reflected in the case of Sacramento’s Blueprint regional planning processes and how these processes have attempted to overcome local political fragmentation to affect local changes to land use policy and practice in accordance with a larger regional vision. Four places within the region will be selected as cases to capture a range of social, economic and political contexts, including the historic central city, a first ring suburb, the exurban fringe, and a regional job center. Using a qualitative case-study approach, this paper will analyze planning documents and discourse, along with interviews of participant stakeholders from these places and the region as a whole to identify: 1) the contextual factors that constrain or enable the choices of stakeholders with respect to internalizing and implementing regional land use plans, and 2) the forces that influence how stakeholders choose among policy options at the local level.

References

NEGOTIATING ADAPTATION AND RECOVERY THROUGH LAND-USE CHANGE IN TOHOKU, JAPAN

Abstract System ID#: 4853
Individual Paper
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This paper examines how coastal communities (e.g., municipalities) in Tohoku, Japan employ and negotiate land-use change adaptation strategies following the 2011 Tohoku earthquake and tsunami to adapt to coastal land subsidence and subsequent sea level rise. The 2011 Tohoku earthquake and tsunami offers a unique opportunity to examine local adaptation strategies particularly during post-disaster recovery in ways that links disaster reconstruction to long-term climate change adaptation. According to the Geospatial Information Authority of Japan, the 9.0 magnitude earthquake (US Geological Survey) off the east coast of northern Japan has caused permanent land subsidence in multiple cities and towns in the Iwate, Miyagi, and Fukushima prefectures (Japan prefectures are akin to US counties) on Japan’s northeast coast. The land subsidence in these three hardest hit prefectures in the northeast Tohoku region range from 0.20 meters (0.66 feet) to 0.84 meters (2.76 feet), causing large areas of the coastline to flood twice a day during high tide due to sea-level rise. Moreover, according to the EERI (Earthquake Engineering Research Institute) interim field report, the disaster has impacted coastal communities physically (e.g., loss of land, housing, infrastructure), economically (e.g., impacts on local industries), and socially (e.g., impacts on community life). It can be reasonably inferred that due to land subsidence along the Tohoku coastline, affected coastal communities not only face extensive rebuilding and recovery from the disaster, but also the need to adapt to sudden sea-level change. Such adaptation would include land-use change strategies that would have long-term physical, economic, and social impacts. Moreover, tensions between the urgency to rebuild quickly and the need for long-term land-use change adaptation would underlie planning and rebuilding processes that are inherently long, messy, and fraught with conflict.

This study proposes to look at such local long-term adaptation processes in Tohoku Japan by examining how coastal communities employ land-use change strategies during disaster recovery to cope with land subsidence and sea level rise. The study employs qualitative case studies based on in-depth field interviews to document adaptation strategies among coastal communities impacted by the disaster, and to assess how communities negotiate the associated processes and conflicts.

References

Abstract Index #: 444

A SUSTAINABILITY ASSESSMENT OF UTAH'S 29 COUNTIES
Abstract System ID#: 4875
Individual Paper

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This paper uses a three-axis sustainability assessment tool to measure and compare the sustainability of Utah’s 29 counties. The tool evaluates the sustainable development potential of a community or region by graphically comparing the interaction of Social, Environmental and Economic factors within that community. Graphic comparison allows for an informationally-dense display of the relationships between all three components of sustainability. This, in turn, allows the user of the graphic to access and compare a wide array of complex relationships in a single display of information.
One of the primary challenges for integrating sustainability considerations into local decision-making processes is that sustainability is really a holistic problem, involving very complicated interactions between a wide variety of pressures, interests and influences. Merely measuring sustainability is a significant challenge. The assessment tool used in this study is designed to be flexible enough to incorporate a wide variety of inputs (statistical, demographic and qualitative) while at the same time allowing for the interdisciplinary efforts needed for a proper measure of sustainability and to indicate specific potential courses of action to policy makers. Indeed, this method has been used previously to compare and evaluate counties on both sides of the US-Mexico border.

For this study, all 29 counties in Utah are evaluated. Some of the reasons this work is important include:

A. Identified a specific, easily accessible and locally-relevant data set that allows for the evaluation of a community’s sustainable development potential.
B. Lays out possible applications of the assessment’s results in relation to the local decision-making processes that most heavily impact a community’s sustainability.

Among the users who might benefit from more easily assessing the complexity and interactions inherent in the concept of sustainable development are local-level decision makers. Many if not most of the decisions that affect sustainability are made at the local level. At the same time, nearly all of the currently popular measures of sustainability are national-level indices. Placing usable, location-specific information in the hands of local-level policymakers is important if the exercise of sustainability measurement is to have any significant impact on actual development decisions.

References

Abstract Index #: 445
THE EFFECT OF GREEN BELT POLICY REFORM ON THE SEOUL METROPOLITAN AREA HOUSING MARKET
Abstract System ID#: 4909
Individual Paper

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Korea introduced a green belt as a means of an urban containment policy since 1971. Urbanization in Korea has begun in the early 1960s. As the population and employment grew rapidly amid the capital city Seoul, social concerns such as congestion and environmental degradation became influential. Thus, the green belt policy has been implemented (1) to control the growth of population and industrial concentration in the Seoul Metropolitan Area (SMA) (2) to prevent contiguous metropolitan sprawl (3) to preserve open spaces for environmental protection. However, since the boundary was set up on political decisions without conducting any surveys or scientific analysis (Jun and Bae, 2000), serious urban problems have emerged to the extent that the pressure of deregulation has arisen.

In previous studies, the effects of green belt land on housing market and urban form were analyzed. As the green belt boundary provided the premium for development, the policy unambiguously raised housing prices through restrictions on the supply of land (Hannah, Kim, and Mills, 1993). As development pressure shifted from the inner city to the suburb due to the regulation, leapfrog development was appeared (Cho, 2002). Jun and Hur (2001) argued that the green belt and leapfrog development have resulted in a significant discontinuity of urban population and employment
density gradients. To this end, the distortion of the urban structure has created a serious jobs–housing imbalance and made a commuting distance longer showing a higher dependency on the core city.

The central government has deregulated the green belt policy to increase housing supply from 2000: 134 km² of the SMA’s green belts area (8.60%) has been released due to the implementation by 2010. A large area of land was developed as a residential zone mainly for public housing provision. The finding of Choi and Kim (2008) supports the new action of the government. They found that the decrease in rent through the deregulation improved social welfare when the economic gain was larger than the environmental loss of the neighborhood. On the other hand, Lee (2008) claimed that the relaxation has only exacerbated social justice and equity by providing additional financial gains to landlords. Ha and Cho (2009) pointed out that comurbation causing regional growth segregation is more likely to occur if the government releases the green belt regulation only upon their political needs. However, those studies failed to explain whether the continuous deregulation has contributed to lower the increase of housing prices, which is the most important question to test the findings that the green belt policy caused the distortion of urban form and leapfrog development.

To answer the question and evaluate the deregulation of green belt land, an appropriate empirical analysis is needed. Although previous studies addressed the effect of green belt policy reform on housing values and urban form using an empirical data set from the SMA, no studies applied a panel data set. The reliability and validity of the analysis will be increased if a time series data from the beginning year when the policy has been implemented is applied. Because the initial green belts had obstructed housing supply and then the deregulation policy intended to promote residential development, the increase of housing prices must be lowered if the goal of the policy has been achieved. As expected, the estimation results revealed that the release of green belt land decreased the average housing sales price. Moreover, the marginal effect of land transaction was higher in the core city than in the suburb because the inner city had the larger premium of development that was initially generated from the green belt regulation.

References

Abstract Index #: 446
PARTICIPATION AND PLANNING FOR POPULATION LOSS
Abstract System ID#: 4944
Individual Paper

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Over the last two decades, cities across the world have experienced substantial population loss. Widely referred to as the shrinking city phenomenon, this trend has been well-documented in Europe, and recognized in the U.S. as well. Although not by any means restricted to these areas, it has hit many cities of the industrial northeast and mid-west particularly hard - cities ranging in size from Detroit and Cleveland to Youngstown and Flint have experienced drastic population loss. This change is reflected in the physical fabric of cities as vacancy and abandonment.

In this context, the critique of urban planning has been that it has been a discipline shaped by ideas of growth and economic development and that it does not offer many tools to deal with population decline (Oswalt, 2006; Hollander
et al, 2009). However, over the last few years, planning scholars and the members of the popular press have paid greater attention to the challenges posed by depopulation. Much of this work is focused on discussions of solutions to the problems posed by population decline among threatened land banks in cities such as Detroit, Cleveland and Flint/Genesee County, and ‘greening’ initiatives as in Philadelphia and Pittsburgh are examples. Most of these focus on a particular, and quite narrow response to vacancy and abandonment.

Examples of more comprehensive responses are limited, but among the more high-profile are Youngstown 2010, that city’s comprehensive plan developed in 2005, and more recently, Detroit, which is in the process of developing a plan that acknowledges its steep population loss. However, even then the response has been broad-based, as in these two examples, very little attention has been paid to the process of planning for decline.

These two cities are similar to each other in many ways, such as their industrial past, degree of population decline, loss of manufacturing employment, and most importantly in their statements on the importance of resident participation while planning for a smaller city. However, they also differ from each other in important ways, among them population size, racial history and political leadership. Using Youngstown and Detroit as case studies, this paper uses GIS data, as well with data from secondary sources, focus groups and interviews to critically analyze the process by which ‘a plan for shrinkage’ was developed (or is currently being developed in Detroit), with particular emphasis on resident participation.

References


Analyzing Regional Efforts to Nudge Local Land Use and Infrastructure Decisions Toward GHG Reduction

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Under the new policy framework established by SB 375 and related California laws, state agencies and local governments are working intensively to reform land use planning and infrastructure investment processes and projects in order to achieve targeted 2020 and 2050 GHG reductions in the transportation sector. For instance, to enable reduced auto use and encourage the adoption of local land use policies in support of that goal, California metropolitan planning organizations (MPOs), are currently developing Sustainable Communities Strategies to invest transportation funds on appropriate projects and activities. The state’s Strategic Growth Council is in the process of awarding $90 million in Proposition 84 bond funds to support development of regional and local land use plans that promote goals like reduced auto use and fuel consumption, greater infill and compact development, and urban and community center revitalization.

While considerable SB 375-driven activity is already underway, less attention has been directed at whether this activity will in fact yield the desired results. Precisely how progress and goal achievement will be monitored and measured has not been articulated. Land use and transportation experts acknowledge that present efforts to propel California toward smart growth will bear fruit most visibly in the long-term. But how and when will we know if SB 375 is successful? And how will policymakers and officials working to implement this and related policy commitments demonstrate accountability for making interim progress?

This paper calls attention to the fundamental need to plan now for measuring progress in 2020 and beyond and for identifying the interim performance feedback that can most effectively and reliably guide government actions en route. In general, it articulates a broad and flexible framework for performance measurement that can be applied to a range of
policy initiatives, programs, and projects undertaken in pursuit of SB375 goals. In particular, it use the opportunity presented by several pre-SB 375 incentive programs, already up and running, to consider a concrete performance monitoring and tracking system.

Over the last 15 years, MPOs in the state’s four largest urban regions have launched incentive-based grant programs to encourage local land development policies and transportation investments in accordance with smart growth principles. These programs include the Transportation for Livable Communities program in the San Francisco Bay region, San Diego’s Pilot Smart Growth Incentive Program, southern California’s Compass/Blueprint Demonstration Grants, and the Sacramento region’s Community Design Program. Although developed and implemented long before the California legislature passed SB375, these programs align directly with the law’s policy aims. Each is well under way, yet there has been little empirical evaluation of the outcomes associated with specific grant awards made through them or of their cumulative impacts. As such, these four programs present logical candidates for developing an approach to performance assessment that would be sensitive enough to measure changes in land use planning and infrastructure investment trends, as the shift that presumably underlies the transportation and behavioral changes sought by SB375. Framing a pilot monitoring system of these programs provides a test case for analyzing options for meaningful performance dimensions, metrics, and data, options that would ideally find subsequent application to other SB375 related initiatives.

References

Abstract Index #: 448
CORPORATE [NEW] URBANISM
Abstract System ID#: 5011
Individual Paper
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In the twenty years that neo-traditional development and new urbanism has been part of the planning lexicon and (increasingly) the built environment, the close connection the development industry and new urbanism have rarely been out of the headlines. Those who comment, analyze, and critique cities, planning, architecture, design, and development have carefully traced the lineage connecting new urbanism and corporate America. In popular culture, as well as more scholarly writing, early new urbanist communities such as Seaside and Celebration have been criticized as contemporary products of corporatism as much as models of community making. The work of the leading designers of these early prototypes and of the more modest architects, who brought a subsequent explosion of more dense, occasionally walk-able, residential (often sub-division) developments to the market, was often presented as merely the mass production of a romanticized residential designs, pandering to brand, advertising and market share.

The paper moves beyond this perspective and examines the connections between corporations and new urbanism and the influence these two forces have on master-planned communities, the contemporary framework for new towns. Following an introduction reviewing the historical contexts of private new community development and new urbanism, the paper will review the national scale of corporate new urbanism, examining the differences between the promise and delivery of such large-scale developments. Based a several case studies, the paper will examine a set of underlying principles that may set contemporary new urbanist/master-planned communities apart from traditional suburb/city-making and local government: planning principles, motive, performance measurement, ownership/control, service delivery and place-management.
It is too early to speculate on specific conclusions from this work; I hope to draw on the reactions and responses of the audience and readers to fashion the lessons for current planning practice.

References

Abstract Index #: 449
DETERMINANTS OF REGIONAL LAND USE CHANGES IN U.S. METROPOLITAN AREAS (1992-2006)
Abstract System ID#: 5095
Individual Paper

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The regional land use change in U.S. metropolitan areas is one of the critical issues for urban scholars, environmentalists, transportation planners, and public policy makers because it has significant associations with sustainable urban development, ecosystem management and climate change, and transportation planning. However, little research has sought to address the determinants of regional land use changes. This study examines regional land use change and its determinants in U.S. metropolitan areas using the longitudinal land cover data from the Multi-Resolution Land Characteristics Consortium (MRLC). National land cover database is a land cover classification scheme that has been applied for the conterminous United States at a spatial resolution of 30 meters. The database has the classified land use categories of developed land such as low-intensity, medium-intensity, and high-intensity developments. This study focuses on the developed land and its changes from 1992 to 2006 for the 358 U.S. metropolitan statistical areas (MSA) defined by the federal Office of Management and Budget (OMB) in 2003. Two objectives are as follows. First, this study identifies metropolitan land development and its changes for three time periods of 1992, 2001, and 2006. Second, this study examines the determinants of regional land use change in terms of demographic shift, socioeconomic trends, physical environment, and public policies. Upon understanding key determinant factors of regional land use change, this study evaluates whether regional growth management or smart growth policies have expected outcomes to control excessive land development at the fringe of metropolitan areas.

Abstract Index #: 450
THE ECONOMIC AND FISCAL CONDITIONS FACING SHRINKING CITIES
Abstract System ID#: 5178
Pre-organized Paper Session (Symposium) “Remaking Declining Cities”

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America’s older cities are in a severe state of fiscal crisis. Facing growing deficits, they are reducing services, laying off hundreds of municipal employees, canceling capital projects, and cutting back on repair and maintenance of city facilities and infrastructure. For cities to succeed in that role, they must be able to offer a decent quality of public services and infrastructure. Since the 1960s, older cities have found it increasingly difficult to find the resources to provide public services of adequate quality. Their loss of population and jobs, combined with the increasing poverty of their remaining population and the declining value of their property base, have severely reduced their ability to find the revenues they need to pay for these services. This paper will explore several case studies of the acute and chronic fiscal stress facing America’s shrinking cities. There will be a focus on cities such as Flint, Saginaw and Detroit, MI where population loss has been ongoing for decades. An exploration will also be made regarding potential short and long term solutions for this fiscal stress.
Film studios in Los Angeles are objects of historic preservation and, at the same time, threats to surrounding historic neighborhoods. This paper examines film studios’ unique position in historic preservation, urban development, and economic development. It does so by expanding on the historical research I have conducted on the role of film studios in the urban development of metropolitan Los Angeles in the twentieth century by analyzing contemporary plans of two major film studios to redevelop their walled compounds for non-studio mixed uses and drawing on my experience in historic preservation planning practice.

In the first half of the twentieth century, film companies sought greater amounts of land (often on the urban fringe) to build film manufacturing plants that later became excessive after postwar changes in the film industry. New York-based film companies became accidental stewards of large acreage that shaped the urban development patterns of the Los Angeles metropolis. The evolving film industry business model dictated studios’ land-use decisions; consequently, their property management, planning, and attempts at real estate development illustrate how large landowners are not as savvy about real estate as many might assume. In recent decades, especially as international conglomerates have purchased film studios, executives have become more shrewd about managing and developing their real estate.

Although few historic studios are officially designated on national, state, or local registers, the California Environmental Quality Act (CEQA) triggers a review process for any redevelop project that may impact those eligible for historic designation. This applies when film studios seek to redevelop within their existing footprints or to expand their studio boundaries into surrounding neighborhoods that are more likely to have formal protection. Despite Los Angeles’s reputation for bulldozing its past, it has a powerful preservation lobby and a substantial stock of film production spaces (from as early as the 1910s and 1920s) maintained through continual use. The current shift in the film industry’s business model—through better coordinated efforts than in the past—to profit on film studio real estate threatens the city’s historic fabric, both the studios and their surrounding neighborhoods. From these examples we can learn more about the operations of large landowners and their land-use decisions and the mechanics of historic preservation planning practice.

References:

Track 8 - Planning and Human Health and Safety
Abstract Index #: 451
MAKING HEALTHY PLACES: PROGRAMS AND POLICIES FOR A BETTER FUTURE
Abstract System ID#: 4097
Roundtable or Informal Discussion Session

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This roundtable will present perspectives from across the US on (approaches to or dimensions of) creating livable, healthy and sustainable communities. The development of such communities is becoming an important part of community development, urban design, policy planning, public health and urban affairs. With the desire by urban scholars throughout N. America and Europe to move from communities that are often described as sterile, unhealthy and boring places to live, it is important to understand the factors that make communities livable. This roundtable will discuss what has gone wrong in many majority and minority communities, and will offer suggestions and model programs for making them more healthy and livable.

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Abstract Index #: 452
THE RELATIONSHIP BETWEEN SPRAWLING ENVIRONMENTS AND OBESITY, PHYSICAL ACTIVITY, AND HEALTH OUTCOMES
Abstract System ID#: 4110
Individual Paper

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Obesity has reached epidemic proportions in the United States and the fundamental cause of obesity and overweight is an imbalance between calories consumed and energy expended and the two main modifiable risk factors are unhealthy diets and physical inactivity (The Surgeon General’s Vision for a Healthy and Fit Nation, 2010; Trost, S., Kerr, Ward, & Pate, 2001; Trost, S. G., Owen, Bauman, Sallis, & Brown, 2002). There is a strong relationship between obesity, physical activity and health and it is commonly recognized that even a moderate amount of physical activity can result in significant health benefits. Research indicates that the built environment is strongly associated with both active travel and leisure time physical activity in adults (Badoe & Miller, 2000; Ewing, Reid & Cervero, 2010).

Ewing et al. published a study in 2003 (Ewing, Reid , Schmid, Killingsworth, Zlot, & Raudenbush, 2003) that looked at the relationship between health behaviors, health outcomes, and a “county sprawl index”. The purpose of this study is to replicate and expand the previous study using updated and enhanced “sprawl metrics” at a more refined geographic scale to determine the relationship between county and neighborhood characteristics associated with sprawl and health related behaviors and outcomes.
Utah specific Behavioral Risk Factor Surveillance System (BRFSS) data for survey years 2007 and 2009 will be combined to produce a preliminary sample size of approximately 10,000 cases. These survey years include additional questions specifically related to physical activity as well as the standard survey questions. Public access data for the BRFSS are reported at the county level although zip code information is included in the complete data set. The Utah Department of Health has provided survey data that includes the zip code for each respondent. All cases with zip codes located within selected metropolitan counties for which sprawl variables are available will be included in the survey sample.

A variety of additional data sources will be used to develop the neighborhood characteristic metrics including the 2010 Census, the Census Transportation Planning Product (CTPP), and the National Land Cover Database (2006). Census tracts will be assigned to zip codes and those census tracts that cross more than one zip code will be individually assigned based on aerial interpretation.

Health outcomes included in this study will be the diagnosed conditions of hypertension, diabetes, and/or coronary heart disease by a health care professional. Body Mass Index (BMI) and obesity status will be calculated from self-reported height and weight. Physical activity will be also treated as an outcome or dependent variable. Smoking status and fruit and vegetable consumption will be included as control variables representing individual health behaviors.

The research design will be cross-sectional and hierarchical (multilevel). The data structure itself is hierarchical, with individuals nested within their zip codes and zip codes nested within their counties. Traditional statistical analysis assumes that cases are independent of each other and a lack of independence results in unreliable test statistics. The individual is the unit of analysis at level 1 in this hierarchical data structure, the zip code is the unit of analysis at level 2, and the county is the unit of analysis at level 3. The zip code is the smallest geographic unit available and geocoded with this data set.

A ‘sprawl index’ has not been previously developed for geographies smaller than the county level. This study will allow for a much more refined analysis of the built environment at the smallest geographic scale available while utilizing the large sample sizes available in the Utah BRFSS. The combination of sample size, geographic scale, and statistical methodology will make this a unique and valuable study.

References

Abstract Index #: 453
PREVENTING URBAN HEALTH CRISIS: FINDING FOOD DESERTS AND THEIR RELATIONSHIP WITH LOW INCOME NEIGHBORHOODS
Abstract System ID#: 4138
Poster

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In early 2010, the ‘Let’s Move’ campaign raised to a national stage the attention to Americans’ health problems, especially the national childhood obesity problem, and stated one of its goals is to decrease the childhood obesity rate by providing more access to affordable, healthy foods. The Center for Disease Control and Prevention [CDC] (2009)
reported that obesity increases when access to food is far from home. Access to healthy food has become a vital issue in urban and rural areas, and the areas with limited access to food known as ‘food deserts’. These areas exhibit correlation between physical distance and socioeconomic disparities, and the CDC reports that more than 23 million Americans live in low-income urban and rural neighborhoods that are more than one mile from the nearest supermarket.

The purpose of this study is to determine low food access areas and demonstrate the relationship between physical food access and socioeconomic disparities. Low-income households are selected because those neighborhoods have limited access to groceries; consume fewer healthy foods (eg. fruits and vegetables) than those with higher incomes; and grocery stores in low-income neighborhoods provide fewer products than those in higher income neighborhoods (Morland et al., 2002).

To that end, two questions will be addressed: 1) What and where is the service area for healthy food outlets? 2) What is the profile of low-income population associated with the location of healthy food outlets? To answer these questions, a food accessibility index is calculated by using two distance measures (a) Manhattan distance to the nearest healthy food outlets for each census block group and (b) travel distance along the transportation network. Both measures are developed using GIS and are compared for accuracy. To identify clusters of low-income census block groups with greater or lesser travel time to food outlets, Getis-Ord-Gi statistics is applied via a spatial analysis tool (Moran’s I). Getis-Ord-Gi identifies clusters of high/low values (hot/cold spots), unlike other methods that quantify the similarity of values, whether high or low, and so Getis-Ord-Gi is relevant to this study, which explores both ‘good’ and ‘poor’ accessibility. Sarasota County in Florida is used as a case study for this research.

An ongoing study has shown that out of 325,957 residents, approximately 7.7% (24,817) fall below the poverty line in Sarasota County. 6,156, among this population, about 24% are living in food deserts isolated from food affordability. A high concentration (6.24% - 9.60%) of the below poverty population reside in two city centers (Sarasota and Venice) and their adjacent areas, while a smaller concentration is observed in areas around the town of Longboat Key and the city of North Port, suburbs of the county.

References

Abstract Index #: 454
UNDERSTANDING ACCESS BY MODELING CHOICE: THE CASE OF URBAN SUPERMARKETS
Abstract System ID#: 4147
Individual Paper

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The promise of economic, educational, and cultural opportunities has long been the hallmark of cities, but from the late 19th century to the present, realization of these opportunities in the United States has been marked by considerable
racial and income disparity. Regional scientists and transportation researchers have traditionally given attention to conceptualizing and measuring accessibility to resources within metropolitan areas (Hansen 1959; Hensher and Stopher 1978). As the use of geographic information systems (GIS) has spread throughout the social and medical sciences, a wider range of scholars and practitioners have contributed to these efforts to model access. This movement reflects growing consensus that eliminating disparities involves changing environments, not just individuals. Buffers are among the favorite GIS tool for researchers and practitioners, now used widely to create individual or concentric rings of specified distances around geographic features such as transit stops or supermarkets. The area inside the buffer is then equated with “access.” But straight-line buffers and the numerous more sophisticated variations that have been calculated imply that access can be equated with physical proximity. This approach fails to recognize the many additional factors that influence how and where individuals access basic resources and that individuals who live in the same place may interact differently with their environment.

We argue that behavioral models based on empirical data are essential to increasing our understanding of access, generally. We consider the case of access to urban supermarkets, specifically, and present a spatial-ecological model of food store choice that considers the interaction among individual, household, and environmental characteristics with food store characteristics. The model incorporates spatial relationships by considering the activity space of an individual and proximity to food stores based on where people spend time, not just where they live.

After presenting this conceptual model, we test it using data from a door-to-door survey about food shopping conducted in 2010 with 514 residents of West and Southwest Philadelphia. Using a discrete choice model in the form of a conditional logit model, we consider the characteristics of individuals, households, the environments in which they live and where the food stores where they shop are located, and the characteristics and spatial distribution of food stores that help explain store choice. In so doing, we provide empirical evidence of an array of factors other than distance that must be addressed in order to ensure access to supermarkets. This article concludes by arguing that planners have the expertise in community development and food systems planning, technical skills in GIS and spatial modeling, and commitment to social equity to provide leadership on this cross-disciplinary issue of improving access to supermarkets and other essential resources.

References
Community Approach to Emergency Management,” a new strategic framework intended to improve national resilience by engaging the “full capacity of the private and nonprofit sectors” at each stage of the disaster cycle (FEMA 2011). The WCA has garnered strong support from the Department of Homeland Security and the White House, but has received relatively little attention in the academic literature.

This paper examines the benefits and limitations of the Whole Community Approach (WCA) in the context of U.S. small island states and territories. Drawing on a case study of the 2009 tsunami in American Samoa, I make two arguments. First, that small islands and territories are poorly served by traditional top-down approaches to emergency management.* Small islands are highly vulnerable to natural hazards and the effects of global climate change (Pelling & Uitto, 2001). They are also economically, politically, and culturally distant from centers of power and influence in the U.S., and as a result are not as effectively represented in the formulation of federal emergency management plans and policies as mainland states and communities. The Samoa case illustrates how the mismatch between federal policy and island realities can damage disaster preparedness, response, and recovery efforts.

Second, I argue that a WCA would reduce disaster risk and increase community resilience in American Samoa by: better incorporating the needs of villages and rural populations into disaster plans; engaging with traditional decision-making hierarchies by understanding clan and village traditions and protocols; leveraging unique social resources of clans and villages, such as the Aumaga and Aualuma; recognizing American Samoa’s unique economic and environmental geographies; and normalizing into emergency management policy the intractable differences between territorial norms and practices and those on the U.S. mainland.**

To make these arguments, I employ a case study research design and draw on a variety of qualitative and secondary data, including: 1) a review of national and territorial studies of the 2009 tsunami and its impacts on American Samoa; 2) two dozen semi-structured interviews with tsunami survivors and various stakeholders in the recovery process; 3) focus group interviews conducted during a series of community workshops on coastal community resilience; and 4) participant observation of a village-level recovery planning process.

* U.S. small island states and territories include Hawaii, Guam, Puerto Rico, the U.S. Virgin Islands, and the Northern Mariana Islands.

** In Fa’aSamoa (Samoan culture), the Aumaga is a group of young untitled men and the Aualuma is an association of women in the village.

References

Abstract Index #: 456
INTERSECTING POLICY, URBAN DESIGN, AND PUBLIC HEALTH: OBSERVING THE IMPACTS OF FREEWAY TOXICITY ON LOS ANGELES LIVABILITY
Abstract System ID#: 4194
Individual Paper

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Motor vehicles have historically, and currently remain, a significant source of air pollution in the United States. With the US population more than 313 million people, up to 45% of which is exposed to elevated levels of pollution near major roadways, freeways use and design is of utmost importance to individual, community, and environmental health. Los Angeles is of particular interest and significance with regard to freeway toxicity and health. The City of Los Angeles covers 470 square miles, and is home to 3.7 million people, 6,499.5 miles of dedicated public streets, and 181 miles of freeways.

The environmental and individual health effects of automobile pollution are well studied. Emissions from mobile sources lead to serious health consequences. The toxicity of air pollution from freeways can lead to cardiovascular problems, asthma (for instance, children 75meters away have four times the prevalence rate than those 300 meters away), lung development disorders, birth defects, and cancer risk increases. Furthermore, there is abundant research that shows toxic emissions are highest in concentration near the freeway, and, depending upon the emission type, can be found in toxic concentrations up to a mile and half from the roadway.

This paper will review and evaluate various design, policy, and programming measures that seek to reduce public health impacts of freeway toxicity. Studies have been conducted that establish risk levels around Los Angeles, and, in this paper, these risk maps will be linked to vulnerable populations and zoning maps. Children, elderly, and pregnant women are particularly vulnerable populations; therefore measures should be taken to plan for the distancing of sensitive land uses and populations and toxic substances. In addition to mitigation, steps should be taken to reduce the amount of emissions.

Several cities - including San Jose and San Francisco - have conducted Community Risk Reduction Plans that determine hot spots and work with communities to chose pollution mitigation strategies. In this paper, a variety of methods will be used to evaluate these strategies and determine their need in Los Angeles. Geographic information systems (such as ArcGis) will be used to determine hot spots in the City of Los Angeles, where vulnerable populations and high levels of toxicity exist. Research articles and city reports, planning and zoning documents, as well as policy and community awareness measures have been reviewed.

This study finds that a holistic approach to understanding livability is important, which requires employing the intersection between policy, urban design, and public health. More specifically, the paper will provide an understanding of freeway toxicity and an overview of potential solutions. Since vegetation can absorb pollutants and act as a natural filter and buffer, design elements include greenroofs, tunnels or barrier walls, and buffer zones. Policies include changing zoning codes and emission standards. Programming includes encouraging alternative modes of transit and increases awareness, education, and empowering communities. To be considered an effective strategy, the use of these measures in other cities and the effect that they had upon emission levels, behavior changes, and community and individual health will be studied.

While this study is a general evaluation of strategies, findings illustrate the significance of existing Community Risk Reduction Plans and provide a basis for local planners and policymakers to include public health considerations in infill development and freeway redevelopment. Ultimately, this paper provides a holistic view of evaluating and planning for livable urban areas.

References
Abstract Index #: 457

DOES SELF-SELECTION INFLUENCE THE RELATIONSHIP BETWEEN BUILT ENVIRONMENT AND CHILDREN'S WALKING-TO-SCHOOL BEHAVIORS?

Abstract System ID#: 4198
Individual Paper

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Growing empirical studies identified that residential self-selection may confound the association between the built environment and people’s travel behavior. However, previous studies on self-selection mostly focused on adults’ travel. Its impact on children’s walking-to-school behaviors are understudied. Using the 2007 parental survey from 20 elementary schools in the Austin Independent School District, Texas and City of Austin’s GIS data., this study investigated how parental self- selection of a close-to-school home location affects the relationship between the built environment and children's walking-to-school behaviors. Results showed that Hispanic populations and the residents with more peer support are more likely to prefer a close-to-school location when choosing their homes. Households considering close distance to school when buying the home are more likely to actually live closer to school. The objective and subjective (perceived) built environment are significantly related to child’s walking-to-school behaviors even after accounting for attitude toward walking and self-selection of a walkable home location. Attitude toward walking has relative important influence than the built environment characteristics. More studies on children’s walking behaviors should consider the self-selection.

References
The prevalence of obesity in the United States has reached alarming proportions for adults and children. Flegal et al (2010) found the age-adjusted prevalence of obesity among men and women in 2007-2008 were 33.8% and 35.5% respectively. Obesity is the fifth most important risk factor contributing to the burden of disease (Papas et al 2007; Ziol-Guest et al 2009). Obesity is responsible for approximately 5% to 7% of total annual health care expenditures in the United States. Obesity is a risk factor for various chronic conditions including heart disease, osteoarthritis, type 2 diabetes, hypertension, stroke and certain types of cancer (Boardman et al 2005; Flegal et al 2010; Hill et al 2003; Sturm and Wells 2001). Obesity can also cause the prevalence of psychological disorders including depression (Hill et al 2003).

Obesity is also associated with poverty. The National Health Interview Survey dataset identified that the lowest income groups contain a disproportionately higher proportion of obese persons. Poor people are likely to consume more energy-dense food or “junk food” packed with loads of calories than due to economic constraints (Martin 2005). The ability to purchase healthy foods declines as economic constraint increases because healthy foods are relatively costly. The consumption of energy-dense foods is a way for poor people to consume more energy at a lower cost.

Hill et al (2003) assert that individual factor, particularly genetic, clearly contributes to individual differences in weight and height, but the rapid weight gain is a result of the changing environment. Environmental factors promote overconsumption of energy and reduce total energy expenditure by reducing physical activity (Papas et al 2007). The easy availability of a wide variety of inexpensive and energy-dense food which commonly found in low-income neighborhoods will promote overconsumption of energy and cause rapid weight gains. Poor people have less money to join sport clubs and less opportunity to exercise outdoors for increasing their total energy expenditure. Hood (2005) indicated that various aspects of the built environment can have profound effects on physical and mental health outcomes, particularly adding to the burden of illness among residents in low-income neighborhoods. Lack of sidewalks, bike path and recreational areas in low-income neighborhoods discourage physical activity and contribute to obesity. In low-income neighborhoods, the threat of crimes keeps residents inside their homes and encourages more sedentary lifestyles including watching television excessively and eating excess calories (Wakefield 2004).

This NIH-funded study will collect data of obesity levels and pertinent related factors (behavioral/lifestyle factors, socioeconomic/demographic factors, and built environment factors from residents in four low-income neighborhoods in Savannah, Georgia. The surveys will be conducted in April - June 2012. The survey will include approximately 50 questions covering obesity and health-related topics:

1) Behavioral/lifestyle/cultural beliefs: nutrition, eating habits, physical activity, leisure activities; 2) Socioeconomic/demographic: age, gender, race, household size and ages, education, income, marital status, employment status, access to health care, health insurance, age when children were born, etc. and 3) Perceived/actual built environment: sidewalks, bike paths, playgrounds, gyms, medical care facilities, and grocery stores availability. The data collection will also include BMI and waist circumference measurements of randomly selected residents and field observations about the neighborhoods’ built environment, including availability of playground or recreational facilities, sidewalks and bike paths, and food outlets including supermarkets, grocery stores, convenience stores, fast-food establishments, full-service restaurants and limited-service restaurants in and surrounding the study areas.

References
REGULATORY AND OTHER BARRIERS TO URBAN AND PERI-URBAN AGRICULTURE: A CASE STUDY OF URBAN PLANNERS AND URBAN FARMERS FROM THE GREATER CHICAGO METROPOLITAN AREA

Abstract System ID#: 4222
Individual Paper

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Urban and peri-urban agriculture has been identified as one possible means of reducing urban health disparities by increasing access to healthy, locally grown food, and by educating populations that traditionally have been separated from food production about healthy foods (e.g., Conner & Levine, 2007). Yet, planners are just developing their relationship to the food system, and urban agriculture in particular (Soma and Wakefield, 2011; Pothukuchi & Kaufman, 2000). The American Planning Association, has issued a policy guide on urban and regional food planning (2007) arguing that planners can and should conduct community and regional food planning, and further specified that “planners support developing land use planning policies.”

Despite the growing federal and local support of urban and peri-urban agriculture, many barriers still hinder urban agriculture and local food production (Lawless et al., 1999; Martinez et al., 2010).

This study identifies seven perceived barriers to urban and peri-urban agriculture in the greater Chicago metropolitan area through interviews with 13 urban planners and 25 farmers in the Chicago area. All seven perceived barriers involve unclear or agriculture-unfriendly regulations governing urban and peri-urban agriculture. Results suggest that urban and peri-urban farmers commonly are being forced to operate within a legal limbo or petition for exceptions to a variety of current regulations. The study suggests a need to challenge the traditional planner perception that agriculture is innately incompatible with residential living. The study also suggests a need for clear and agriculture-inclusive ordinances.

References

HUMAN HEALTH & WELL-BEING BENEFITS OF URBAN GREENING: TRANSLATING RESEARCH INTO PRACTICE

Abstract System ID#: 4295
Individual Paper

HUMAN HEALTH & WELL-BEING BENEFITS OF URBAN GREENING: TRANSLATING RESEARCH INTO PRACTICE

Abstract System ID#: 459
Individual Paper
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Municipalities in the United States and around the world are showing an increasing interest in urban greening. This contemporary movement reflects the roots of professional city planning, inspired by public health concerns and the 19th century urban parks movement. Today’s greening activity is fueled by a range of issues including stormwater management, air pollution, recreation, urban heat island mitigation, community revitalization, economic competitiveness, social capital, and wildlife habitat (Beatley 2011). Underlying these drivers is a general recognition that ecosystem services – the supporting, provisioning, regulating and cultural functions of the earth’s natural systems – sustain human health and well-being (Millennium Ecosystem Assessment 2005). It is unclear, however, how the urban ecosystem services of parks, riparian greenways, street trees, green roofs, and community gardens of typical greening initiatives, benefit human health and well-being.

To shed light on this question, I systemically evaluated current literature on the human health and well-being benefits of urban greening, addressing air quality, physical activity, heat-related mortality and morbidity, mental health, and social cohesion. This revealed findings that contradict some common assertions of urban greening programs, most noteworthy, a lack of empirical evidence supporting claims of improved health from removal of atmospheric pollution by vegetation (Pataki et al. 2011). To further explore this science-practice gap, this paper assesses perceptions of human health and well-being among leaders of greening initiatives in eight major North American cities. Initial findings show, first, significant confusion about purported benefits, highlighting the difficulty that practitioners face in the interpretation of scholarly literature. Second, this confusion illuminates a poor distinction between urban and non-urban ecosystem services. Third, the complexity of empirically quantifying well-being suggests that expert assessments should incorporate the knowledge of lay publics (Corburn 2004). Fourth, discourse is lacking among the environmental science, public health, and urban design disciplines. In an effort to address these gaps, this paper concludes with suggestions for strengthening urban greening research and practice.

The paper combines a meta-analysis of current research with case studies based on semi-structured interviews with leading urban greening practitioners.

This inquiry has important implications for urban planning. Researchers and prominent institutions including the World Bank, Worldwatch Institute, and the United Nations have identified cities as critical actors in promoting a sustainable future. Likewise, there is an increasing emergence of municipal climate change adaptation and sustainability plans, in which urban greening is a common strategy. Providing a more solid understanding of the human health and well-being benefits of urban greening will assist decision-makers in aligning public investments with current science, and it will also inform research on urban ecosystem services. In so doing, this paper aims to cultivate cross-disciplinary dialogue, strengthen planning’s historic association with public health, while more strategically integrating nature into the built environment: one of the few unchanging themes and goals of city planning (Hirt 2011).

References
USE OF CORNER STORES IN THE URBAN LOW-INCOME FOOD PURCHASING ENVIRONMENT
Abstract System ID#: 4296
Individual Paper

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The corner store has become an object of scholarly attention because of its spatial proximity to low-income, urban communities that often have limited spatial access to supermarkets with lower prices and wider, often healthier, product selections (Walker et al. 2009). However, recent food systems literature examining the role of corner stores in urban food environments, especially for low-income neighborhoods, is contradictory. A subset of food environment studies cast corner stores as problematic, carrying expensive, low-nutrition food, while another subset illustrate their usefulness in such policy interventions as increasing access to fresh fruits and vegetables (Lucan et al. 2010, Borradaile et al. 2009, Giang et al. 2008). This work has led officials to draft corner store-specific policies that either encourage or discourage corner stores in their efforts to influence the urban food environment.

Amid this discourse, a major, primary question is largely overlooked: Do low-income populations rely on corner stores for regular food shopping? This paper examines purchasing patterns in Washington, D.C. in the Supplemental Nutrition Assistance Program (SNAP), drawing on 2011 U.S. Department of Agriculture (USDA) data. Because purchasing characteristics are summarized at the state level, USDA reports do not adequately illustrate regional spatial patterns; however, Washington, D.C. is reported as if it were functionally a state, allowing some investigation of city-level trends.

With descriptive statistics and spatial analysis, this paper demonstrates that corner stores do not presently play a major role in the bulk of food purchasing with SNAP benefits. Despite elevated redemption rates at corner stores, SNAP participants in the District show a significant preference for spending the majority of monthly benefits at supermarkets. More striking, benefits are redeemed at significantly higher levels outside city boundaries, indicating that spatial convenience is not a primary motivator in store choice.

By suggesting that corner stores play a minimal role in overall low-income food purchasing, this paper aims to steer the discourse toward a more holistic understanding of food access and food environments. Improved research methods are needed to create more constructive discourse on the role of corner stores, and the unique Washington, D.C. data demonstrate the explanatory potential inherent in finer-scale data. To better understand the food access needs of low-income populations, as well as the appropriate roles of local institutions, like corner stores, future researchers must employ individual-level consumer data.

References
This paper examines the methods in which global climate change science and environmental health issues are understood at the local level. Scientists, engineers, and city planners hold a special authority on questions of global climate change and environmental health quality. The value of their technoscientific expertise is increasing as cities and subnational organizations are appropriating leadership roles in climate change action. In traditional urban studies, however, it is rarely investigated how this authority and scientific expertise is challenged amid the growing engagement of environmental justice (EJ) advocates to produce contextually relevant strategies that integrates climate change interventions with environmental health equity (Ottinger & Cohen, 2011). This paper explores this dynamic engagement.

Drawing on case studies in California, such as the City of Oakland’s Energy and Climate Action Plan (ECAP), this research seeks to identify the considerations local governments are giving to the needs of the most vulnerable populations (particularly individuals from communities of color), and the influence community-based groups have in ‘localizing’ environmental health equity in climate change decisions and actions. This paper argues that the localization of global climate science often involves a process of co-production, where technical issues are not divorced from their social setting and a diverse set of stakeholders engage in the development of policy solutions (Corburn, 2009). Through the idiom of co-production, it is also argued that projects like the ECAP are modifying the civic epistemologies of democratic societies, transforming not only knowledge production but also political identities, relationships, and institutions (Miller, 2005; Jasanoff & Martello, 2004). The adoption of local climate action plans (an emerging document in city planning initiatives) represents new arrangements for producing public knowledge and connecting it to public decisions, shifting power and authority to multiple scales (Jasanoff, 2005).

The principal objective of the research is to understand how civil society actors (in particular communities of color) can directly influence decision-making processes and how more scientifically legitimate and socially just decision-making related to urban climate change can be implemented.

References
The body of research evidence demonstrating that the physical environment has a direct impact on health and well-being as well as on health inequalities is growing both in Europe and the USA (Braubach and Grant, 2010; Dannenberg et al., 2011; Marmot, 2010). Planning practice increasingly sidelined public health during the twentieth century, except under its environmental health guise (e.g. EU environment policy or NEPA). However, planning literature has increasingly promoted a social model of public health on both sides of the Atlantic and has explored how development plans are likely to result in changes to the built environment that can influence health in a number of ways (e.g. Corburn, 2010). In policy terms, this conceptual approach is backed up by the healthy urban planning stream within the World Health Organisation (WHO) healthy city programme and their ‘Health and health equity in all polices’ initiative, some municipal authorities are starting to take heed. Since 2007, a collaboration between academics, Bristol City Council and NHS Bristol is spawning new approaches to urban planning and development management, including participatory health impact assessment as well as high level policy and partnership building around issues such as transport, food and planning policy.

But do such processes actually work and is it possible to transfer the lessons to other planning regimes? Research has demonstrated that a number of challenges face planners attempting to prioritise health in settlement planning including working across organizational and professional silos, lack of the necessary knowledge, skills gaps, and reactive planning regimes (Carmichael et al.). In this context, this paper will report on the first year evaluation of the protocol between Bristol City Council and NHS Bristol aimed to ensure that principles of health and wellbeing are considered when assessing and determining planning applications. Methods and resources used to develop and evaluate the protocol have included action-research, surveys of Bristol City Council’s planners, interviews and document analysis.

The lessons of from initiative will be valuable in informing better practice. Results include an assessment of how and to what extent the local public health authority in Bristol influence decisions on planning applications; whether there have been any changes to knowledge and attitudes of development management planners about the links between health and planning; and what the impact of a changing national and local planning policy context has been. For the WHO, it is important to consider the broader context of this project by examining challenges to the integration of health into planning practice in both the USA and Europe. The authors have been involved alongside academics from three other planning schools in the USA and Germany. Contrasting different approaches to land use and the roles of regional or local planning authorities in the development process whether within the USA (e.g. Portland, OR vs Richmond, VA) or Europe (Hannover, Germany vs. Bristol, England) mean that policy learning needs careful interpretation. Yet, parallel evidence from a review we carried out in England shows that best practice depends not so much on the planning system per se, as on the leadership, commitment and knowledge of politicians and practitioners involved. It would be interesting to broaden the dialogue with colleagues taking part in the ACSP conference and consider the transferability of the Bristol protocol to other contexts.

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Different types of recurrent natural disasters world wide – earthquakes, tsunamis, hurricanes, floods and tornadoes – are forcing many individuals and communities to temporarily or permanently relocate from original settlements, a decision often compounded by an almost complete loss of assets. For instance, in the aftermath of the recent devastating earthquake and tsunami of 2011 in Northeastern Japan, evacuees peaked at approximately 470,000 and gradually reduced as people returned to rehabilitated homes, moved in with relatives, or moved into temporary housing. Toward the end of the year, most of the 52,000 planned temporary housing units and about 61,000 private apartment units were temporarily made available for the displaced. These individuals and communities are currently forced to decide between permanent settlement back to pre-existing or to new locations to reinitiate their livelihoods in a few years. Large-scale disasters like this one suggests a need for policy makers and planners to understand concepts, propositions and processes that will successfully resettle displaced population after disasters, to help community rebuild better.

In response, this paper explains the notion and requirements of successful post-disaster resettlement in the process of securing a permanent home, following initial displacement after a devastating disaster. These will be explained through unpacking resettlement dynamics, particularly emphasizing decisions, planning processes and post-resettlement outcomes, to inform successful community rebuilding. Explanations draw upon a comparative case study of two neighboring districts in Chuetsu, Japan with differing local governments and community interaction processes. Although the two local districts were unique, both contained residents who were immediately displaced in nearby cities after a destructive earthquake in 2004, and had to decide on permanent location(s) to live. In this framework, the planning decisions, programs, and associated speed of two local governments as well as the decision making style of communities in relation to their inherent characteristics were observed. Associated work was carried out over a three year period culminating in 2010, and included three separate visits involving a windshield survey, neighborhood walks, semi-structured open-ended interviews, participatory observation, and archival research.

Qualitative research observing several levels of stakeholders in governments and communities suggests several key inputs for event-triggered resettlement. First, resettlement decisions, processes, and outcomes are mutually influenced by multiple interactions among governments, communities and individuals. Consequently, a holistic understanding of resettlement is essential for preferred outcomes. Second, analyses of decisions, planning processes, and overall outcomes of post-disaster resettlement reveal that post-disaster resettlement is distinct from traditional development – be it forced or voluntary relocation. Finally, the two central models of post-disaster rebuilding by Quarantelli and Scudder can be further refined by including variations of permanent resettlement types, varied planning processes and outcomes, and a phase of “second-generation recovery”. In addition, eight propositions for creating the framework of “event-triggered” resettlement are offered.

References
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A food system consists of networks of producers, processors, distributors, consumers and disposal operations (Raja, et al. 2008). The traditional food system relies on a predominance of large corporate farms and long distance food transport. Concerns over resource depletion, air pollution, energy consumption, access to nutritious and locally grown foods and impacts on small farms are changing the traditional food system paradigm. The new paradigm places priorities on organic and locally grown and produced nutritious foods. In promoting a sustainable food system, two inter-related issues of concern are food miles and the plight of small farms.

Food miles are the distance food travels from where it is grown to where it is ultimately purchased or consumed by the end user (Hill, 2008; Benjamin and Pirog, 2003). Various works have traced the amount of miles certain fruits and vegetables have traveled from 1,000 – 2,000 miles. The demand for seasonal produce year-round and the use of refrigerated trucks, railroad cars and storage are conducive to long distance transport (Villianatos, Shaffer and Gottlieb, 2002).

Contemporary farming has become increasingly concentrated in large, corporate owned farms. Greater productive capacity and bulk storage give corporate farms a competitive advantage over smaller farms. Consequently, approximately 300,000 farmers in the United States terminated business between 1979 and 1997; most of these farming establishments were small farms (U.S. Department of Agriculture, 1998).

This research hypothesizes that obstacles towards a more sustainable food system relate to differences in how food systems performance is measured between traditional and sustainable food systems. While sustainable food systems base system performance measures on access and environmental considerations, the primary focus of the traditional food system performance is based on indicators conducive to business operation. For example, in a survey of participants in a conventional agri-food supply chain, Aramyan, et al. (2007) found that four indicators were consistent upon members of the chain: Efficiency, Flexibility, Responsiveness and Food Quality.

This study tests differences in food supply chain performance measures through a comparative analysis of performance indicators of a conventional supermarket and a market selling organic food products. Using a sample of food group items (vegetable, fruit, starch, meat and dairy) the agri-food chain of producers, processors and distributors is identified for each subject market. Each participant in the chain is surveyed on indicators of food system performance which include both traditional and sustainable indicators. A comparative analysis between vendors of conventional versus organic food is conducted to measure significance in differences in food supply performance measures. The findings provide a better understanding whether performance measures offer a potential obstacle in adopting to more sustainable food system practices.

References
The relationship between crime and vacant housing is not fully understood due to lack of reliable small-scale data. This paper examines the role of the condition of vacant housing in criminal offense activity. The research questions addressed are: Is there a significant positive relationship between the number of vacant, open, and dangerous (VOD) structures on a block in a given quarter and the number of crimes occurring on that block in the following quarter? Is there a particular category of crime more highly related to the prevalence of VODs than others?

After a comprehensive review of criminological theory, a theoretical model was constructed that assumes the occurrence of a criminal offense can be seen as a function of the presence of VODs, mediated by several additional neighborhood characteristics.

This research utilizes two critical datasets recently made available for the entire city of Detroit. The first is a windshield survey of every one- to four-unit residential structure in Detroit, conducted in the fall of 2009. The second is criminal offense data provided by the Detroit Police Department from the first quarter of 2010. The time differential between VOD measurement and recorded offenses alleviates possible questions about the direction of causation. To avoid masking spatial variation, analysis is conducted at the smallest possible unit of geography for which control data are also available: census block. Instead of focusing on one small neighborhood, the study includes every block in the city.

The analysis uses a multivariate regression model with spatially lagged constructions of the dependent and key independent variables. In contrast to most previous crime studies, this analysis tests specific crime types in addition to the typical “violent” and “property” crime summary variables. Initial testing reveals the percent of housing units surveyed that are vacant, open, and dangerous is significantly (p<0.01) positively correlated with several crime types, including assault, destruction/damage/vandalism of property, robbery, weapon law violations, and violent crimes. Additional testing is being conducted using negative binomial regression to account for any potential skewness of the data.

This research provides one of the first quantitative examinations of the relationship between recorded crimes and vacant housing structures in extremely poor condition. The results are key to planning practice, and reveal additional questions for future research. What do we do in declining cities with the vacant, open, and dangerous housing? How do we better prevent this accumulation? How do we better plan to remove or reuse these structures? When we know that increases in the percent of structures that are VOD translates into increasing criminal activity, how can we target limited resources for demolition? And when we can see that it is the condition of housing, not the mere fact that housing is vacant, that is so critical, how can we better support activities to secure these structures?

References

Abstract Index #: 467
ASSESSING THE ACCURACY OF SELF-REPORT WALKING TRIPS WITH ACCELEROMETER DATA
Individual Paper

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Background and Objective
Identification of walking trips is important for understanding travel behavior and for measuring the contribution of walking to overall physical activity levels. Data from self-report physical activity questionnaires like the IPAQ tend to over-estimate the amount of walking (Bassett, Mahar, Rowe, & Morrow, 2008). Transportation surveys typically under-report short trips and utilitarian walking trips (Stopher & Greaves, 2007). The inaccuracy of the subjective data acquired from these instruments can bias research findings. The recent use of accelerometers has enabled the collection of objective data to estimate the number and length of walking trip at fine temporal and spatial scales (Rodriguez et al., 2011). This study compares the characteristics of self-reported walking trips obtained from different survey formats, and assesses the accuracy of the reported time of walking trips against objective accelerometer data collected under free-living conditions.

Data
Travel diary and accelerometer data came from phase 1 of the Travel Assessment and Community (TRAC) Project (Moudon, Saelens, Rutherford, & Hallenbeck, 2009). Between 2008 and 2009, 750 subjects were recruited in the greater Seattle area, and asked to wear accelerometers and to record their travel in a diary for 7 days. Accelerometer data were collected at a 30s epoch. After data validation, the final sample consisted of 695 subjects and 7,801 walking trips from the travel diary.

The TRAC data were compared to a Seattle subset of data obtained from the 2006 Household Activity Survey by Puget Sound Regional Council (PSRC). The Household Activity Survey was a 2-day recall telephone survey including 1593 person-days’ 3629 walking trips.

Methods
The characteristics of TRAC walking trips were first compared to those of the PSRC survey to examine differences in reported walking trips. Second, accelerometer data were used to assess the time accuracy of reported walking trips from the TRAC data. Continuous accelerometer data were grouped into activity bouts, which are temporal units that represent sustained physical activity, such as walking (Troiano et al., 2008). Bouts were identified as time intervals with accelerometry values exceeding 500 counts per 30s epoch for at least 5 minutes. Each walk trip was assigned “subjective” start and end times (from the diary) and “objective” start and end times (from the accelerometer data). Time differences between subjective and objective walking trips were investigated.

Results
TRAC data yielded a walking trip frequency of 1.8 per person per day, which was 4.5 times greater than 0.4, the walk trip frequency from the Seattle subset of PSRC data. In the TRAC data, the number of walking trips per person per day decreased by 0.6 between the first and the last day of the 7-day monitoring period. These results suggested that the reported frequency of walking trips was highly dependent on the instrument used, and that travel diaries of long duration might fail to collect walking trips in later days due to participants’ fatigue. Interestingly, the TRAC and PSRC data yielded similar trip distributions by purpose and duration.

In the TRAC data, 1,534 walking trips (19%) from the diary were matched to activity bouts from the accelerometer, if the walking trips overlap with bouts that have similar duration with the matching trips. The mean duration of subjective (diary-based) walking trips was 14 minutes, and 15 minutes for objective (accelerometer-based bouts) walking trips. The difference in start and/or end time between the subjectively and objectively measured walking trips was less than 7 minutes in 95% of the trips.

Conclusion
Data on walking trip frequency will be different when collected from survey or diary instruments. The duration of the diary may affect the reported frequency of trips. However, trip purpose may be reported fairly accurately by either
instrument. Data from accelerometers indicate that walking trip frequencies may be under-reported in diaries, but that the duration of reported trips may be fairly accurate.

References

PARTICIPATION, POLITICS, AND FOOD ACCESS GOVERNANCE: A COMPARATIVE INSTITUTIONAL ANALYSIS OF URBAN GROCERY DEVELOPMENT IN BAYVIEW HUNTERS POINT AND WEST OAKLAND

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During the past decade, urban grocery development has become a concerted focus of planners, public health officials, corporate food retailers, and community-based organizations, with growing public awareness of ‘food deserts’ and the associated diet-related health disparities in low-income communities of color across the U.S. Researchers have long established the health and socio-economic impacts of lacking grocery stores (Cummins and Macintyre 2002; Walker, Keane, and Burke 2010), policy measures to address them (Treuhaft and Karpyn 2010), and the normative roles for planners in promoting healthy food access (Pothukuchi 2005; Raja, Ma, and Yadav 2008). However, there are no critical evaluations of current approaches to urban grocery development, and how they operate within existing structures of local governance.

Using the cases of Bayview Hunters Point and West Oakland, two-low-income communities of color in San Francisco and Oakland respectively, this paper explores how the emerging federal policy arena around ‘food deserts’ has shaped local approaches to grocery development. Through an institutional analysis of grocery development in these uniquely similar communities, I illustrate how urban grocery development entails a new form of participatory governance, which interfaces a variety of government and non-government actors in new ways. The primary goals of this research are: 1) to expand the basis of existing urban grocery development and ‘food desert’ research through a focus on governance patterns and institutions; 2) to inform grocery development practice through critical evaluation of ongoing efforts; and 3) to re-envision normative roles for planners, public health officials, and community developers in addressing the problem of urban food deserts.

Based on preliminary data gathered from archival sources, twenty key informant interviews, and direct observation of public meetings, I find that recent approaches to urban grocery development suffer from a tension between public health and community development goals. In order to truly address the structural inequities that contribute to food disparities in low-income communities of color, urban grocery development must reconnect to its roots as a community development strategy.

This paper draws upon dissertation research currently underway.

References


Abstract Index #: 469

NEIGHBORHOOD ENVIRONMENT AND DEMOGRAPHICS ON OBESITY IN THE LOS ANGELES AREAS

Abstract System ID#: 4544
Individual Paper

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1. Purpose:
The purpose of this study is to test whether neighborhood environment is associated with obesity level for residents in the Los Angeles area. How will future demographic change, such as continuing growth of Hispanic population and aging population, impact obesity level as well as public health of this area?

There is a growing interest to understand a possible link between neighborhood land use, built environment, and the level of obesity. The main contention is that residential neighborhoods with higher density, mixed use of land, better street connectivity, or closeness to transit services will encourage residents to walk or bike for accessing daily activities or transit services. By spending more time on walking or biking, people will be more likely to have lower levels of obesity and hence enhance their health condition.

2. Methodology and Approach:
A binary logit model is created to estimate the likelihood of a person who is overweight or obese. Major independent variables that explain the status of overweight are collected and included into the model. Those variables include: 1) socioeconomic characteristics – age, gender, income, race/ethnicity, and education; 2) health behavior – how often to eat fast food, how often to engage in physical activity; 3) neighborhood quality – street safety, neighborhood average income; and 4) neighborhood physical environment – residential density, level of mix use, street connectivity, availability of transit services and open space.

This study uses 2007 Los Angeles County Health Survey (LACHS). A total of 7,200 adults residing in Los Angeles County were interviewed. Survey variables used for this study include body mass index (BMI) and other information. LACHS data includes Census tract ID for each sampled person. Neighborhood physical environment variables that are processed by other data sources are linked to each LACHS person for model estimation.

3. Current Findings
Model results show that a person is more likely to be overweight or obese if he is male, older than 30 years old, Hispanic origin, not obtained a college degree, eats fast food at least once a week, or less involved in physical activity. Regarding neighborhood environment, four variables are shown significant results: 1) average neighborhood household income, 2) neighborhood safety, 3) household density, and 4) local bus stop density. Model results show that a person is less likely to be overweight or obese if living in a neighborhood that has higher average household income, feeling
safe, higher residential density, and have more local bus lines with frequent services. Overall, model results are reasonable and are as expected.

It is found that when testing the model without neighborhood quality variables (income and safety), the coefficients of both neighborhood household density and bus density become insignificant, which implies that neighborhood safety, security, or overall quality play a more important role than higher residential density or more local bus services on influencing people’s decision on walking or biking, and as a result, their level of obesity. In addition, standardized coefficients show that neighborhood variables are not very important in explaining obesity level.

Hispanic population tends to be more likely to be overweight or obese than non-Hispanic population. Given large growth of future Hispanic population in Los Angeles area, the level of obesity will become worse in the future. This study will continue to explore the neighborhood environment – obesity relation to Hispanic population. Due to the aging trend, we will also analyze the neighborhood environment – obesity relation to the elderly.

4. Contribution
This study has shown a significant association between neighborhood environment and the level of obesity. The result of this study can be used for analyzing the environmental justice on public health for the regional land use/transportation planning.

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PROMOTING ACTIVE TRAVEL BEHAVIOR: THE RELATIVE AND COMBINED ROLES OF BUILT ENVIRONMENT AND ATTITUDE
Abstract System ID#: 4554
Individual Paper
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The healthy and environmental benefits of biking and walking have been recognized. World Health Organization (WHO) recommends that adults should have at least 150 minutes of moderate-intensity aerobic physical activity throughout the week, and walking at a moderate pace (3 mph) or biking can help people to achieve this goal at a lower monetary and time cost. During the past several decades, many studies from planning discipline have linked objective built environment and travel behavior (Ewing and Cervero, 2010), and most of these studies concluded that built environment featured with high density (Kitamura et al., 1997), mixed land use (Frank and Engelke, 2005), well connected street (Handy et al., 2002), good sidewalk (Forsyth et al., 2008) and bike lane (Dill, 2009) promote active travel behavior. Many planning and design recommendations based on these studies are therefore proposed to promote people’s active travel behavior; however, this is only a part of panorama of the theory for active travel behavior.

The socio-ecological theory (Sallis and Owen, 2002) deems that many factors including intrapersonal, interpersonal, and external physical environment factors, can affect people’s travel behavior, and all these factors interact with each other. Recent studies aiming to solve self-selection problem used attitude in their models and found that people’s travel attitude played a predominant role in explaining travel behavior (Handy et al., 2005). These studies, however, treated attitude as a control variable and failed to further explore how the effects of built environment on travel behavior varied among people with different travel attitude. This matters because it will help to (1) better understand the connection
between built environment and active travel behavior, and (2) develop more effective interventions to targeted population groups to promote active travel.

As part of a longitudinal study of the effects of traffic calming infrastructure on behavior, we conducted over 300 household surveys in different neighborhoods at Portland Oregon in 2010. Information included respondents’ socio-demographic characteristics, perceptions of their neighborhood environment, travel attitudes, and current biking and walking rates. Follow-up surveys were conducted one year later, following installation of new infrastructure in about half of the neighborhoods.

Regression models including only demographic and physical environment variables will be built first to test whether the changes of built environment will lead to changes of biking and walking behavior without controlling for attitudes. A second set of models will integrate the attitudinal variables to show how the effect of built environment on travel behavior will change after controlling attitude. Based on the second model, the third model will add an interaction term between changes of built environment and attitude, to test whether the effect of changes of built environment on biking and walking behavior vary among people with positive, neutral and negative biking and walking attitudes.

References

CHARACTERISTICS OF AND FACILITIES IN PARKS THAT PROMOTE CHILDREN’S PARK USE

Background and Purpose: Outdoor spaces such as green spaces and parks are important community resources for children (Tester, 2009). Urban parks are especially important for children as they provide opportunities for physical activity and for discovery and exploration of nature (Loukaitou-Sideris and Sideris, 2010). Previous studies about parks for children have focused primarily on assessing the psychological, educational, and social benefits of parks (Estes and Henderson, 2003). A small number of studies have examined several crude measures of parks such as size of nearby parks and distance to the closest park, and their influences on children’s physical activity and obesity (Cohen et al., 2007). However, there is insufficient knowledge about the specific park features or elements that may promote children’s park use (Bedino-Rung et al., 2005). Therefore, this study contributes to fill in this gap in the previous literature by examining the effect of individual objectively-measured park features on children’s park/playground use.

Methods: This study used survey data from 4,265 children and Geographic Information Systems (GIS) data from 196 parks in Austin, Texas, including all district parks, metro parks, neighborhood parks, pocket parks, school parks, and special parks. The dependent variable was whether or not the child visits the park/playground at least once a week, reported from the survey. The independent variables included various GIS measures of park environmental...
characteristics such as distance, size, and the number/presence of individual park facilities. Demographic variables such as child’s gender, grade, race, and Body Mass Index (measurement to calculate percentage of body fat), parent’s education, and number of cars in the household, were controlled. Logistic regression models were estimated to identify specific park measures significantly correlated with children’s park/playground use.

Results: Longer network distance to park was negatively correlated (OR=0.705, p<0.01), while size and presence of park within a half-mile buffer from home were positively correlated with the odds of using parks/playgrounds (OR=1.718, p=0.137; OR=1.428, p<0.01). For the facilities within a park, the presence of several activity-friendly facilities such as multipurpose fields, playscapes (playground equipment with components made from wood and natural products), pools, swings, and tennis courts were positively associated with children’s park/playground use at the 0.05 level. However, ball fields, basketball courts, and volleyball courts were not significant. Children with the closest park that had a pool (OR=1.275, p<0.05), a tennis court (OR=1.273, p<0.01), or more than four active facilities (OR=1.433, P<0.05) were more likely to use parks/playgrounds. In addition, the presence of trails within a half-mile buffer from home and network distance to the closest trail were both positively related to children’s park/playground use (OR=1.448, p<0.01; OR=0.776, p<0.01).

Conclusion: The findings from this study confirm that those children living closer to trails and parks with such activity-friendly facilities as multipurpose fields, playscapes, pools, swings and tennis courts, are more likely to use the park, which can then bring significant benefits to children’s health and wellbeing. These findings can contribute to planning and designing parks in urban communities that can help foster healthy outdoor activities among children and their families.

References


GIS-BASED MEASURES FOR EVALUATING WALKABILITY OF NEIGHBORHOODS IN HOUSTON, TEXAS

[Background] In the health field, most studies only examine the “demographic, psychological, and social variables, and these variables explain a limited amount of variance in physical activity” (Frank et al., 2009, p. 6). “Increasingly, links are being identified between various elements of the physical—or built—environment and physical activity” (Brownson et al., 2009, p.99). However, the high-quality measurements are essential to understand the impact of the built environment on physical activity (Brownson et al., 2009).

[Objective] Brownson and his colleagues (2009) summarized three categories of walkability measures: interview or self-administered questionnaires, systematic observations or audits, and GIS analysis using archival data. In this study, I would discuss the third category—GIS-based measures—which are applied to measure the walkability of built environment using existing spatial reference data (Brownson et al., 2009).
Approach and methodology] The study area of this project is Houston, Texas. The census blockgroup will be chosen as the most appropriate unit of analysis because its geographical scale is close to neighborhood and boundaries of blockgroups often follow major roadways or main streets (Frank et al., 2009). In this research, I would employ the “walkability index” to measure the walkability of each census blockgroup in Houston. The index was introduced by Frank and colleagues (2009) and incorporates four parameters: net residential density, retail floor area ratio (FAR), land use mix, and intersection Density (Frank et al. 2009).

The parameters will be explained in next section and the four calculated values were normalized using a Z-score and the equation is stated as the following expression:

$$Walkability = [(2 \times \text{z-intersection density}) + (\text{z-net residential density}) + (\text{z-retail floor area ratio}) + (\text{z-land use mix})]$$

(Frank et al., 2009).

Parameters in the equation above were chosen “because they have been found in many studies to be predictors of travel patterns and of walking in particular” (Marshall et al., 2009, p.1753). Meanwhile, At least 12 published papers showing the same or similar indexes (Sallis et al., 2009).

Here, “the street connectivity z-score was weighted by a factor of two within the walkability index. This was based on prior evidence regarding reported utilitarian walking distances and the resulting strong influence of street connectivity on non-motorized travel choice” (Frank et al., 2009, p.9).

[Key Data Sources]
1. Net residential density (the ratio of residential units to the land area devoted to residential use per block group)--US 2010 Census data and related geographic (TIGER) files;
2. Land use mix (indicated the degree to which a diversity of land use types was present in a block group. Values will be normalized between 0 and 1)--The land use measure can be calculated from two data sets, land-use and zoning data, which could be downloaded or requested from the Houston-Galveston Council;
3. Street connectivity (represented by the ratio between the numbers of true intersections (3 or more legs) to the land area of the block group in acres)--There need network (street, roads) shapefiles, which could be downloaded from the transportation section of Houston-Galveston Council website;
4. Retail floor area ratio (the retail building square footage divided by retail land square footage)--There need parcel and land use data, which could be downloaded or requested from the Houston-Galveston Council and GIS service in Texas A&M University Library (Frank et al., 2009).

References
Background
Access to healthy food and the existence of food deserts have become important policy issues in public health and urban planning fields (USDA 2009). Food deserts have been defined as populated areas where residents have little or no access to healthy food (Cummins and Macintyre 2002). Researchers have showed that living in food deserts can lead to poor diet control, higher levels of obesity, and other diet-related diseases. The elimination of food deserts has become a national public health priority issue; especially for large rustbelt cities, which suffered a lot due to the collective fall of the manufacturing industry and the current economic downturn. However, the process has been hindered by various technique difficulties. Different projects have used a wide array of geographic boundaries (e.g. zip code, census tract) to identify vulnerable populations. Meanwhile, different distances were used to define acceptable food access thresholds. For example, 0.8 km, 1 km, 1 mile, 2 km, and 2.5 km were used for urban residents (Walker et al. 2010). Further, due to the technology limitations, these distances were often measured as straight line (Euclidian) distances. Lastly, most of these studies did not consider food cost differences among supermarkets and assumed all stores provided healthy food at same price.

Objectives
This study sought to introduce an improved approach to measuring food deserts in rustbelt cities. In addition to income, the study used two access criteria to determine food deserts at the census block group level in the City of Indianapolis, Indiana. Physical access was evaluated for different modes of travel. Economic access was measured by stratifying supermarkets by food price, with the assumption that low-income populations needed to access low-cost supermarkets. Car ownership was added as a measure of population vulnerability.

Data
Data on population, households, income, car ownership, and poverty rates came from the 2010 US Census. The location of 133 supermarkets within the city limit was collected through the Marion County Health Department. The collected store locations were geo-coded in GIS using ArcGIS, Version 10 (ESRI, Redlands, CA). In order to measure economic access to food, the geo-coded supermarkets were classified into one of three categories: high-cost (30), medium-cost (50), and low-cost (53) based on food cost comparison between different stores.

Methodology
Vulnerable populations were identified at block group level using three different criteria. Population counts were summed for block groups with more than 20% of the population at or below poverty level; with more than 40% of the population at or below twice the poverty level; and with a median household income less than 80% of the median income of Marion County.

A “service area” around each supermarket was used to define the area from which individuals could reach the store using a predefined travel distance or duration along the road network. Thus, individuals living within a service area had access to the store, while those living outside service areas were in potential food deserts. Four service areas were established for each store using ArcGIS 10 Network Analyst. The sizes of the service areas were defined by 10-minute travel durations to stores by walking, bicycling, using public transit, or driving their privately owned motor vehicle.

Findings
The three low-income group definitions yielded total vulnerable populations ranging from 10 to 45% of the City’s population. At least 20% the vulnerable populations lived outside a 10-minute drive or bus ride of a low- or medium-cost supermarket. Only 34% of the vulnerable populations had the option of walking to any supermarket, and a low of 5% did so to a low-cost supermarket. This study showed that the criteria used to define low-income status and access to supermarkets greatly affect estimates of populations living in food deserts. Measures of access to food must include travel duration and mode, and supermarket food costs.

References
DO URBAN NEIGHBORHOOD ENVIRONMENTS HELP OR HINDER SCHOOL-BASED OBESITY-PREVENTION PROGRAMS?

Abstract Index #: 474

Individual Paper

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Central hypothesis. This study asks whether over the summer break, children living in healthier neighborhoods are more likely to maintain improvements in weight status achieved during the school year than children living in less healthy neighborhoods. It therefore speaks to the broader question of the links between environments and health, and in particular between the physical places where children live, grow, and play and childhood obesity (Dunton et al., 2009). It does so by investigating whether the neighborhood environments in which children live help or hinder school-based programs designed to prevent childhood obesity.

Recent research (von Hippel et al., 2007) finds that improvements in Body Mass Index (BMI) percentile made during the school year are often lost during the summer months. This may be in part because many parents are not aware of their child’s overweight status. Parent notification of child BMI through school-based intervention is a promising approach to raising parental awareness that is being implemented in twelve Leon County, Florida elementary schools with a high proportion of minority children. However, notifying parents may have a limited impact if the neighborhoods in which children live are not supportive of physical activity and healthy eating.

Existing studies find that a shorter distance between home and school, access to recreation areas, parks or playgrounds, lower exposure to traffic, and the presence and condition of sidewalks are all positively related to physical activity in children and youth; findings regarding other measures of urban form however are more mixed (Loon & Frank, 2011). There is also emerging evidence that neighborhood-level measures of both “food swamps”, i.e. areas with a large relative amount of energy-dense food offerings (for example high-calorie snacks sold at convenience stores), and of “food deserts”, i.e. areas that lack access to healthy, affordable foods, may be associated with obesity although the evidence to date is not specific to children. Furthermore, across a number of studies in the urban sociology literature, neighborhood economic disadvantage, residential instability, concentrated affluence, and ratio of adults to children have consistently been associated with child health and well-being (Sampson, Morenoff & Earls, 1999).

Approach and methodology: To examine the effect of neighborhood environments on changes in children’s weight status over the summer break, this study creates a database linking characteristics of children’s neighborhood-of-residence and their age, sex, race/ethnicity, eligibility for free or reduced lunch, and weight status represented by sex-specific BMI percentiles. Neighborhood characteristics include urban form – distance between home and school, residential density, road connectivity, accessibility to parks and recreational facilities; measures of the food environment – number of retail food and convenience stores, and fast-food restaurants; and measures of the social environment - economic disadvantage, residential stability, and concentrated affluence. We will use hierarchical linear models (HLM) to examine the variation across neighborhoods in children’s weight status change during the summer break, controlling for individual-level characteristics.

Relevance to planning. There is increasing awareness that neighborhood environments are health resources for urban populations. This study of Leon County, Florida explores the contribution to health of neighborhood environments in conjunction with school-based programs. The findings will help shape neighborhood and school planning strategies that support population health.

References

Abstract Index #: 475
EXAMINING MUNICIPAL INTENTIONS TO ADDRESS LOCAL HEALTH ISSUES: AN ANALYSIS OF OFFICIAL COMMUNITY PLANS OF FIVE METRO VANCOUVER MUNICIPALITIES
Abstract System ID#: 4690
Individual Paper

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The 1986 Ottawa Charter for Health Promotion inspired an outpouring of research on the social determinants of health (SDOH) and health inequalities (HI). Yet, this research has not translated into measurable reductions in HI in Canada. A range of barriers to addressing HI have been identified (Collins and Hayes 2007), including inadequate dissemination of evidence, especially through news media; lack of public awareness and political will for change; and organization of policy responsibilities into sectoral silos, which stifles coordination. While much of the HI literature has implicated cities as key sites for intervention on the SDOH, the possible roles for municipal governments in addressing health issues within their jurisdictions has been a neglected area of study. The Healthy Cities movement has offered direction for health-related interventions at the municipal level, yet much of this work has been in the European context (Duhl and Sanchez, 1999). It remains to be empirically demonstrated how these issues are taken up by municipal governments in Canada, and the extent to which high-level municipal policies reflect the requisite complex understandings of health to facilitate effective intervention.

Municipalities are uniquely positioned to reduce HI through land-use decisions, zoning by-laws, economic development incentives, affordable housing, poverty reduction strategies, public transit, and other initiatives that redistribute public goods in a socio-spatially equitable manner (McCarthy 2002). As Canada’s population becomes increasingly urbanized and social gradients in health persist within its cities, municipal governments are increasingly critical to the planning, development, and management of equitable and viable spaces to live, work, and play. This study analyzed the ‘intentions’ of five Metro Vancouver municipalities to address health issues within their jurisdictions, based on their long-term visions for community planning and development. The Official Community Plans (OCPs) of the five most populated municipalities in Metro Vancouver were examined using thematic content analysis. This involved creation of a baseline codebook, immersion with initial documents to refine and finalize the codebook, and revisiting coded documents for quality control purposes. The codebook was designed to capture four domains: presence of health-related concepts; framing of health outcome differences; discussion of health determinants; and approaches for municipal government intervention on those determinants.

Health-related concepts were minimally explicitly mentioned in the OCPs (100 passages total). The few passages that were present discussed issues ranging from forming partnerships with regional health boards, reducing hazardous exposures and pollution, enhancing availability of services, increasing community pride, and providing accessible services and infrastructure. Only 19 of these passages explicitly discussed HI. Close to 2400 passages were coded based on the health determinant being implicated; 35% related to the physical environment (i.e., built and natural), while 29% related to the social environment (i.e., social services and community characteristics). The most prevalent statements of ‘intention’ to address health issues related to improving the social and physical environment through
existing municipal services, programs, and facilities (34%), and to develop relationships for tackling issues that fall outside municipalities’ traditional jurisdiction (19%). The municipalities signalled less ‘intention’ to work with the local non-profit sector (11%), and engage in health-base interventions (3%). These latter findings are unsettling given the importance of health and social service providers in tackling HI at the local level in Canada (Laverack and Labonte 2000; Clark 2000). Taken together, the findings from this study demonstrate minimal engagement among Metro Vancouver municipalities with health-related concepts in their policy development processes, as well as limited interest or intention to engage in more innovative initiatives to address HI within their jurisdictions.

References


Abstract Index #: 476
RETHINKING FOOD ACCESS: LINKING RESEARCH TO FOODS SYSTEMS PLANNING
Abstract System ID#: 4735
Individual Paper

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It is evident today that urban planners influence community health by employing strategies at different fronts. While some of these strategies have been studied in-depth (e.g. built environment and health), others such as the connection between food security and community health are relatively new and require further research. The rapid increase in interest on this subject matter in the last decade has not only emphasized the impact of the food environment on health but has also opened new avenues for research (Short, et al. 2007, Morland, et al. 2006). Moreover, recent public funding for obesity research has provided opportunities for both researchers and professionals to study and implement food systems planning.

This paper focuses on an important element of food systems planning research – food access. With respect to food access, urban planning and public health research has primarily focused on either identifying the areas with low access to healthy food or exploring the relationship between socioeconomic condition of a neighborhood and food access (Raja, et al. 2010, Zenk, et al. 2005). In this paper, we critically examine the literature on food access and derive a new approach for measuring food access. This research paper is from a Communities Putting Prevention Work project and is divided into two sections.

The first section focuses on the question – What theoretical and practical issues should be considered while conducting any food access study? There are many dimensions to food access analysis such as classifying the existing food environment, defining terminologies (e.g. access), and determining inclusion or exclusion of various variables, to name a few. There exists a gap in the present literature in comprehensively identifying the issues involved in these dimensions. Building off the existing literature and by our own work on measuring food access we identify and provide detail discussions on the major issues to be considered in any food access analysis. By critically examining the literature we also show that these issues lead to the difference in analytical approach which directly influences the final results and thereby the interpretation of food access problem.
The second section focuses on the following questions – How can we construct measures of local food access for areas where collecting primary data (e.g. data through surveys or food store assessments) may not be feasible? How do we make a customer’s food-store choice decision part of the food access model? This paper answers these questions by introducing a new spatial model to measure local food access at a regional level. The model is created with the help of GIS technology and uses secondary data. The food store location data is obtained from county public health department and Infogroup. The census and ACS data is used for the demographic and the socioeconomic variables. The probability that a customer will select a particular store was determined with the help of the Huff Model. The Huff Model takes into account the influence of the perceived utility of each store on the choice of a customer.

By highlighting the existing issues in food access studies and also by proposing a food access model that could be replicated for other regions, this research is intended to inform food systems planning practice. It suggests that we take a step back in order to take a hard look at the fundamentals of how we conceptualize and measure food access. This research is just the first step towards food security. The challenge is to link this knowledge with information about affordability, cultural acceptability, and other the socioeconomic factors that determine food consumption.

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Health Impact Assessment (HIA), Participatory Mapping, & Access to Physical Activity Resources: Exploring the Health Impacts of a Planned Urban Greenway in Northern Kentucky
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The Community AHEAD Project: An interactive web-based approach to supporting community health assessment in Hamilton County, Ohio
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Cincinnati Health Department produces local area data on mortality for community priority setting and planning.
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Camille Jones M.D., Assistant Health Commissioner, Cincinnati Health Department

Neighborhood Oversamples on the 2010 Greater Cincinnati Community Health Status Survey
Jennifer Chubinski, Director of Community Research, The Health Foundation of Greater Cincinnati

Moderator: Mark Carrozza, Health Informatics Developer, HealthLandscape, LLC
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Abstract Index #: 478

URBAN OR RURAL RESILIENCE? HOUSING RECOVERY PATTERNS FOLLOWING HURRICANE KATRINA AND MIDWEST FLOODS
Abstract System ID#: 4783
Individual Paper

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Housing recovery is a central issue in the long, overall recovery process of the affected communities (Campanella 2006). It symbolizes the return of the community’s normal day to day life. Despite its significance, research on housing recovery has been limited (National Research Council 2006). The scant literature on housing literature has two main shortcomings. First, it has an almost exclusive focus on urban areas affected by disasters. Second, studies comparing housing recovery across different disasters are exceptionally rare. To fill in these gaps in the literature, our paper focuses on housing recovery in both urban and rural areas following two disasters in the United States: the 2005 Hurricane Katrina and 1993 Midwest floods. These two disasters were the costliest in their own categories (storm and flood) in the country, with economic damages of $125 billion and $12 billion respectively.

Our research questions are threefold: (1) What were the factors that affected housing recovery in rural and urban areas after Hurricane Katrina? (2) What were the factors that affected housing recovery in rural and urban areas after the Midwest Floods? (3) What were the common factors, if any, that affected housing recovery in rural and urban areas across these two disasters? Studying these questions is important since identifying common factors across different
disasters could inform policymakers at different levels (federal, state, and local) on disaster-specific and common place-based factors that contribute to housing recovery and resilience, thereby helping them with their decision making processes (e.g., in terms of funding allocation for certain disadvantaged populations or localities).

We measure housing recovery (the dependent variable) in terms of the average valuation of new permits, a core indicator for new housing construction activities. We conduct multivariate panel analysis to examine factors that affect housing recovery. These factors include the following: (i) population characteristics (migration, race, age, gender); (ii) housing characteristics (structure type, median value, vacancy); (iii) employment and income (unemployment rate, income per capita, poverty rate) (iv) human and social capital (education, number of associations); (v) rural characteristics (agriculture earnings, rurality), and (vi) disaster damages (property damage, crop damage).

Our study highlights the differences in factors that affect housing recovery patterns in urban and rural areas following the two disasters. Indeed, none of the factors had a statistically significant impact on housing recovery in both urban and rural areas after Hurricane Katrina. The degree of rurality and income per capita, on the other hand, had a significant impact on housing recovery in both urban and rural areas after the Midwest Floods. More rural and low income places had a disadvantage in terms of housing recovery. In our combined analysis of both the disasters, income per capita and the percentage of mobile homes stood out as the only common factors that affected housing recovery in urban as well as rural areas. The impact of these factors on housing recovery was positive and negative, respectively.

References

IMMEDIATE BEHAVIORAL RESPONSE TO EARTHQUAKE IN CHRISTCHURCH NEW ZEALAND
MICHAEL
Abstract System ID#: 4794
Poster

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On February 21st, 2011, a severe earthquake with magnitude 6.3 (ML) struck Christchurch, New Zealand. This earthquake caused 181 deaths, 1500-2000 injuries, and an estimated US$ 11.2 billion economic loss. In order to well understand residents’ immediate behavioral response in the earthquake, this study examined Christchurch residents’ locations at the time of the earthquake; physical, social, and household social contexts; perceived shaking intensity; emotional reactions, risk perceptions, and behavioral responses. Data were collected by a mail survey based on a random sample of 600 households in the impact area. This yielded 262 usable questionnaires for a response rate of 43.6 percent. The result revealed that when the earthquake happened, residents’ most common physical contexts were their homes (44.3%) and workplaces (31.7%). The majority (53.3%) indicated that they were with adult friends, relatives or neighbors but some household members were absent and their safety was unknown (51.2%). Over 90% respondents agreed that the shaking was either violent or strong, which led them to rate their emotions during the shaking as
minimally depressed (1.55 on a 1-5 scale) and annoyed (2.11), but moderately nervous (3.24) and fearful (3.40). Respondents had moderate expectations that they and their families would be injured or killed (2.28) and disruption to their jobs would prevent them from working (2.40). They had somewhat stronger expectations that their homes would be severely damaged (2.87) and there would be disruption to basic services (3.60). In responding to the earthquake immediately, people’s most common response was to stop what they were doing and stay where they were (38%) or drop and cover under a sturdy piece of furniture (17%). However, many people immediately left the building they were in (14%) or tried to protect people or property (16%). After the shaking stopped, the most common activities were contacting household members (67%) and helping people (41%). Analysis of inter-item correlations indicated that those who continued their previous activities were older, had lower incomes, were more likely to be at home rather than work, and were more likely to have the household together. By contrast, those who stopped what they were doing and remained in place had lower risk perceptions. Finally, those who dropped and covered were younger, had higher incomes, and were less likely to be at home. The study results indicate the importance of continuing hazard education programs to increase the number of people who take appropriate protective action (drop, cover, and hold on) and the need to target these programs to specific population segments.

Abstract Index #: 480

MASSAGE PARLORS IN THE CITY: IMMIGRANT WOMEN, SPATIAL CONCENTRATIONS OF RISK, AND HIV PREVENTION
Abstract System ID#: 4797
Individual Paper

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Immigrant health, especially for non-English speaking populations, remains a significant problem for planning and public health. Stigmatized conditions, especially those associated with sexually transmitted infections or substance abuse, are particularly challenging both in terms of prevention and in enhancing access to appropriate services. HIV/AIDS and associated conditions (e.g., viral hepatitis) are a poignant illustration of this challenge. HIV/AIDS diagnoses among Asian/Pacific Islanders (API) have grown substantially; between 2001-2004, the estimated number of diagnoses of HIV/AIDS among API females aged 15-39 years increased by 55% to 66% (in contrast to decreases in the same age categories for White, Black/African American, and Latina/Hispanic women). For heterosexual immigrant women, the risk of transmission of HIV/AIDS and sexually transmitted infection is heightened by working in the massage parlor industry as sex workers (Nemoto et al. 2003); there is little research on “indoor” or “off-street” sex workers, which in Los Angeles consists primarily of Asian and Latina immigrant women (Lever et al. 2005). The growth in the indoor or off-street venue-based sex work industry has been traced in part to more aggressive policing of street-based sex workers, driving sex work into indoor venues (Murphy and Venkatesh 2006). In Los Angeles, policing of indoor venues such as massage parlors has contributed to expansion of sex work in venues not requiring masseuse monitoring and licensure; these venues include acupressure and aromatherapy firms and tanning salons. Based on law enforcement knowledge, Lever et al. (2005) conservatively estimated that there were 200 off-street sex work businesses in Los Angeles in 2003-2004. These venues tend to be spatially concentrated in specific neighborhoods. Though “red-light districts” have long existed in cities (Hubbard and Sanders 2003), indoor sex work venues have moved into higher income areas in New York City, such as Midtown (Venkatesh 2011), and into middle class immigrant areas in LA, such as suburban Chinatowns. Using data collected from an online ratings site frequented by massage parlor clientele, we provide a spatial analysis of the correlates of higher risk behaviors by immigrant massage parlor workers, including age, ethnic group, location in or out of ethnic enclave, and type of service provided. This mapping of “risk” provides a clearer portrait of the health challenges faced by massage parlor workers, but also prescribes some important policy changes and health outreach efforts that address health disparities of immigrant ethnic groups, especially women.

References

Abstract Index #: 481
INCORPORATING THE COUNTY HEALTH RANKINGS DATA IN LOCAL PLANNING RESEARCH AND PRACTICE
Abstract System ID#: 4810
Individual Paper

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The County Health Rankings developed and promulgated by the University of Wisconsin Population Health Institute and The Robert Wood Johnson Foundation can serve as a health data source for policy makers and planners that is readily available, reasonably localized, and up to date. This work explores ways that the County Health Rankings data can be of immediate use to planning practitioners and scholars, where the data may be most useful, and how traditional planning tools and data may be combined with the County Health Rankings data to improve the efficacy of planning decisions on the behalf of public health.

A primary contribution of this work is to introduce a community of researchers and planning professionals to the County Health Rankings data. Our discussion includes, first, the approach and method of the rankings as well as the primary data sources used. Second, we describe the data from the nation-wide Behavioral Risk Factor Surveillance System that are the basis for the most simplified county rankings. These data, which include factors related to the built and social environments that are not collected in commonly used planning data based resources, can serve the greatest use for local community health and planning efforts. Third, we provide specific examples of the successful use of the County Health Rankings for local policy and research. These include the ‘What Works for Health’ website for the state of Wisconsin which disseminates the County Health Ranking data and relevant policies to a variety of users, and the Wisconsin Assessment of the Social and Built Environments which provides annual assessments of the physical and perceived environments in communities.

A second contribution of this work is its consideration of the County Health Rankings in a way that goes beyond easy comparison of the health at the county level within the state, but facilitates community comparisons within counties. This is a level of detail, not currently available, that would be particularly useful for local decision makers. To accomplish this, we estimate health factors and outcomes for smaller areas using the combination of subcounty demographic and behavior data from the American Community Survey. Such details also help identify high risk populations according race, age, and poverty. Additionally, the use of locally available data regarding the built and social environments, including information about roadways and traffic, land use, crime, community organization, etc., will be discussed.

This work is a preliminary investigation into the usefulness of the County Health Rankings for planning efforts in the interest of public health. It is expected that the findings and emergent questions will help to expand the usefulness of this important resource from population health for planning, as well as create new ties between the two disciplines.

References

Abstract Index #: 482
DO ACCULTURATION AND NEIGHBORHOOD ENVIRONMENTS OF SPATIAL REALM MATTER FOR PHYSICAL ACTIVITY?: THE CASE OF KOREAN IMMIGRANT WOMEN IN KING COUNTY, WA
Abstract System ID#: 4834
Individual Paper

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Many studies show that environmental variables, whether assessed objectively or subjectively, are consistently related to physical activity (Saelens et al. 2003, Lee and Moudon, 2004, Owen et al. 2004, McCormack et al, 2004, and Saelens and Handy, 2008). The aesthetic environments of the neighborhood, the convenience of facilities for walking, accessibility of destinations, and composites of walkability index have been found to be associated with walking for a particular purpose. However, these researches commonly focus on mainstream, white population. For ethnically diverse populations, social and cultural factors need to be considered. Kandula and Lauderdale (2005) pointed that researchers should look at other reasons beyond economic reasons why ethnic minorities and immigrants are less active than native non-Hispanic white. Cultural factors encompass various dimensions of cultural environment that shape and change physical activity behavior and obesity, such as social norms and expectations originating from a certain culture, and individuals’ acculturation level to the US culture. This study aims to examine whether cultural orientation of immigrants may limit the use of activity-friendly environment and interact with built environment.

We surveyed 7-day records by accelerometry (GT3X, ActiGraph), GPS (Global Sat data logger) and, travel diary from a convenience sample of 58 Korean immigrant women in King County, WA during July-October 2010 and April-July 2011. In addition, perceived measure of neighborhood environment was obtained via the Neighborhood Environment Walkability Scale (NEWS), and the acculturation score was assessed with an adapted version of Acculturation Rating Scale for Mexican Americans-II (ARSMA-II). GIS data were used to measure objective environmental attributes. To define spatial realm, Kernel Density Estimation (KDE) was used which produces a raster dataset and contour lines representing space used with a certain probability based on GPS points. With 30 second-interval GPS data during 7 days, spatial realm of each participant was drawn via Geospatial Modeling Environment tool. The size of 90% probability spatial realm and six environmental features such as bus stop density, park facility density, trail density, bike lane density, street density, and the percentage of park land use, within the spatial realm were obtained using Geographic Information System (GIS).

The dependent variables include both objective and self-reported measures of physical activity level: total weekly minutes of moderate- to vigorous-physical activity (MVPA) from accelerometry, and the number of walking trips and total reported walking minutes per week that can be obtained from the travel diary. Correlation, t-tests, and multivariate linear regression models were employed to examine the associations among the physical activity level, environmental features, and acculturation after controlling for other known covariates.

The preliminary results show that MVPA is positively associated with Korean-cultural orientation score among Korean immigrant women. However, because the data do not provide the types or contexts of physical activity, it is unclear yet
whether the less acculturated engage more in work-related, domestic, transportation-related, or recreational physical activity. When just walking was considered using travel diary information, women who have higher self-confidence for physical activity, live in urban neighborhood, perceive higher residential density, and are exposed to the environment with more park land use are likely to spend more time in walking. The size of spatial realm, which represents spatial distribution of activity locations, is larger for those who live in suburban neighborhood, are in higher income group, and are employed. Both acculturation and environment features of spatial realm are associated with walking, but more studies are needed.

References

Abstract Index #: 483
BLOOMING THE DESERT: EQUITY, PLANNING, AND FOOD DESERTS
Abstract System ID#: 4830
Individual Paper
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Food deserts, broadly defined as neighborhoods without access to high-quality, affordable, culturally appropriate foods, exist at the nexus of several planning sub-disciplines, including equity, economic development and land use. Food deserts are also of great interest to the public health community, poverty and food justice advocates, business and retailing, urban affairs and food studies and those who work with communities of color. Because food deserts are spatially defined, planners have are positioned to play an integral role in improving access to food in neighborhoods without.

Building on prior research in planning, public health, and geography, my research examines policies and programs that have succeeded in improving local food environments in low-income urban neighborhoods, focusing on the role that planners have played in these cases. By grounding the literature in practice, I hope to identify three things: (1) What best practices have evolved? (2) What role did planners play? Was it central to project success? Could planners have engaged in different, or more substantial ways? (3) Do the examples reviewed represent practices that are replicable in other jurisdictions facing similar problems, or are the circumstances too location-specific to be transferable?

This research utilizes academic literature to provide grounding in the problem of food deserts and to link the problem to the specific planning concerns of equity, economic development, and land use. It also makes significant use of practitioner’s writings on the subject, including case studies and reports. In addition, it examines ongoing campaigns for food access through literature and interviews, with particular attention to the barriers to improving food access that these campaigns have encountered. The circumstances of these campaigns will offer opportunities for hypothesizing the applicability of the successful campaigns and programs to these ongoing campaigns.

Although research is still ongoing, an early finding is that the increased size of grocery stores over those of decades past, and the distribution systems that have evolved to supply these larger supermarkets, are not replicable in inner city neighborhoods due to spatial constraints. Because community members seek full-service grocery stores, however, the
community may not accept smaller stores. Moreover, even if smaller stores can overcome the supply constraints of modern food distribution systems, the small profit margin in the grocery business may make these markets financially infeasible.

By presenting a multi-disciplinary assessment of food deserts and a case study approach to best practices, this research will help locate planners’ roles in improving food access in underserved communities.

References

INTEGRATING HEALTH INTO REGIONAL PLANNING

Health is not merely the absence of illness, but complete physical, mental, and social wellness. Land use and transportation can have unintended effects on health, quality of life, and economic wellbeing in ways that have not been captured in conventional planning practices. Healthy and safe community environments include those with affordable, sustainable, and economically vital neighborhoods, clean air and water, and accessible places for an aging and diverse population. Plan 2040, the long-term regional comprehensive plan prepared for the Atlanta metropolitan area by the Atlanta Regional Commission (ARC), represented an unprecedented opportunity to influence the long term health, sustainability, and prosperity of the region. This plan integrated multiple aspects of regional planning, including transportation and land use, housing, greenspace, water, and air quality, as well as changing demographic and economic scenarios. This unified regional planning effort includes a new Regional Transportation Plan through the year 2040, and a six-year priority Transportation Improvement Program (TIP). It also included a comprehensive Regional Development Plan for the region’s 10-county core that will guide future growth and offer policies for shaping the character and function of the region. Health was already included in the stated goals of Plan 2040, which were to lead as the global gateway to the South; encourage healthy communities; and expand access to community resources.

Researchers used Health Impact Assessment, or HIA, to examine the potential positive and negative health impacts of Plan 2040, including its transportation projects and programs, land development plan, and supporting programs and activities. HIA is “a systematic process that uses an array of data sources and analytic methods and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of the effects within the population. HIA provides recommendations on monitoring and managing those effects.” (National Research Council, 2011).

While land use and transportation are linked to health and well-being, their connections are not well integrated into the planning process (Collins & Koplan, 2009). A successful, replicable HIA framework for regional transportation planning could be adopted for metropolitan areas nationwide, and could guide future regional planning efforts. The
primary objectives of this HIA were to integrate the HIA process into the larger transportation and land use planning process, to provide a framework for improving health status to communities affected by the plan, and to promote participation of community members in decisions affecting their health, prosperity, and quality of life. The assessment focused on five major areas of health determinants: Safety and Security; Access, Equity, and Economy; Active Living; Ecology & Environmental Quality; and Civic Life and Social Connections.

The Plan 2040 HIA process identified health priorities using regional health data, examining variation within the region and among subpopulations, and reviewing Plan 2040 stakeholder involvement. Researchers also conducted a thorough review of relevant health research to identify high priority health determinants related to planning, land use, and transportation. Using this set of key determinants and health indicators, the team reviewed the Plan 2040 process, methods, and supporting materials. As a result of this work, researchers were able to an approach and set of performance measures that addressed health, access, and livability, which could be substituted for the performance measures in the original plan. The model for integrating health into metropolitan regional planning is applicable across the United States. Additionally, the research provides nearly 100 process and performance indicators relevant to specific planning areas.

References

Abstract Index #: 485
LEAKY PIPES: PLANNING TO SOLVE A FISCAL AND PUBLIC HEALTH CHALLENGE
Abstract System ID#: 4871
Individual Paper
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Leaking underground water infrastructure is posing increasing public health threats. The risk pathways are multiple:

• Leaking sewer pipes allow infiltration and inflow during wet weather, increasing the risks of sewer overflows.
• Leaks from sewer pipes that infiltration into leaky stormwater pipes and illicit connections of sanitary pipes to stormwater sewers results in human fecal contamination of flowing directly into streams in both wet and dry weather.
• Leaky drinking water supply pipes, allow contaminants to migrate into water supplies between the treatment plant and the tap, resulting in diarrheal disease and risks the spread of other, more dangerous infections diseases.

While planners have recently rediscovered our roots in public health, the problem of leaking underground infrastructure has not captured the attention of the planning profession or planning scholars. To the extent that aging water infrastructure is studied at all, it is primarily in the context of cities in developing regions, not in the U.S. Although APA and some other civic leadership organizations have highlighted the state of deterioration of U.S. water infrastructure, much greater attention has been paid to the efforts to implement green infrastructure. The buried infrastructure of pipes is out of sight, and seemingly out of mind as well.

In Milwaukee, work by the sewerage district, a local environmental NGO, scientists, and doctors at the Medical College has lead to the realization that leaking pipes are a substantial source of human fecal contamination to our area waterways and drinking water. In turn, the substantial funds being spent on stormwater management may have limited success in addressing fecal contamination of our waters since the source appears, now, to be from leaking pipes rather than from asphalt and turf area.

The magnitude of the costs to repair this buried infrastructure are enormous. The American Water Works Association estimates that an expenditure of $1 trillion over the next 30 years is needed to replace just the drinking water
infrastructure. The American Society of Civil Engineers (ASCE) gave the nation’s wastewater and drinking water systems a grade of D-. The EPA and Congressional Budget Office estimated the costs of repairing leaking water and sewer pipes at a half trillion dollars. Planners are well-suited to identify the costs and benefits of alternative approaches and to make the case for addressing our water infrastructure deficits.

This paper will describe the role that planning research and practice should be taking to quantify the magnitude of the challenge and identify cost-effective strategies for making accelerated progress in repairing our aging pipes in order to reduce the risk of infectious disease. In addition, the paper will explore the potential applicability of water quality trading and TMDLs in pushing for greater levels of action in addressing the problems of leaky water infrastructure.

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GREEN HEALTH: SCHOOL-CENTERED ENVIRONMENTAL DESIGN TO PROMOTE HEALTH
Abstract System ID#: 4879
Roundtable or Informal Discussion Session

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A growing body of evidence demonstrates that alterations in individual behaviors alone are not sufficient to change the course of the childhood obesity epidemic. Instead, research indicates that environmental design at multiple spatial scales, from regional land use patterns to aspects of urban design, can influence traditional social norms and default behaviors related to dietary choices and daily physical activity that promote health. Urban Planners have a direct role to play in this promising nexus between built environment and health research.

One such opportunity lies in the many synergies that exist between environmental design objectives of childhood obesity prevention and those of the sustainability or green building movement. Focusing on shared goals, such as community design that promotes walking and biking by minimizing automobile reliance and while pursuing environmental stewardship offers the prospect of a coordinated Green Health approach to built environment-oriented research. Schools represent an ideal focus for primary development of Green Health environmental design research focused on addressing both childhood obesity and sustainability. School facilities are pivotal community resources and a central part of each family and child’s daily life. They are mandated and positioned to help form social norms and default behaviors such as those related to health outcomes. However, comprehensive research specifically addressing school environments is limited.

In response, the National Collaborative for Childhood Obesity Research and the National Academy of Environmental Design, in partnership with the U.S. Green Building Council Center for Green Schools, hosted Green Health: Building Sustainable Schools for Healthy Kids Workshop in October 2011 (www.nccor.org/greenhealthworkshop). This November 2012 JPER Sponsored Roundtable builds upon lessons learned in the Green Health Workshop and precedes a Summer 2013 JPER Green Health Special Issue.
Roundtable Participants include urban planners discussing Green Health lessons and interventions at multiple spatial scales— neighborhood, school building, and schoolyard. They include:

- Nisha Botchwey, PhD, MCRP, MPH; Georgia Institute of Technology. Roundtable Organizer.
- Tridib Banerjee, PhD; University of Southern California. Expanding the Paradigm when considering the Walkability of Neighborhoods: A Los Angeles Case Study.
- Matthew Dalbey, PhD; US Environmental Protection Agency’s Office of Sustainable Communities. Smart Growth and the EPA Voluntary School Siting Guidelines
- Mickey Lauria, PhD and Luis Miron, PhD; Clemson University and Tulane University. Urban Society and Schools: A New Orleans Case Study.
- Noreen McDonald, PhD; University of North Carolina, Chapel Hill. Analysis of trends and determinants in active transportation.
- William Sullivan, PhD; University of Illinois, Urbana-Champaign IL. The role of school landscape design in promoting health and well-being across the community.

References


Abstract Index #: 487
THE SPATIAL ECOLOGY OF OUTDOOR ADVERTISING IN LOS ANGELES: THE UNJUST IMPACT OF THE COMMERCIAL LANDSCAPE
Abstract System ID#: 4892
Individual Paper

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Theme/Hypothesis/Question
Outdoor advertising poses a dilemma for planners charged with improving the quality of life in cities. Commercial landscapes, marked by outdoor advertising are an increasingly important part of the economic vitality of cities in the early 21st century. They are a moneymaker for local land owners and a tourist attraction for local businesses, even as they create a potential visual nuisance unjustly burdensome to low-income, non-white communities.

This paper explores the impact of outdoor advertising in six communities situated adjacent to commercial centers in Los Angeles, testing the hypothesis that low-income, non-white communities are subjected to more outdoor advertisements and more harmful advertising than well-off, white communities. It is taken from an ongoing doctoral dissertation exploring the response by local communities to a zoning proposal to manage outdoor advertising.

Compelling evidence suggests that outdoor advertising negatively affects the environment, quality of life, and well being of nearby neighborhoods. Studies demonstrate that the arrangement of outdoor advertising is inequitable and that exposure to unhealthy content can lead to the adoption unhealthful behaviors. Earlier studies found that billboards with questionable or harmful content tend to be disproportionately located in minority communities and those that advertise harmful substances like tobacco and alcohol cluster in communities of lower socio economic status (Barbeau et al. 2005).
In addition, communities with higher proportions of children and communities possessing less formal education are at increased risk for being exposed to outdoor advertising while increasing income seems to be protective against the placement of outdoor advertising in neighborhoods (Yancey, et al. 2009; Scott et al. 2008). In this way, outdoor advertising is an example of environmental and social disparities. Coupled with other disparities such as food deserts, barriers to health care, and lack of access to green space, billboards reinforce impediments to positive public health outcomes for vulnerable communities.

A new sign ordinance before the Los Angeles City Council relies on zoning law to enforce visual standards, designating 21 regional commercial centers as sign districts. Understanding the impact of this decision on local communities will illuminate how the ordinance contributes to existing spatial disparities. It also provides a foundation for exploring the differential response by these communities to outdoor advertising. It seems likely that communities most impacted by outdoor advertising would be the most vocal in their opposition, influencing public policy through choice and privilege (Soja 2010).

Approach/Methods - Key Data Sources
Six of the proposed sign districts were selected through landscape analysis (McHarg 1969). Geographic Information Systems technology and data from the 2010 Census and 2010 American Community Survey estimates were used to identify communities with predominant populations based on race/ethnicity. Regional commercial districts were selected with majority African American, Asian American, Latino American, and White populations. Additionally, Latino communities with increased poverty and youth populations were identified.

A Global Positioning System camera is being used to gather data about the arrangement, area, and content of outdoor advertisements at each location. Images are being taken monthly over the course of one year. Content is coded into three categories: illegal for sale to minors (alcohol/tobacco/adult entertainment), obesity (fast food/junk food/cosmetic procedures), and other. Total area of advertising will be calculated using standard measurements for the types of advertising found in each location and density will be calculated based on linear street length in each area.

References
compounded by the presence of hazards, people’s exposure, and vulnerability of those people (De Wrachien et al. 2008). Chronic risks are associated with long-term stresses whereas catastrophic risks are related to extreme events (Pelling 2003). The Charles River watershed is located within one of the nation’s top growing metro areas. The 298 square-miles drainage basin covers large portions of 26 municipalities, including the City of Boston. Climate change for the Northeast is projected to have a higher likelihood of more intense and longer duration of storm events in addition to the increased probability of extreme weather (Frumhoff et al. 2007). Under these circumstances, an increased urban population implies more people are likely to be exposed to hydrological hazards. Regional planning for addressing the increased hydrological risks under climate change scenarios is therefore an emerging priority.

Green infrastructure, including both structural and non-structural stormwater best management practices (BMPs), is an emerging climate change adaptation strategy in planning (Gill et al. 2007). However, only a few studies have shown to what extent structural stormwater BMPs would be effective in reducing potential hydrological hazards for excessive runoff under climate change scenarios. The goals of this study are to identify hydrological hazards and to apply stormwater BMPs for assessing hydrological risks. This study answers the following questions: (1) to what extent do the long-term and short-term hydrological hazards increase under climate change scenarios? (2) to what extent do stormwater BMPs have the capacity to mitigate long-term hydrological hazards? and (3) to what extent do stormwater BMPs have impacts on reducing short-term hydrological hazards under climate change scenarios at the watershed scale?

We measure the long-term hydrological hazards by the probability of daily flow rate higher than the bankfull discharge whereas the short-term hydrological hazards are indicated by the peak flow rate under probability of extreme storm events. We employ the Automated Geospatial Watershed Assessment Tool (AGWA) developed by USDA and EPA for hydrologic and hydraulic modeling using two tools: Soil and Water Assessment Tool (SWAT) and Kinematic Runoff and Erosion Model (KINEROS). In addition, six development categories varying in development density are classified: forest, rural residential, low density residential, medium density residential, high density residential, and business district, based on the concept of transect planning (Dunay and Talen 2002). Each category includes a combination of various stormwater BMPs (bioretention pond, porous paving, bioswales, and green roofs) and serves as Hydrologic Response Units (309 units identified) running by SWAT. Stormwater BMPs application is modeled through adjusting curve numbers. Nine combinations of temperature and precipitation change (+1, +2, and +3 ºC in temperature with -10%, +10%, +20% in daily precipitation) are used to assess the possible climate change range. Finally, five additive stormwater BMPs models (current condition, + green roofs, + bioswales, + porous paving, and + bioretention pond), and three 24 hours storm events (return period: 25, 50, and 100 year) are applied for stormwater runoff volume and peak flow rate modeling.

The results demonstrate the benefits of applying the full range of stormwater BMPs for reducing a range of percentage of stormwater runoff volume in coping with long-term hydrological hazards. In addition, the limitation of stormwater BMPs in reducing short-term hydrological hazards indicates that non-structural BMPs and comprehensive green infrastructure planning is needed for climate change adaptation. Finally, an integrated hydrological risk assessment including social vulnerability is essential for green infrastructure planning for climate change.

References
EFFECTS OF HURRICANE TRACK AND THREAT INFORMATION ON JUDGMENTS OF STRIKE PROBABILITY
Abstract System ID#: 4917
Poster

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Although evacuation is one of the best strategies to protect citizens from hurricane threat, the ways that local officials use hurricane data in deciding whether to issue hurricane evacuation orders is not well understood. To begin to address this problem, we examined the effects of hurricane track and intensity information in a laboratory setting where participants judged the probability that hypothetical hurricanes with a constant bearing (i.e., straight line forecast track) would make landfall in each of eight 45 degree sectors around the Gulf of Mexico. The results from 162 participants from an Introductory Psychology subject pool showed that the judged strike probability distributions over the eight sectors within each scenario were unimodal and centered on the sector toward which the forecast track pointed. Moreover, although strike probability judgments for the sector in the direction of the forecast track were generally higher than the corresponding judgments for the other sectors, the latter were not zero. In addition, there were no appreciable differences in the patterns of strike probability judgments for hurricane tracks that were represented by a forecast track only, an uncertainty cone only, or a forecast track with an uncertainty cone. The study results suggest that people are able to correctly process basic information about hurricane tracks but they do make some errors, so more research is needed to understand the sources of these errors and to identify better methods of displaying uncertainty about hurricane parameters.

References

GREEN INFRASTRUCTURE PLANNING FOR CLIMATE CHANGE ADAPTATION: INTEGRATE SOCIAL VULNERABILITY IN HYDROLOGICAL RISK ASSESSMENT FOR THE BOSTON METROPOLITAN AREA FUTURE SCENARIOS
Abstract System ID#: 4962
Individual Paper

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Population growth is projected to increase up to 11% from 2000 to 2030 in the Boston Metropolitan Area (MAPC 2009). The increased urbanization has impacts on development density and the associated potential for stormwater best
management practices (BMPs) application. Given the hydrological impacts of climate change scenarios, increased urban population implies the fact that more people are likely to be exposed to hydrological hazards and therefore increasing climate-change-induced hydrological risks. Even more importantly, the greatest hits are likely to be the socially vulnerable groups.

The ongoing Boston Urban Long Term Research Area (ULTRA) project, conducted by the University of Massachusetts, outlined four growth and greening scenarios. A Current Trends scenario serves as a baseline in comparing to a Metro Future scenario outlined by MAPC. Additionally, the ULTRA team created a Green Equity scenario focusing on greening investment in low-income neighborhoods, and a Compact Core scenario emphasizing concentrated development in the inner core communities. Each scenario varies in the level of population projection and degree of greening investment (e.g. stormwater BMPs, trees). Based on this project, the current study aims to answer the following questions: (1) to what degree does population growth increase the exposure of socially vulnerable populations to climate-change-induced hydrological risks? (2) to what extent do stormwater BMPs help to mitigate hydrological risks in future population growth and greening investment scenarios? (3) what is the role of green infrastructure in reducing social vulnerability in municipal planning for climate change adaptation?

We analyzed hydrological risk and social vulnerability in 26 municipalities, including the City of Boston, within the Charles River watershed in Massachusetts. Risk is compounded by the presence of hazards, people who are exposed to them, and vulnerability of the people in coping with the hazards (De Wrachien et al 2008). Long-term and short-term hydrological hazards are identified through AGWA in the previous study (Cheng 2012). We constructed a Social Vulnerability Index (Cutter et al. 2003) with 11 variables from a nation-wide study to identify socially vulnerable groups such as the elderly, those of low socio-economic status, and minority and immigrant communities. Then we spatially overlay the climate-change-induced hydrological hazards with socially vulnerable groups to produce hydrological risk maps. Next, we conduct population growth density analysis and change land use and the associated potential stormwater BMPs applications for four future scenarios. We then apply hydrologic and hydraulic AGWA models to generate hydrological risk maps for each future scenario.

The results indicate that more socially vulnerable groups are likely to face increasing chronic (long-term) and catastrophic (short-term) hydrological risks in future scenarios. In addition, the aggregated benefits of applying integrated stormwater management practices can help to mitigate regular storm events and moderate climate change along with population growth in future scenarios. To conclude, this study suggests investment in green infrastructure plays a significant role in reducing the exposure of climate-change-induced hazards to socially vulnerable populations and therefore enhance communities’ resilience for climate change adaptation in the Boston Metropolitan Area and other urbanized watersheds.

References

Abstract Index #: 491
SPATIAL ACCESSIBILITY TO COMMUNITY GARDENS AND PARKS AS AN INDICATOR OF MEASURING POTENTIAL NEIGHBORHOOD PHYSICAL ACTIVITY
Abstract System ID#: 5007
Individual Paper
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Making neighborhoods healthy has been an important yet challenging issue in neighborhood and community planning. Even public health professionals and policy makers recognize the strong associations of built environment at the neighborhood level with various health outcomes of individuals who live in the neighborhood. Thus, it is very timely and significant that one of the overarching goals of Healthy People 2020, a kind of long range plan for national health policies, is to create a social and physical environment conducive to health for all people in the U.S. According to the 2010 National Health Interview Survey, 34% of adults aged 18 years and over were overweight and 28% were obese. These figures are national averages so the prevalence rate would vary across different geographies and scale, as well as by race and ethnicity. Planners and public health professionals alike believe that the overweight and obese prevalence of people in neighborhoods or communities would be controllable through policy intervention that can promote physical activity and reduce the obesity risk of residents. Having said this, planners and planning scholars then should be able to answer what kind of neighborhood services would promote physical activity and to what extent, and more importantly what indicators should be employed in order to determine which neighborhood would have disproportionately lower access to the services conducive to physical activity.

Planners have paid attention to community gardens as a sustainable and productive land reuse option, particularly in declining inner cities with increasing vacant land. However, this paper attempts to find another significant value of community gardens from the perspective of public health promotion. This study posits that community gardens would function as local parks to attract local residents who want to grow plants and vegetables, and to walk by as well, which in turn would increase physical activity of the residents in general. With this hypothesis, this study examines 1) which indicators would effectively measure spatial accessibility to community gardens at the neighborhood level, 2) whether or not a particular spatial pattern (i.e., clustering) is apparent across geographic space under study, implying there would be geographic disparity in physical access to community gardens, and 3) whether or not a certain race or ethnicity groups are having disproportionate access to community gardens (spatial equity). For local park access, the same questions will be posed. After reviewing recent research reporting novel methods as well as existing research of spatial accessibility (minimum distance, two-step floating catchment area, and gravity model), this study determines a robust and effective measure of spatial accessibility to community gardens and local parks using GIS. To explore spatial patterns of spatial accessibility to community gardens and parks, statistics for both global and local spatial clustering are estimated and spatially examined using Open GeoDa. The study area of this paper is Cuyahoga County in Ohio at the census block level. A total of 247 community gardens at parcel level are used for analysis, obtained from the Cuyahoga County Planning Commission in 2011.

References
Throughout the past three decades, a wide range of empirical studies have attempted to demonstrate, through a variety of mostly quantitative methods, that communities of color and low income populations suffer the disproportionate effects of environmental health risks. Most environmental inequalities take place in urban settings. Because of international migration and economic restructuring, American cities are experiencing rapid change and diversification that requires public planners to find policy tools that can ameliorate inequalities. A connection with the environmental justice (EJ) movement might be one alternative. Given that local plans provide much needed guidance and regulation for urban growth and for the advancement of sustainable development (Berke and Conroy, 2000) they function as an important policy tool for addressing a variety of goals. Since sustainability goals cannot be fully achieved if environmental inequalities persist, it is important to investigate whether those plans integrate principles of EJ in their making.

The overall purpose of this research is to investigate the extent to which EJ principles are promoted -or not- in those local plans. Specific questions guiding this research are: 1) How are EJ principles incorporated in the comprehensive plan-making process? and 2) what are some of the contextual factors that affect the selection of some principles over others?

The methodological approach for this paper relies on content analysis of plans followed by a survey administered to planners working for local governments. A sample of master and comprehensive plans will be gathered following Berke and Conroy’s (2000) approach. Identification of plans that potentially could use the environmental justice concept will be based on: 1) reports from the EPA; 2) Newsletters of environmental justice organizations and groups; 3) EJ Conference proceedings; 4) Mail list servers and 5) Plans that have received APA awards. A plan coding protocol will be developed following Burby and May (1997) and Brody (2003) and indicators will be based on a set of EJ principles derived from Kuehn’s (2000) Taxonomy of EJ; Arnold (2007); the Principles of Environmental Justice by the First National People of Color Environmental Leadership Summit and EPA guidelines.

This research will provide an understanding of the challenges and opportunities that the planning discipline has in advancing EJ through comprehensive plans. A closer look at the content and quality of comprehensive plans will allow the derivation of those dimensions and principles that can inform a plan-making process more in harmony with EJ. We expect this research will reveal that EJ is not explicitly used as an organizing concept for plans due to lack of political acceptability. Rather, specific principles, themselves being more acceptable, may be integrated into plan components.

References
The built environment not only provides local resources which promote active living for health and well-being but also contains various types of barriers which reduce the opportunity for active living. Previous studies have often highlighted the facilitating role of the built environment in testing environmental correlation of physical activity. However, little is known about the deterrent effect of the built environment on active living at the highly disaggregated geographic unit. Focusing on outdoor leisure activity potentially accompanying with physical activity (e.g., play sports, exercise, and visit park area, and active transportation for leisure purposes), this paper investigates the relationship between environmental barriers and outdoor leisure activity in adults, while considering other facilitating factors and individual/household characteristics.

It is commonly recognized that outdoor leisure activity produces the health and social benefit by affecting directly or indirectly physical health, psychological well-being, and social supports and bonds. Despite this benefit, low income and minority groups living in unhealthy places rarely engage in outdoor leisure activity even though they are willing to do. Acknowledging that both facilitators and barriers are spatially and socially structured rather than randomly distributed, I argue in this study that inequality in the built environment provides a crucial clue to understanding the underlying nature of behavioral decision for outdoor leisure activity along with socio-economic deprivation. More specifically, this paper will answer several questions about what aspects of the built environment explain better the variation in the time and frequency of outdoor leisure activity; whether and to what extent the role of the built environment differs across income groups and spatial contexts; whether environmental barriers explain low levels outdoor leisure activity of residents living in urban neighborhoods; and whether there is any interaction effect on outdoor leisure activity between park area and safety, and between well-connected street patterns and traffic incidents.

The primary data source is the NHTS (National Household Travel Survey, 2008-2009) California add-ons which include in total 3,381 households (6,161 persons and 21,062 trips) located in Los Angeles County. Using the information on a daily travel/activity, time allocation, and trip locations, I will measure the level of individual outdoor leisure activity along with individual/household covariates such as socio-economic status, physical disability, and attitude for walking and bike. Merging the NHTS California samples and SCAG GIS dataset, this study will generate the catchment area with a ¼ mile distance from each household. Based on this catchment area, I will measure potential facilitators including land use (3D: density, diversity, and design) and the accessibility to local resources for outdoor leisure activity, as well as potential barriers including safety concerns (e.g., crime and perceived safety) and other transportation-related concerns (e.g., perceived lack of sidewalk, traffic incidents, exposure to air-pollution). In addition, I will measure different levels of activity density (i.e., populations and jobs) and street connectivity within a catchment area in order to sort out two types of neighborhood characteristics: urban neighborhoods (i.e., high-high) and suburban neighborhoods (i.e., low-low).

I expect that this study will not only provide the supportive evidence that reducing environmental barriers promotes the opportunity that low income and minority groups engage in outdoor leisure activity, but also deliver policy implication on a healthy community development in the nexus of land use, transportation, and health.

Abstract Index #: 494
PLANNING FOR HEALTHY AND EQUITABLE COMMUNITIES IN BRITISH COLUMBIA, CANADA: A CRITICAL ANALYSIS OF THE IMPLEMENTATION OF AN EQUITY LENS IN HEALTHY BUILT ENVIRONMENTS INITIATIVES
Abstract System ID#: 5117
Individual Paper

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Local and regional governments across North America are increasingly forced to deal with complex health and social issues, including poverty, homelessness, and food insecurity. In the public health literature, inequities in health status are now considered to be at the root of many of the social issues that cities face (Wilkinson and Pickett, 2009). The reasons for these inequities are complex and caused by the unequal distribution of power, income, goods and services. This unequal distribution is, in turn, based on political, social and cultural services, including education, taxation and
health care systems, labour and housing markets and government regulation (World Health Organization, 2008). Spatial contexts, including those influenced by planning processes, are important in the development and maintenance of power structures associated with social inequities, which, in turn, influence health equity (Curtis, 2004; Corburn, 2009).

Over the last five to ten years, planners and public health staff have begun to collaborate on projects that aim to help ensure that cities grow and develop with a consideration of residents’ health and quality of life. These initiatives, which I call Healthy Built Environments (HBE), are now up and running in many parts of Canada, including the province of British Columbia. In many cases, HBE work focuses on influencing the development of key planning documents, such as official community plans, so that health is factored into these key policies.

Some researchers and policy makers have suggested that using an ‘equity lens’ when developing new programs or policies is one way for diverse sectors to work together to address the complex issues associated with health inequities and therefore better address community health (e.g. Baum, 2007). Such a lens has been considered as part of HBE work in British Columbia, so that the social determinants of health and health inequities can be addressed more explicitly. However, it is unclear how this lens has been defined and how (or if) it is being used. My research uses a case study approach to critically analyze the implementation of an equity lens as it is associated with HBE initiatives in British Columbia.

My research aims to address three key questions: 1) How has the ‘equity lens’ been defined, and how do those definitions differ among local planners, public health staff, and provincial-level policy makers?; 2) What aspects of context (e.g. municipal governance models, role of health authority staff, health authority organizational structures, types of community health issues) affect how the equity lens has been implemented?; and, 3) What factors support or challenge the implementation of an equity lens in HBE work in British Columbia, and what is needed to overcome those challenges?

This case study, which is currently in the data collection phase, examines HBE work from two main perspectives: at the provincial level, which focuses mainly on education/training and policy, and at the local municipal level, through an in-depth exploration of projects in three diverse geographic areas of the province. Data sources include key informant interviews, document analysis of policy and local planning reports, training/education materials and conference/workshop proceedings, and participant observation of meetings or community events. Archival records analysis, which involves gathering and analyzing statistical information about each community’s health status, maps and charts, land use characteristics, and photographs, will also be done to situate community-based HBE work within a local context.

References
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One of the exciting recent developments in planning has been the study of food systems and the application of planning tools and methods to understanding the distribution and impact of food system organization on society. This development follows early calls in JPER’s special issue on food systems (2004). This first wave of engagement with food has primarily involved sophisticated analyses of the spatial and organizational failings of the food system. This prompts planning solutions to mitigate those failings: siting new retail food outlets, policies supporting food access, changes to transportation routes, etc. We agree this project is important and should continue. However, it is also insufficient because it tends to ignore the question of how we might transform the system by which food is produced and distributed.

We argue that addressing the latter question requires a new theoretical lens. Planners need to think not just in terms of food systems, food distribution, and food deserts. They also need to think in terms of food justice, sovereignty, and democracy. This shift would extend the analysis, beyond just a description of the system, its failings, and possible fixes, and toward an analysis of power, of who controls the processes of production, distribution, and consumption, and how those processes might be radically different. This would follow in the tradition of the examination of food sovereignty Shiva (2000) and the global movement Via Campesina, and the elevation of food democracy (Hassanein, 2003). It also follows from previous work by two of the authors that suggests moving from scalar system descriptions to examinations of power relations and actors (Born and Purcell, 2006). Thus, this new theoretical approach would make possible a methodological shift as well. It would urge planners to move beyond a role of fixing the failings of the current system and allow them to examine and support new initiatives, already underway, to imagine and realize a food system beyond corporate-capitalist industrial agriculture. Initiatives such as People’s Grocery in Oakland, numerous community garden programs nationwide, and growing direct to consumer structures such as Community Supported Agriculture constitute pragmatic cooperative experiments to discover people’s capacity to govern our food systems for ourselves.

References

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A tale of two cities. The Mason-Dixon line. The Berlin Wall. Fresnans have used numerous metaphors to describe the spatial divide between the affluent northern neighborhoods and the Southern areas housing the polluting industries and poor communities of color. The narrative explaining this spatial inequality has been remarkably consistent over time: urban sprawl fueled by aggressive developers, corrupt city councilmen, and the real estate market have pushed the city limits ever farther northeast, abandoning the older neighborhoods to the south where the poor and immigrants settled. Because these populations were too disorganized to counter the government’s neglect, the narrative continues, the southern neighborhoods’ fell into physical decline. This spatial concentration of the poor, people of color, and unwanted land uses has been linked to growing health disparities between racial and socio-economic groups. Increasingly, city planners and public health practitioners are joining together and calling for dense, walkable and
This dissertation explores contemporary revitalization and community development practices that claim to benefit the health and wellbeing of urban residents through a case study of Fresno’s planning and public participation efforts. I investigate commonly held assumptions coming from planners, public health officials and community developers who argue that better urban design and community participation will lead to better health outcomes for residents of poor urban neighborhoods. My research asks if and how these new paradigms that use public health as a goal and organizing principle lead to the re-distribution of environmental hazards and amenities to reduce health disparities in Fresno? What effect does community organizing and participation have on the design of revitalization efforts, land use planning, and real estate development?

Following a year of fieldwork interviewing stakeholders, observing public meetings, examining planning documents, and analyzing historical archives, I find that the popular solutions to a diversity of urban problems related to environmental sustainability, urban decline, public health, and poverty concentration are converging around the design and density of urban neighborhoods. I argue that while Fresno’s revitalization efforts have brought needed attention to the southern neighborhoods, the focus on the physical environment and economic development primarily serve the interests of private developers and the city budget while only residually attempting to help the existing poor population and their neighborhoods. Furthermore, the focus on design over function has removed community concerns about the prevalence of industrial activities and unwanted land uses from the neighborhood improvement agenda. The focus on health and community organizing has, however, inserted equity into public debates where it may have been absent before. Finally, I show that increased community participation may be insufficient to change the trajectory of planning efforts when faced with a local governance culture that privileges expert and technical knowledge and only values community input when it supports the pre-determined agenda. This research provides an in-depth look at the contemporary practices unifying the fields of public health and planning and uncovers the ways that a narrow framing of the problems and solutions can potentially inhibit the kinds of physical and social transformations both fields seek to achieve.

Abstract Index #: 782

OBESITY, CHRONIC DISEASE AND ACTIVE DESIGN IN CHINESE CITIES

Abstract System ID#: 4743
Individual Paper

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China faces rising rates of chronic diseases among its citizens, linked to overweight and obesity and to insufficient levels of physical activity, among other factors. Cardiovascular disease, cancer, hypertension, stroke, and diabetes are all increasing. Chronic diseases are most prevalent in urban areas and among more affluent populations. Between 2005 and 2015, chronic diseases cost China approximately $550 billion in US dollars, in lost productivity from death and disability.

China is currently undergoing rapid urbanization. This shift will add another two hundred million urban residents to China’s existing urban population of 560 million. These patterns of urban development heighten the risk of chronic disease in Chinese cities. Physical inactivity is exacerbated by transportation infrastructure that emphasizes driving over bicycling or walking, and by urban planning that increases distance between land uses and that generates high levels of air pollution that discourages outdoor activity. These factors limit opportunities for active living--physical activity as a part of every day life, especially walking and bicycling. In this paper, we ask what are the factors that shape the current state of chronic disease and opportunities for active living in China? Our learning objective is to
inform planning practitioners and scholars about the links between planning and physical activity, and to increase understanding of how opportunities for active design in Chinese cities vary from those in Western cities.

We draw on a review of the scholarly literature and in-person observations of planning in Chinese cities, to identify cultural, political, and economic issues in China that shape opportunities for physical activity, to reduce chronic diseases. We identify the key urban planning and design characteristics that may be associated with chronic diseases in rapidly growing Chinese cities. These factors include growing rates of car ownership and car dependence in major Chinese cities; highly incentivized sprawl in rapidly developing Chinese cities; increased development of gated communities; decreased bicycle infrastructure and declining rates of bicycle transportation; transportation infrastructure that favors automobiles; and low status for pedestrians in public policy and in public life.

Our paper examines existing research on active living in rapidly urbanizing, high density cities, to identify active design strategies that have successfully supported physical activity in other high density and rapidly growing cities. We also present a brief case study of planning and policy to support active living in New York City. New York City shares many physical features with major cities in China—including high density and challenges to accommodating pedestrians, bicyclists and open space along with business, industry, and automobiles. Although changing at a slower pace than many Chinese cities, New York City is also growing—from an estimated eight million residents to an anticipated nine million by 2030. In anticipation of this growth, and fueled by concerns about the environment, quality of life, and public health, NYC has developed several initiatives that promote active living. Some of the strategies in New York City may have relevance for planning in Chinese cities, by guiding future urban development and design and by suggesting directions for urban policy to promote health.

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being of neighborhoods, cities, regions, and nation, our work is shared among academics and has practical implications that are debated and ultimately implemented (or not) by the public (Stiftel and Mogg 2007). A public well informed about community and regional policies and planning activities can be a desirable end in itself and is international in scale as well (Stiftel and Mukhopadhyay 2007). In addition, justifying tax dollars spent to support scholarly activity should be of great concern to faculty. Cyberspace is and will increasingly be the means by which planning academics promote their contributions to the profession.

This paper argues that the traditional method of citation analysis, limited to books, book chapters, and journal articles is out-moded and fails to capture a large share of scholarly activity that is now being archived on the web. Planning academics as social scientists should value the extended range of dissemination that is provided by the web and at the same time leverage its inherent functionality as a means to evaluate scholarly output. Output is further delineated as productivity, visibility, reputation, and impact for the purposes of a new evaluation paradigm. An example is provided that shows both individual and faculty metrics can be used as a useful supplement in assessing scholarly activities. The implications of this research touch on issues of scholarly communications, faculty self-promotion, and promotion and tenure.

References

Abstract Index #: 498
TEACHING GEODESIGN: A STUDIO-BASED APPROACH
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Individual Paper

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Geographic Information System (GIS) has been a driving force for promoting environmental understanding and decision making since it emerged in the 1970s. Design, characterized as spatial decision making in a broader sense and practiced across various geo-spatial scales, is a process for arranging physical elements in such a way as to best accomplish a particular purpose. GeoDesign brings GIS into the process of designing human built environments. It integrates geographic information science with design, resulting in a systematic method for spatial planning and decision making. GeoDesign enables designers to think about geospatial data as a part of a creative decision-making process and to translate geographic analysis into built forms. This eventually results in design that more closely follows natural systems. “This benefits both people and nature and provides a more synergistic coexistence” (Artz, et al., 2010).

Carl Steinitz of Harvard University defines GeoDesign as “changing geography by design.” In this definition, the emphasis is on the active role of GeoDesign to shape our surroundings to our desired uses (Artz, et al., 2010; Steinitz, 1995). The desire to change geography considers broader-scale plans beyond individual buildings for a better understanding of the influence of and consequence for the native landscape.

GeoDesign, by its very nature, is a way of thinking, framing, and implementing the design of human settlements. Any discussion about its underlying constructs therefore has to be grounded into the ways in which design, as a process, is conceptualized. In this regard, GeoDesign, as a framework of design, has three fundamental elements that tie closely to the three common conceptions of design. These three elements further serve as the foundational pillars to support the deployment of GeoDesign.
Element No.1: Evaluation – based on the conception that design as an iterative feedback loop of concept generation, performance evaluation, and design refinement.

Element No.2: Visualization – based on the conception that design as spatial thinking relying on seeing in our mind's eye what the intended outcome could be.

Element No.3: Collaboration – based on the conception that design as a participatory process requiring an inclusive, communicative, and interdisciplinary approach to information sharing and public deliberation.

This paper documents our first attempt to teach a design studio course with a special focus on the concept of GeoDesign in an interdisciplinary setting in the Community and Regional Planning Program at the University of Texas at Austin. This semester-long studio course, offered in the spring semester of 2011, attracted ten students from four different graduate-level degree programs in the School of Architecture, including architecture, landscape architecture, urban design, and planning. Students in this studio, in close consultation with the planning staff of City of Elgin Parks and Recreation Department, worked on a number of real-world projects, ranging from a small skate park, a community center, a sustainable agriculture demonstration site, to a complete city-wide trails system re-development.

In this paper, I first outline the underlying three-pillar principles that served as the theoretical foundation of the course. I then explain how these principles were further put to use in the development of the operational framework of the course, including the rationales behind the design of all the learning modules used in the studio. Finally, I briefly discuss the outcome of the course using the feedbacks received from the participating students and also offer some thoughts for potential next steps to carry out this effort further into the future.

References

PROPOSED CHANGES TO ACCREDITATION STANDARDS AND ITS IMPACT ON PLANNING EDUCATION AT HISTORICALLY BLACK COLLEGES AND UNIVERSITIES (HBCUS)

In September 2011, the Planning Accreditation Board (PAB) proposed a Draft document of comprehensive changes to its accreditation standards and criteria (http://www.planningaccreditationboard.org). There was considerable debate on the proposed changes in list serves such as PLANET, and that of Planners of Color Interest Group (POCIG) and of the Global Planning Educators Interest Group (GPEIG). Subsequently a thirty day public comment period took place from November 15 to December 15, 2011, during which various stakeholders provided their comments to PAB (see http://www.planningaccreditationboard.org for these comments). PAB has reviewed comments, and will request the American Institute of Certified (AICP) Commission and the Association of Collegiate Schools of Planning (ACSP) Governing Board to vote to approve the final draft of its Revised Accreditation Standards, while the APA Board will be asked to consent to its reasonableness in April 2012 (http://www.planningaccreditationboard.org). If the proposed changes are adopted without modification, there will be a severe impact on planning programs at Historically Black Colleges and Universities (HBCUs). We are likely to go back to the days of the failing struggles of planning programs to arise and survive at HBCUs (Sen, 1997). We will also undermine their role in increasing the supply of African American planners (Lowe, 2005) as well as other minorities, women, and non-traditional students who may otherwise not have access to planning education. Thus, there is a need to evaluate the impacts of the proposed criteria and prepare for the future of HBCU planning programs. This roundtable brings together two department chairs, two department heads, and a mid-career planner.
program coordinators, and a Ph.D. program director from HBCU planning programs to discuss several critical and institutional dimensions of proposed accreditation criteria and develop some recommendations. The criteria that will be discussed are:

(1) Criterion 2. Students, C. Size of student body

The panel will discuss how this proposed criterion of requiring a student body of 20 or more full-time equivalent (FTE) students can be a significant burden to HBCUs. Among other issues we will discuss (a) if this new requirement interferes with the autonomy of HBCUs in supporting and sustaining small programs and favors the big programs located at Traditionally White Institutions (TWIs); (b) Does a HBCU program need 20 or more full-time equivalent (FTE) students to be delivered adequately or should the program’s ability to offer courses for program continuity, a body of students sufficient to constitute a community of inquiry, and its overall quality be used as an accreditation criterion; (d) do HBCUs have financial resources needed to sustain the proposed FTEs; and (d) is the proposed FTE likely to undermine HBCU mission of providing access to graduate education to minorities, women, non-traditional, and part-time students?

(2) Criterion 6. Program Output and Outcomes Assessment

The panel will discuss how the various components of this proposed criterion can also be an additional burden on HBCUs. Among other issues we will discuss, (a) Do HBCUs have the resources or institutional mechanisms to undertake the extensive data collection required by the proposed criterion; (b) Should there be some flexibility in allowing HBCU programs to compile anecdotal and qualitative data, and determine what kind of data they can collect to document alumni success and satisfaction? (c) Does using AICP status as a measure of success ignore the mobility and career choices made by HBCU planning graduates; and (d) should we have different measures of program degree productivity because of the large number disadvantaged, non-traditional and part time students at HBCUs.

The panelists are: Siddhartha Sen, Morgan State University, Chukudi Izeogu, Alabama Agricultural and Mechanical University, Mukesh Kumar, Jackson State University, Deden Rukmana, Savannah State University, and Lalita Sen, Texas Southern University.

References

A CYBERNETIC VIEW OF PLANNING STUDIO

How have new tools and modes of information sharing changed the opportunities and responsibilities for urban planners and planning educators? This presentation will provide background on the concept of cyberinfrastructure for
research, and will summarize findings from a research seminar and a studio companion course that explored this question at the Harvard University Graduate School of Design (GSD) Department of Urban Planning and Design.

Urban planning is a practice of information transformation and exchange. Observations are collected and interpreted; prior work and precedents are compiled and evaluated; data are gathered and used to understand and model current and historic conditions and processes. Information is organized as models -- conceptual, physical or digital – that are used to develop scenarios and proposals which are ultimately presented for discussion. Whether or not a planning study yields a proposal that is implemented, the information generated through research and associated discussions may be useful for continued studies of the particular place, or as precedents that might be applicable (pro or con) to similar situations elsewhere.

Traditional norms of research rely on attribution and bibliographic references to connect a study to the wider and deeper world of scholarship. Scholarly references of this sort are essential for those who would understand the context of the project and carry it forward. In 2007, the National Science Foundation’s Council on Cyberinfrastructure (NSF CC) proposed new ideals for preserving sharing research data and models in addition to the findings of research projects (NSF CC, 2007). Some of the principles of data stewardship and collaboration outlined in this vision were subsequently mandated for all NSF proposals (National Science Foundation, 2011.) These principles apply very well in the context of urban planning in which communication, collaboration and continuity are critical.

Over the past two years, a research seminar and an elective representation course coordinated with the core planning studio have investigated and applied principles of cyberinfrastructure for planning. Diverging from the typical mode of “Software Training,” these courses placed tools and data into the context of broadly conceived workflows that honor the antecedents and successors of the project – effectively tying each project into a web-based cyberinfrastructure.

Our anecdotal finding is that when students conceive of their research in terms of workflows and information lifecycle, they apply tools more effectively, and the resulting information products of individuals and collaborations are more coherent. This approach to technical pedagogy provides students with useful patterns for organizing collaborative projects and institutional information infrastructure, and for engaging communities through the web.

References

Abstract Index #: 501
URBAN SUSTAINABILITY, PLANNING, PEDAGOGY, AND TECHNOLOGY NEXUS
Abstract System ID#: 4573
Individual Paper

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The intersections of urban sustainability, planning, pedagogy, and technology are briefly reviewed in this paper. The paper is based on two areas of emerging research in a multidisciplinary literature: 1) principles and practices of environmental sustainability in urban planning and design literature, promoted with new urbanism, new regionalism, and smart codes, and 2) instructional learning models in education, aided with telecommunication and multi-media technologies. The intersections indicate the theories, concepts, and practices of planning and design--particularly those with an emphasis on systemic knowledge, holistic understanding, collaborative, communicative action, and best practice models--have synergies with the goals of urban and regional sustainability. Furthermore, these very features are key ingredients of effective education for urban sustainability, particularly in conjunction with advanced telecommunication technologies.

References
ACADEMIC JOB SATISFACTION AND COMMITMENT: A COMPARATIVE ANALYSIS OF WHITE AND NON-WHITE FACULTY MEMBERS

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Studies on academic job satisfaction seem to suggest that minority faculty (non-white) members are often more dissatisfied than majority faculty (white) members because of differences in perception of institutional climate, specifically the attitudes, behaviors, standards and expectations of institutions as well as the policies and practices maintained by academic programs (Lee 2002, Price, et.al.; 2005, Stanley (2006). Others, however, maintain that job satisfaction is a complex concept that can result from achievement, reward, climate and a number of other institutional and personal factors (Kalleberg 1977). Hence, the major question is: are there differences in perception on institutional climate between majority and minority faculty? If so, how does this difference impact the level of job satisfaction in each group?

This study will examine the differences in perception on institutional climate as defined broadly above between the two groups and investigate if this problem can be attributed to differences in job satisfaction and commitment. Job satisfaction refers to a reaction to the role that workers play in workplace and commitment is an intention or desire to remain in an organization (Kalleberg, 1977). Hence, job satisfaction applies to reactions to one’s work, and commitment applies to reactions to organizational context.

The study will be based on data from the Collaborative on Academic Career in Higher Education (COACHE) project maintained by the Harvard Graduate School of Education. The survey includes questions on a number of factors related to personal and institutional values. The data are based on 16,000 faculty members from 127 institutions. Based on the results, the study will try to identify the underlying institutional factors affecting academic job satisfaction. It will also examine if the differences in perception can explain why institutions have difficulty in attracting as well as retaining minority faculty. Also, there will be an attempt to recommend strategies on how to improve job satisfaction for both groups.

References
SUB NO MORE OR SUB FOREVER? THE ROLE OF SUBURBIA IN URBAN AND REGIONAL PLANNING EDUCATION
Abstract System ID#: 4748
Individual Paper

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Suburban communities hold an intriguing position in US culture, being the objects of both scathing critique and romantic paeans. Jane Jacobs, Lewis Mumford, James Howard Kunstler and many others have dismissed them as lacking in vitality and “inherent usefulness,” socially backward, environmentally destructive and devoid of culture (see, for example, Jacobs 1961 and Kunstler 1993). Yet Robert Bruegmann and others defend them as safe, healthy, ideal places to live that express in bricks and mortar all the best aspirations of the American Dream (Bruegmann 2005).

How do planning educators fare when they wade into these controversial waters? As scholars and professionals, the faculty members who train future planners are asked to be objective in their teaching and research and to follow professional codes of conduct exhorting them to work in all kinds of communities. Are they able to do this in light of the contradictory attitudes that shape Americans’ understanding of suburbia? To study this topic, I have used formal content analysis methodology to examine mission statements, graduate course descriptions and course syllabi from the ninety-nine urban and regional planning programs that are members of the Association of Collegiate Schools of Planning. Using a data set of eighty-nine mission statements, almost 4,000 course descriptions, and 415 course syllabi (compiled in the fall of 2011 and winter of 2012) we are studying whether and how graduate planning programs acknowledge the suburb as a distinct type of community worthy of study and prepare students to work in both urban and suburban environments.

Initial analysis indicates that over a third of all graduate course descriptions specifically mention planning in urban communities and a sixth of these indicate a focus on metropolitan regions, but only three percent acknowledge the suburbs as a distinct topic of study. Mission statements are no more likely to mention planning in and for suburban communities (only three of eighty-nine do), whereas two-thirds include specific mention of urban communities, regional communities, or both. Where course syllabi were readily available, we have found similar results: almost half of these mention regions and more than two-thirds urban communities, but less than one-fifth address planning in suburban communities.

These preliminary results suggest that the curricula of graduate planning programs reserve little place for the unique characteristics of suburban communities and the ways in which the planning profession can address the challenges they face. While urban designers have recently taken up the task of reimagining suburban communities for the twenty-first century (Dunham-Jones and Williamson 2009 and Tachieva 2010 are recent notable books on this topic), planners in other areas—transportation, community development, regional economic development, and housing, for example—appear to be less engaged in this topic. This research project, thus, identifies an intriguing mismatch between the descriptions of graduate planning program missions and course content, on the one hand, and the residential choices that over half of Americans have made to live in suburban communities.

References

ENGAGING THE PUBLIC IN THE DESIGN, BUILD, PLAN DISCIPLINES
Abstract System ID#: 4763
Roundtable or Informal Discussion Session

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This session will be encourage a discussion of the new models of engagement and design thinking that faculty and students, particular in the fields of Architecture and Planning, are applying in their coursework, research, and disciplines. This is not a new theme or area of inquiry. A call to action of sorts was put forth by the late Ernest Boyer, president of the Carnegie Foundation for the Advancement of Teaching in his book, Building Community (1996), which outlines the seven priorities for renewing architecture education, the last being, preparation of architects for lives of civic engagement. Boyer writes, “architecture education and practice must be tied to both public and private ends” (p.145). Almost two decades before, Rod Hackney’s work in Great Britain pioneered the community architecture movement where clients and architects had a “creative alliance and working partnership.” The architect’s role (and some respects planners) shifted from expert to enabler, facilitator, and social entrepreneur (Knevitt and Wates, 1987; Towers, 1995). More recently, the work of Tim Brown on convergent and divergent thinking places the idea of “choice” squarely in the design and change conversation (2009, pp. 66-68). In summary, engagement means the joint work of citizens and universities that enhances place, space, and the capacity to choose and act.

Done well, community engagement is a process to achieve social change. It integrates individuals in various power positions with access to resources and creates a space for all voices to be heard. It is a process that facilitates lasting relationships and partnerships. It allows for varied levels of participation, according to the skills and time of those involved. It is a process that must, somehow, be sustained beyond one course or one semester. Engagement should be mutually beneficial for all parties involved, advancing the work and achievement of participants, and reflecting on the community knowledge that is present.

Architecture schools across the country are the training grounds for future leaders in the design, build, and planning professions of our society—the professions that are primarily responsible for defining and shaping the spaces we inhabit and the decisions we make about we will live together. Further, most of the problems in the world are “wicked” problems—climate change, biodiversity, overpopulation, housing, and poverty—to name only a few. These issues and many more need the expertise and intellectual capital that higher education can provide through teaching, research, and practice. These are the issues that drive much of the work in Architecture Schools. Thus, we believe that these schools can provide a new prototype of civic engagement. This session will explore this idea and the examples that support it. Questions that will be addressed during the session are as follow:

• What is “building community” and how can you teach and practice it throughout the areas of study that comprise Architecture Schools—architecture, design, planning, landscape and history?

• What is different about vehicles for engagement in the disciplines and practice of Architecture Schools and in planning departments specifically? Do we need a typology of engagement?

• What strategies used by faculty and students in Architecture Schools builds the capacity of citizens to take action on the issues that affect their lives?

References
PROFESSIONAL EDUCATION IN PLANNING: AN OVERVIEW OF OFFERINGS AND STRATEGY TO MOVE FORWARD

Abstract System ID#: 4770
Individual Paper

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Planners are increasingly looking for post-professional opportunities to expand their expertise, learn about best practices and obtain CM (certification maintenance) credits. At the same time, urban planning programs, faced with declining state budgets, are looking for ways to increase revenues to support their urban planning mission. This need presents a great opportunity for universities and colleges to expand their offerings of education opportunities for professional planners, but as yet, few departments are taking advantage of it. This paper will explore the different offerings available to professionals and provide a concise cross-comparison of each of the eight programs, focusing on their differences and successes in an attempt to develop guidelines for both students looking for programs and for educators contemplating initiating a new program of their own. Best practices will be presented, and recommendations for changes to existing and future programs will be made.

This study uses a survey of ACSP Member schools (totaling 124 schools in the U.S. and Canada) to evaluate the degree to which accredited Planning departments are taking advantage of professional education opportunities. My study yielded only eight programs for non-degree education and coursework opportunities.

References

THE VALUE OF INTERDISCIPLINARY AND CROSS CULTURAL STUDIO COURSES IN THE ENVIRONMENTAL DESIGN FIELDS

Abstract System ID#: 4781
Individual Paper

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Interdisciplinary studio-based projects can lead students to a greater understanding of the complexity of design and development problems, the language and contributions of our partner design and development fields, and a more comprehensive understanding of the strengths and limitations of their own planning field. Cross cultural studios expose students and faculty to the legal, institutional, and cultural value systems of a new place, and at the same time makes us aware of the implicit assumptions that lie under the environment in which we work at home. This paper discusses the value of an interdisciplinary, cross-cultural studio; describes how we established an interdisciplinary, cross cultural studio at the University of Maryland's School of Architecture, Planning, and Preservation, working with St. Petersburg State University School of Architecture and Civil Engineering (SPSUACE); and reports on a survey of participants in our program in 1996, 2003, 2006, and 2009.

References

Abstract Index #: 507

A NEW CENTURY OF UNDERGRADUATE EDUCATION
Abstract System ID#: 4787
Roundtable or Informal Discussion Session

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President Contant formed a task force to consider the past, present, and future of undergraduate urban planning education. That task force has worked over the last two years to develop a draft report, which will be presented in overview at this roundtable. Participants will discuss the issues that have arisen during our deliberations with the intent of helping ACSP member programs regarding undergraduate education. A growing number of schools are offering some variation of undergraduate education experience -- ranging from a minor to a major, individual courses to integrated degrees. Our hope is to present a typology of those offerings, issues and challenges regarding them, and possible ways to overcome those challenges. We imagine this roundtable as an interactive discussion about the state of and future of undergraduate planning education.

References

Abstract Index #: 508

Abstract System ID#: 4821
Roundtable or Informal Discussion Session

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As globalization takes place in the 21st century, how can planning education prepare students for the challenges posed by globalization? What skills/knowledge are they learning that will allow them to function effectively in a world that has become increasingly interconnected? Answering these questions would require intensified dialogue between planning educators across the world (Afshar 2001). Meanwhile, with a marked increase in the flow of international students seeking education outside their home countries, how to encourage students to learn from contexts and people other than their own is a challenge planning education faces today (Goldstein et al. 2006). This roundtable will examine...
these questions by comparing the planning education systems in both China and the U.S. In particular, it will bring
 together four distinguished speakers to discuss these issues. Two of them are chair (or former chair) of top Chinese
 planning programs; the other two are chairs of planning programs in the U.S. Selected students from the local
 conference host will also participate in both presentation and discussion to share their perspective.

1. Development of Urban Planning Education in China, the Case of Nanjing University
   Guofang Zhai (Professor and Chair of Urban Planning Department, Nanjing University, China)
   In response to the needs of China’s socioeconomic development, Nanjing University took the lead in transforming
   the discipline of economic/human geography into urban and regional planning 35 years ago. Today its urban
   planning program has become one of the leading bases for planning education and research in China. Prof. Zhai
   will review the history of the urban planning program, examine the challenges it faces today and the strategies that
   have been developed to address these challenges.

2. Resurgence of Planning Education with the Study Abroad Opportunities in China
   Zhenwei Peng (Professor, Department of Urban Planning, Tongji University, China)
   Ying Wei (Planning doctoral student, Tongji University)
   Yan Chen (Master of Community Planning Students, University of Cincinnati),
   Because of the rapid urbanization in China, many planning students in the U.S. have expressed interest to study in
   China. This presentation will provide an overview on the planning education system in China such as the planning
   curricula, requirement, practice and students’ perspective. Prof. Peng will, in particular, introduce the
   opportunities offered by the urban planning program in Tongji University.

3. Resurgence of Planning Education with a Rising Number of Students from China
   Xinhao Wang (Professor and Interim Director, School of Planning, University of Cincinnati)
   Zhe Mu and Han Gao (Master of Community Planning Students, University of Cincinnati)
   Many universities in the U.S. have been actively recruiting international students, including students from China.
   The increasing number of international students can affect the classroom dynamics and topics discussed in the
   classroom, as well as the skills and knowledge students bring to the program. After summarizing the background of
   undergraduate planning programs and students in China, this presentation will discuss the students’ perspective on
   the extent to which their undergraduate education in China has prepared them for graduate studies in the U.S. and
   their expectations and learning objectives.

4. Doctoral Planning Education in China and the U.S.
   Qing Shen (Professor and Chair, Department of Urban Design and Planning, University of Washington)
   This presentation will compare the distinctive characteristics and strengths of urban planning doctoral programs in
   the U.S. with those of programs in China. Drawing upon his experiences as a visiting professor at two Chinese
   universities and faculty appointments at three American institutions, Prof. Shen will share his observations and
   insights on what the two education systems can learn from each other.

   Discussant: Xueming Chen (Chair, Board of Directors, International Association for China Planning)

This roundtable is being convened by the International Association for China Planning (IACP).

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Abstract Index #: 509
LARGE URBAN SYSTEMS IN A REMOTE LOCATION: AN EXERCISE IN MAPPING
Abstract System ID#: 4880
Individual Paper

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Studio projects offer students opportunities to shape and test their approach to design. These challenges require increasing knowledge and skills to address complex situations, which prepare them to develop insightful, creative, and informed design approaches. This paper presents the case of a studio project where students in Utah had to structure and map their understanding and conclusions regarding possible interventions in a large urban area in Monterrey, Northern Mexico. As the final studio course for senior students, the idea was to offer them an exercise to make them more aware of their own design process. The studio worked on the integration of urban systems at the metropolitan scale and the representation of findings through mapped concepts. Building connections among systems presented the students with a unique creative challenge, especially at such a large scale, to define their own understanding of relevant issues to address.

The studio process was structured in three main phases: mapping, representation and intervention. Mapping exercises and lectures helped capture available information and required students to establish a common graphic language to represent what they learned about the place. Through representation students focused on how to integrate mapped information and construct a design statement. Intervention required to frame their analysis and conclusions delineating an intervention in a more prescriptive statement, which needed to be mapped as well.

During studio sessions, students soon realized the need to summarize and represent their ideas and conclusions, so not to loose grasp of the topic due to the large scale and the remote location. Cultural and physical distance with the site offered a variety of challenges that made the students reflect on their own approach to design and planning. Final works were classified in three main areas: the ones dealing with the physical and formal aspects of the place, those identifying a single issue and describing its association with the urban form, and those selecting an non-formal characteristic or a specific place and representing it.

References

Abstract Index #: 510
RETHINKING PHYSICAL PLANNING AND DESIGN IN THE PLANNING CURRICULUM
Abstract System ID#: 4908
Individual Paper

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This paper examines the physical planning and design curricula of master’s degree programs of accredited planning schools in the United States. The objective is to explore several questions surrounding physical planning and design as it relates to core curricula, attitudes regarding its relevance to planning practice, and the requirements for planning program acceptability.
With the growing concern about the quality of the built-environment, there is a recognition that planners need to understand the “physicality” and complexity of place. Yet, there are planning professionals involved in policy and governance who continue to make critical and far-reaching decisions that shape the built landscape without the fundamental understanding of how and the elements involved in place-making.

Since the 1960s and 1970s, urban planning has labored to define an appropriate role for physical planning and design in the education of planners with the shift in emphasis from physical planning as the solution to most urban problems to a concern with social and economic policy as well as political activism. This tension between a physicalist versus a social-economic search for the good city is reflected in the ambiguity of the appropriate place of physical planning and design in planning education.

With the shift, the planning studio/workshop has become less important as a pedagogical tool in planning education. Consequently, planning students are increasingly missing out on the opportunity to develop skills in physical planning and design approaches to city planning. The clearest indication of a planning program’s philosophy and program focus is its curriculum. The research that informs this paper, seeks to answer a primary question: has the decline in physical planning coincided with changes in the perception of the usefulness of the studio as a pedagogical device. A review of physical planning and design curriculum across the U. S. could reveal a resurgence of studio-based learning as a pedagogical tool in city planning curricula and perhaps, recognition of the convergence of planning as physical planning and design and as process.

Data collection methods for the research involved two types of data sources: core curriculum and course syllabi and a survey of faculty members that teach physical planning and design courses and program chairs. Planning programs were selected from the ACSP Guide to Undergraduate and Graduate Education in Planning (2011). The objective was to answer among other questions, how well physical planning and design fits the core mission of the program, the number of studios required, the content of the studios, the correlation between studio content and physical planning and design skill acquisition, if the studio or workshop is taught by an FTE or an adjunct, contact hours per week, etc. Findings from this research will hopefully be the beginning of a dialogue about the need to rethink the role and importance of physical planning and design in the planning curriculum and the development of skills by students to meet the concerns for better place-making.

References

Abstract Index #: 511
PLANNING RESURGENCE: THE TWIN HURDLES OF IDENTITY AND ORIGINALITY, AND CHALLENGES FOR PLANNING EDUCATION.
Abstract System ID#: 4960
Individual Paper
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Since the inception of planning as a profession, the trajectories and confluences of planning practice and planning education have been determined or dictated by trends in the political economy of growth and development, two key elements that determine standard of living and quality of life over time and space. From its formative stages, when planning focused on the design of space, to now, when planning seeks to integrate all local functions and address all prioritized public goals under the rubric of sustainable development, both planning practice and education have tried to adapt and find relevance in the collage of policy making, public dialogue and problem-solving at all levels of governance, especially the local level. In what planning scholars describe as the commodification of urban space and
the built environment in the contemporary neoliberal era, not only has the identity of the planning profession been obfuscated by allied or competing environmental design professions, but planning scholarship has also almost abandoned or shied away from the originality of thought that marked the ‘Gedankenexperiment’ of the urban seers or utopians who ‘birthed’ and the profession and shaped its thought and action processes to date. Against this backdrop of blurry identity and unoriginal knowledge-base, this paper addresses the critical question of how planning education can facilitate how the planning profession tackles its twin problems of identity and originality of thought in the quest for professional resurgence and relevance, and in the face of covert and overt competition from allied environmental design professions. Based on firsthand observations in both planning practice and education in three continents over a three-decade period, the author posits that planning educators need to design planning curricula that prepare ‘universal’ planners rather than planners within specific borders. Such curricula would embolden planning scholars and practitioners to comprehend the uniqueness of their profession, identify its role and status in the tapestry of government and citizen activism, conceptualize planning constructs that are adaptable beyond their primordial borders, and promote or advocate the rightful place of the profession in the scheme of governance. This type of educational approach has been necessitated by the advent of globalization. A major implication of globalization for planning education and practice is trans-border application, sharing, adoption and adaptation of planning ideas, knowledge, skills and paradigms. Citing evidence from the Gulf region, which would remain a ‘hot’ growth region in the world for the foreseeable future, this paper opines that planning experts and educators crossing national and cultural borders, trailing ‘greener’ growth, development and consultancy pastures, does not translate into a resurgence of the profession. The paper argues, in conclusion, that planning resurgence will begin or occur only when planning schools educate and graduate planners who are equipped with the core and soft skills and knowledge to orchestrate planning resurgence in the ‘so-called’ real world. Some key challenges confronting planning schools in the US and the Gulf in achieving this ‘training’ mission will be highlighted.

References
issues of environmental and social inequality in academic and professional worlds. Planners Network members and everyone else are invited to join the discussion. Peter Marcuse will moderate and participate in the discussion.

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Abstract Index #: 513
REDEFINING THE ROLE OF STUDENT-RUN JOURNALS IN THE PLANNING COMMUNITY
Abstract System ID#: 4971
Roundtable or Informal Discussion Session

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The year 2012 marks the 20th anniversary of Critical Planning, the UCLA department of Urban Planning’s student run journal. For the past two decades, doctoral and masters students have collectively produced an annual compilation of cutting-edge literature in the field. In addition to providing an essential outlet for critical scholarship, Critical Planning provides students with valuable experience in the editing, peer-review, and publishing process. Participation in the journal also offers students an opportunity to weigh in on emerging planning discourses.

Student-run journals in urban planning departments across the country play an important role in helping students develop the skills necessary to participate in academic and professional planning dialogues. However, until now there has been minimal collaboration between student journals. Moreover, there is a considerable disconnect between the production and content of student-run journals, and the needs and interests of professional masters students and planning practitioners. We propose a roundtable discussion to address these challenges, propose solutions, and foster future collaborative efforts between journals.

The roundtable discussion will include current and past managing editors from leading urban planning student journals. Editors may consider some of the following questions:

- In what ways does your student-run journal foster a collaborative learning environment among students?
- How has participating with your journal enhanced your educational experience, and your knowledge of the academic submission and publication process?
- Who is your target audience? What is the mission of your journal, and what are your goals? How can your journal increase its relevance within your department, and the field?
- What challenges has your journal faced, and what are your hopes for and concerns about the future?
- What suggestions do you have for incorporating the interests and needs of professional masters students and planning practitioners?
- What potential is there for collaboration between student-run journals?

Through this roundtable, we anticipate building relationships among student journals as a foundation for future cooperative publications and projects.

If this proposal is accepted, we plan to work with other student editors during the spring and summer to finalize a list of questions, discussion topics, and participants. We look forward to the opportunity for initiating these joint efforts at a national urban planning forum.

Abstract Index #: 514
AUDIO-WALKS: INTERACTIVE DOCUMENTARY ART FOR PLANNING EDUCATION AND RESEARCH
Abstract System ID#: 5072
Walking, both as ethnographic research method and as artistic form, has attracted many artists and scholars interested in aesthetic and intellectual experience, and it could very well contribute to the resurgence of planning in the 21st century. However, despite its potentially deep insights into various planning issues – into walkability for instance – this approach has not been applied in planning research and practice very often.

In this paper, I discuss how interactive documentary art involving walking provides planners with methods and tools for an integrated, sensory and intellectual approach to understanding the cultural geographies of a place. Moreover, the true power of interdisciplinarity involving art and geography, which some have recently termed GeoHumanities (Dear, Ketchum, Luria, & Richardson, 2011) – and I would like to add planning –, might lie in the analysis of the research process. There, epistemological questions let us investigate the social, historical and spatial dialectic (Soja, 2010) at work in the practice and the representations of walking, as well as in the research on walking.

I will illustrate these two aspects of my paper, pedagogical and theoretical, by reference to an interdisciplinary, undergraduate-level class project that took place in Urban Affairs and Planning at Virginia Tech in 2011. Combining interactive documentary art and social sciences, this project called “Blacksburg Walks” set out to map the geographies of food in the multi-layered cultural and physical landscapes of Blacksburg, Virginia. Walking was both its feature research method and its display form: we produced a series of audio-walks, self-guided, digital, topical tours containing soundscapes of narration, local music and community and university voices.

After a brief presentation of the project and the final audio-walks, I contextualise some of the challenges met in interdisciplinary work, with the goal of providing pedagogical experience for those interested in working with documentary art in planning education. Second, I offer a critical examination of this method’s epistemological challenge of an implicit reference to modern dualisms of body/mind, nature/society in analysing the walking body as a natural-neutral tool for research generating embodied knowledge. This reference carries a social imaginary of the body as untouched by spatio-temporal influences (Harvey, 2000; Sennett, 1996), while body and nature are social productions. In the research of food systems, walkability and sustainability, social representations of nature and the body on the one hand, and of technology on the other hand, play an important role in shaping our research practice (Marcuse, 1991). Third, I propose that using documentary art both in research and in teaching in urban affairs and planning a) provides broader insight into the topic at stake for the researcher and for the community and b) offers valuable space for epistemological questions that could shed light on the social practices we study – in this case walking.

References
THE HISTORY AND IMPACT OF PRESIDENT JIMMY CARTER'S URBAN POLICY

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In 1976, Georgia Governor Jimmy Carter, campaigning for the presidency of the United States, declared in a speech to the U.S. Conference of Mayors in Milwaukee, Wisconsin, that June, “the mayors of America . . . will have a friend, an ally, and a partner in the White House.” Once elected, President Jimmy Carter sought to make good on his promise. On March 21, 1977, Carter issued a directive to six federal cabinet heads to form a “working policy group on urban and regional development.” The group’s purpose, wrote Carter, would be to conduct a comprehensive review of all federal programs affecting “urban and regional areas,” seek input from state and local officials concerning the federal government’s role in the development of these areas, and to submit administrative and legislative recommendations to him. Carter placed Patricia Roberts Harris, Secretary of Housing and Urban Development, in charge of convening this group, and stressed that it was to be a “joint project with full participation by each of your departments, as well as other federal agencies where appropriate” and a “high priority for my Administration.” He designated Jack Watson, assistant to the president for intergovernmental affairs, and Stuart Eizenstat, director of the Domestic Policy Staff (DPS), to support the effort from the White House.

The policy-making process ended over a year later, during which federal department officials, public interest groups, big city mayors, and state governors jousted with each other over the focus and extent of the urban policy. The attempt yielded proposals for federally supported regional land-use planning, regional tax-base sharing, neighborhood empowerment, an urban development bank, and “urban impact analysis” of federally supported projects. This paper chronicles the formulation of the urban policy, its initiatives, and its eventual implementation, and questions whether a national urban policy for the United States can ever be developed.

References

PLANNING IDEAS THAT MATTER: LIVABILITY, TERRITORIALITY, GOVERNANCE, AND REFLECTIVE PRACTICE

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Livability, territoriality, governance, and reflective professional practice are four key themes that have shaped urban and regional planning in both theory and practice. Planning Ideas That Matter (forthcoming MIT Press 2012), charts the trajectories of these powerful planning ideas in an increasingly interconnected world. This roundtable features the editors of Planning Ideas that Matter, Bishwapriya Sanyal (MIT), Lawrence J. Vale (MIT), and Christina Rosan (Temple University), who will chair the session, along with the chapter authors: Raphaël Fishler (McGill), Robert Fishman (University of Michigan), Mohammad Qadeer (Queen’s University), Michael Teitz (Berkeley), and Peter Ward (University of Texas, Austin). The roundtable will explore the four themes in planning. Livability will be discussed in terms of such issues as urban density, land use, and the relationship between the built environment and natural systems. Territoriality examines levels of territorial organization, drawing on literature on regionalism, metropolitanism, and territorial competition. Governance describes the ways planning connects to policy making and implementation in a variety of political contexts. Reflective practice explores how planners conceive of their work and learn from practice.

References


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In the 1940s and 50s, L.A. was one of the most affordable cities in America, a beacon of hope and opportunity that attracted people in search of the American Dream; today, L.A. is one of our least affordable cities in large part due to a chronic housing shortage, an untenable condition that threatens its quality of life and economic prosperity. How this dramatic transformation took place –why L.A. down-zoned itself from a projected population of 7.5 million to 4 million beginning in the 1960s – is the subject of this paper.

The paper is focused around the specific question: “how did changes in land use policy (specifically density, height, parking, setbacks, and lot areas) affect housing supply?” While land use analysis is often a snapshot in time, an historical perspective that illustrates the cumulative impact of successive iterations of land use changes allows us to understand the unintended consequences of overly restrictive policies on housing supply, but also – given that L.A. has just reached its 4 million capacity – to evaluate how a resurgence of planning can begin to alleviate the housing shortage.

The paper adds to the literature on L.A. planning history, the determinants & impacts of land use policy, and housing affordability & zoning reform. While much of L.A.’s planning history concerns its origins (e.g. Fogelson 1967) or post-modern urbanism (e.g. Soja 2000), this paper fills a gap in the literature by exploring the transition period following the post-war boom (see Hise 1999); the influence of homeowners associations on a new decentralized planning system of Community Plans is especially important. Moreover, this is the first historical study of L.A.’s Community Plans, thus presents original primary research on a rich historic resource. The paper also evaluates the motivations behind these land use changes, testing the four theories identified in the determinants literature – externality, fiscal, highest-and-best-use and, especially, exclusionary zoning (Pogoszinski and Sass 1994). The paper also makes a unique contribution to the affordable housing literature, not by evaluating traditional remedies such as inclusionary zoning (e.g. Mukhija et al 2010), but by showing how underlying land use policies have constrained housing supply, which in turn, has contributed to L.A.’s affordability crisis.

The paper uses mixed-methods, combining archival research with quantitative and spatial analysis of land use changes. For each of L.A.’s 35 Community Plans, land use changes are compared across three plan updates (one from each
decade – 1970s, 80s, and 90s); the resultant analysis represents both a history of L.A. down-zoning and a rich spatial analysis (with corresponding maps) of where these transformations have taken place.

While this research project is on-going (it is part one of a two-part dissertation), this paper is a stand-alone piece whose preliminary findings illustrate the dramatic reduction of land use capacity of L.A. and begin to explain the spatial polarization that characterizes the City. It also sets up the rationale for part two (which I expect to present at ACSP next year) that compares two Community Plan areas in detail – an affluent, largely white, suburban area (Encino) and a poor, largely minority, urban area (Westlake) – illustrating how downloading of planning responsibility to local communities coincided with the increasing mobility of minorities in L.A. following the abolishment of racially-restrictive covenants. In so doing, part two illustrates the exclusionary nature of many of L.A.’s efforts to enact restrictive residential land use policies.

References

TVA ON THE FRASER: THE INTELLECTUAL AND INSTITUTIONAL ORIGINS OF REGIONAL PLANNING IN VANCOUVER
Abstract System ID#: 4367
Individual Paper

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Like its American neighbor Portland, Vancouver is recognized as a “capital of good planning” (Abbott 2000) and the birthplace of an environmentally conscious and design-oriented mode of urbanism and urban development. However, the planning literature has focused on the City of Vancouver rather than on the region as a whole (e.g. Ward 1999). This paper elucidates the sources of Vancouver’s distinctive regional planning ideas and employs an historical institutionalist approach to explain why they have persisted (Pierson 2004; Mahoney and Thelen 2010). The result is not only a case study in the diffusion of planning ideas, but also an analysis of policy durability.

On the basis of archival research, the paper demonstrates that Vancouver’s regional planning was profoundly influenced in the late 1940s by New Deal experiments with comprehensive river basin planning in the United States, principally through the Tennessee Valley Authority. These ideas were introduced by Canadians who had absorbed American regionalist ideas while studying at MIT and UNC-Chapel Hill.

The ideas and practices found purchase and endured by virtue of conducive legal and institutional structures, physical environmental characteristics, and government agendas. These included local experience with flexible service delivery districts, provincial legislation authorizing the creation of regional planning boards, the creation of a new planning school at the University of British Columbia, multi-partisan support for the postwar infrastructural modernization of hinterland areas, and a regional landscape defined by clear physical limits. A further impetus was a catastrophic flood of the Fraser River in 1948. The confluence of these separate factors at the end of the war constituted a critical juncture that locked in a set of principles, practices, and governmental frameworks for planning a region that encompassed not only Vancouver and its suburbs but also agricultural and wilderness areas stretching 100 miles to the east. While
modified over time, the package of planning and governance ideas institutionalized at that time persists to the present
day.

The paper concludes with the observation that Vancouver’s model of regional planning and governance is
quintessentially American in its localist resistance to central control, yet it has proven more effective than its American
equivalents. This is in part due to its early embedding in local planning practice. Its creation having been contingent on
a particular configuration of factors and timing and sequence of events, the Vancouver model is unlikely to be exported
to other jurisdictions.

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Abstract Index #: 519
THE IDEOLOGY OF PROGRESS THROUGH FOUR PLANNING ERAS: PROGRESSIVE, MODERNIST,
URBAN CRISIS, SUSTAINABLE
Abstract System ID#: 4383
Individual Paper

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Planning scholars are ambivalent about progress, overtly dismissing the ideology of progress as an antiquated faith and
tacitly believing in it. Yet progress is arguably the planning profession’s stock in trade, and the rejection of progress is
the rejection of planning itself. I retrace this contradictory and uncertain stance toward "progress" in four planning eras.
I investigate planning books, journals, plans and periodicals, observing the evolving relationship between faith and
skepticism of progress, the connection between progress and specific activities (e.g., housing reform, public works
projects, economic development, land use regulation), and the ways that “progress” is evoked to justify planning
interventions. These texts illustrate the transformation of “progress” since the Progressive Era, from the contradictory
mix of social reform and rational ambition during Modernism, the humbling pushback of the urban renewal/urban crisis
era, and progress’s arguably cartoonish villainization during the postmodern, sustainability era.

Critics of progress gleefully point to the contradictions of human advancement and regression: remarkable innovations
in technology, communications and computation simultaneous with persistent poverty, inequality, corruption, violence
and human folly. Are these contradictions proof of the myth of progress? Not necessarily. But this paradox leads me to
differentiate between three forms: theoretical/scientific progress (both analytical and normative); progress in planning
practices; and progress in urban development (e.g., improvements in housing conditions, transportation, livability). The
uneven development of these three areas –the third typically lags behind the first two – has understandably fueled the
skepticism of progress.

I argue for a reinvigoration of “progress.” The OED defines progress as "going on to a further or higher stage, or to
further or higher stages successively; advance, advancement; growth, development, continuous increase; usually in
good sense…” These neutral generalities are inadequate as guides to planning action. The concept only takes on its full
power within its social context, allied with social movements and political institutions, carrying normative
consequences. For planners, progress takes concrete form in the built environment: private and civic projects that
improve individual utility, promote collective interests, and embody community values and identities.
I argue for a critical rehabilitation as a means to reconcile progress and planning. The viable choice is not between progress and no progress, but instead between two divergent visions of progress: a neo-liberal vision as predominantly private economic growth, and a return to a belief that planning's mission is to balance two complementary sources of progress: private entrepreneurship and public governance. Continued reactive opposition to progress merely puts planning on the defensive, allowing opponents of planning to redefine progress in narrow terms and rhetorically use it in their attacks on planning. A forgotten lesson of the Progressive Era was that reformers used the politics of progress to expand the public interest and thus also public civic spaces and planning itself. To promote a vision of progress is to stake a claim on the future and to assert the importance of planning as a viable counterbalance to private markets in the design and construction of this future. The public still has a strong aspiration for "progress" that planners need to tap into rather than shun.

Finally, a compelling reconfiguration of “progress” would need to address the challenges thrown up by three historical planning legacies: the heavy-handed censuring of modernism; the bruising experiences with urban renewal during the urban crisis (and labeled as “wicked problems”); and the recent embrace of sustainability. Engaging these three oppositional tendencies to progress could not only lead to a revitalization of “progress” in the planning vocabulary, but also trigger a healthy, corrective revision of planners' stances towards modernism, the urban crisis and sustainability.

References

New York's Metropolitan Transportation Authority 1965-1990: From Disrepair and Decay to Repair and Restructuring

NEW YORK'S METROPOLITAN TRANSPORTATION AUTHORITY 1965-1990: FROM DISREPAIR AND DECAY TO REPAIR AND Restructuring

The New York Metropolitan Transportation Authority (MTA) has faced years of difficulty raising enough revenue to operate its transit service at current levels while simultaneously improving its image among New Yorkers and visitors. The origins of these challenges call back to the founding of the MTA in the 1960s as a public institution to save the struggling mass transit companies and continue popular but unprofitable transit services in the nation's largest city. A turning point came at the end of the 1970s, when new goals were put into place to repair the existing transit system and restructure the organization of the MTA. The themes of repair and restructuring were consistent with the motives of city and state governments throughout the nation, but the MTA as a regional entity charged with providing mobility services to a diverse population became at odds with itself as it began a delicate act of balancing the goals of its patrons with those of an increasingly important group, its investors.

This paper builds on existing work in two major research areas. First, it converses with the work of public transport scholars who have investigated the conflicting goals of public transport agencies (Brown, 2005; Sanchez et al, 2004; Taylor, 2000; Garrett and Taylor, 1999). These scholars broadly agree that transportation policies have inequitable effects on minorities and low-income people, but they leave room for interpretation as to why this is happening. This paper attempts to explore in greater depth the reasons why public transport agencies do not or cannot pursue equitable or redistributive policies.
This paper also attempts to connect the story of the MTA to another area of urban scholarship, the urban restructuring conversation. To understand the deeper question of why public transport agencies such as the MTA will not or cannot pursue more equitable goals, I link the story to state, national, and international political and economic trends. Urban areas were subjected to intense pressure to change from highly-managed Fordist economies to much more flexible entrepreneurial strategies within a tightly knit public-private arrangement (Harvey, 1989). During this time period, private business elites began to pressure public agencies to privatize assets, and revenues redirected from federal and state governments were on the decline. Public transport agencies like the MTA had to become creative in their pursuit of new revenue while controlling their costs. These fiscal imperatives differed greatly from the previous era of state- and federal-funded management.

This paper focuses on three questions: (1) How did the goals of the MTA change during the 1970s and 1980s as a result of larger trends in urban restructuring? (2) Who were the agents involved in these changes? (3) What were the important institutional, geographic, organizational, and political sites in which change occurred?

My paper uses qualitative methods of archival research and key informant interviews to address these research questions. Twenty years of MTA annual reports, legislative communications, long-range plans, and newspaper reports are the primary research materials. Key informant interviews provide triangulation and supplementary material to the data found in the archival documents. The goal of this research is to follow both the finances and the actors involved in creating and recreating the MTA.

This research is part of a broader historical study of the MTA and its relations with a variety of actors. My findings show how the conflicting goals of investors and patrons (riders) are common among transit agencies in the 1970s, 1980s, and even continuing to today. The specifics of the MTA case illustrate how these struggles affect even the most global of cities and are not easily addressed by "professionalization", "scientification" (Brown, 2006), or "depoliticalization" of government.

References

Abstract Index #: 521
THE MAKING OF A DISASTER: URBAN DEVELOPMENT AND EARTHQUAKE RISK IN ISTANBUL
Abstract System ID#: 4480
Individual Paper
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With its unique location and cultural background, the mega-city of Istanbul serves as the commercial and the cultural center, as well as the heart of the Turkish economy. However, the natural setting that has created the potency of its urban environment is also a character that threatens it. Located in an active earthquake zone, Istanbul’s history has been interrupted many times by earthquakes; and today history is about to repeat itself as scientists predict that in the near future, the city will experience a major earthquake.

This paper will examine the interplays between urban development and disaster vulnerability in the metropolitan city of Istanbul. The paper will start by examining Istanbul’s earthquake hazard susceptibility and risk. This section will
investigate the current earthquake hazard and risk in the Istanbul Metropolitan Area. This section will also review
hazard assessment for the Istanbul region, and vulnerability analysis, identifying the potential risk for the metropolitan
city.

The paper will then go back in history, and analyze Istanbul’s urban development and planning practices pertaining to
the city’s current vulnerability, in order to understand the role of urban planning and development actions and policies
in the making of the 1999 earthquake disaster and creating the current socio-economic and spatial vulnerability in the
city.

This exploration will show that despite an historical record of earthquake risk, the city’s development has shown signs
of disregard at the potency of earthquake hazards in the city, and that none of the planning studies (except for the 1996
master planning study) considered Istanbul’s past disasters. Even though geological studies that were undertaken
during the preparation of the 1976 plan indicated unsuitable settlements, this problem was ignored, making its way into
future planning studies. Consequently, a commercial centre and a large-scale residential development were proposed
between the lakes, an area, which had the highest level of destruction in the 1999 earthquake and is again expected to
have the highest exposure in a possible future earthquake.

The explorations will also reveal the negative impact of unsustainable urban development on creating the vulnerability
of populations in Istanbul. Analysis of the urban development and planning of the Istanbul Metropolitan Area will
indicate the importance of problem recognition as the essential component of creating sustainable and disaster-resistant
communities. One-dimensional and short term planning activities, in addition to the lack of national development
policies, will be declared to be the second set of problems Istanbul has faced that have resulted in the enormous
difficulty of creating sustainable living conditions in Istanbul.

The chapter will end by providing a summary of the results of these studies, and bringing out lessons learned to achieve
earthquake risk reduction and a more sustainable urban development in the metropolitan city of Istanbul.

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Abstract Index #: 522
A RETURN TO NATIONAL LAND USE POLICY? HUD AND THE 1970S ROOTS OF THE
INSTITUTIONAL CHALLENGE OF URBAN ENVIRONMENTALISM
Abstract System ID#: 4529
Individual Paper

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A key historical moment that defined the limits of environmental land use planning in the United States occurred in the
early 1970s when congress, the president, and federal agency staff debated the possibility of creating a national land
use policy. Though these debates did not result in passage of legislation, they did generate a national conversation
about the proper role for social and ecological regulation with regard to land use in postwar America.

The institutional challenges faced by contemporary urban environmental planners were solidified in the wake of the
national land use policy debates. A key to understanding these challenges can be found in the dispute over which
federal agency should administer the proposed policy. The Department of Housing and Urban Development (HUD) was oriented toward issues of community development and housing. It was supported by the initial bill sponsors, including the administration of President Richard Nixon and local governments. There was a push, though, by environmentalists and others to bring the national land use policy under the Department of the Interior (DOI). The DOI controlled public lands, mostly outside of cities, and was oriented toward conservation of natural resources. The debate over who should administer the act, then, was not a simple battle for bureaucratic turf. It was a statement on whether land use policy in the United States should focus on community development or environmental issues. The conversation around the national land use policy did not resolve this question. Rather, it solidified an institutional divide between community development and environmentalism. This divided institutional context is one of the major challenges faced by contemporary urban environmental planners.

In order to better understand how the day-to-day discussion around the proposal for a national land use policy shaped the institutional structure that formed around community development and environmentalism in the 1970s, this paper presents the results of a detailed analysis of federal archived documents dated between 1970 and 1975 related to the National Land Use Policy Act. The archival analysis uses largely untapped archival materials from the two federal urban policy entities active at the time, including HUD and the Urban Affairs Council (UAC). It also draws from Richard Nixon’s staff files contained in his presidential library collection. In all, this study is based on examination of roughly 600 pages of relevant memos, policy reports, and other archived materials contained within the National Archives II facility in College Park, Maryland.

This paper argues that the national land use policy debates of the 1970s helped create a divided institutional structure for urban environmental planning. This divided structure has begun to be undone at various levels, leaving the question open: will there be a return to a national land use policy debate in the United States? References


Abstract Index #: 523
PATH DEPENDENCE IN URBAN SPACE: CONDOMINIUM, GATED COMMUNITIES AND POSITIVE FEEDBACK
Abstract System ID#: 4601
Individual Paper

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A major focus of my recent research is on processes of institutional borrowing and transformation in different settings, and the subsequent policy trajectories of particular institutions over time (Sorensen 2010; 2011a; b). This paper examines the circumstances surrounding and the outcomes of the development of condominium (strata) ownership legal frameworks in Japan and Canada in the late 1960s. Condominium ownership is undoubtedly one of the most influential innovations in property ownership during the second half of the 20th century, and such models were introduced to Japan, Canada and much of the United States at about the same time during the 1960s. Condominium ownership has since grown to occupy a significant share of all housing ownership in all three countries. This is a highly specific form of property ownership, in which individuals own their housing unit outright, but have shared ownership
of the underlying land, and must enter into co-ownership and management agreements for shared facilities. The structure of such agreements, best practice with regard to property management, ongoing maintenance, financial reserves, legal and professional governance of management organizations, etc. all have major impacts on the experience of condominium ownership, long-term resale values, and the quality and integrity of major parts of the urban fabric in different cities. These institutional frameworks supporting and regulating condominium ownership have evolved differently in various jurisdictions, and the impacts of condominium ownership have been powerful and varied in different cities.

This paper will examine the ways in which the legislation, ownership, and management rules structuring condominium creation and management have changed over the last 40 years in Japan and Canada (Ontario). It is hypothesized that given different political frameworks, property law, and court systems, this innovation in housing ownership structure has evolved differently in the two countries. Understanding such an evolution in different institutional settings is expected to yield insights into both the governance and planning cultures, and into important institutional frameworks affecting urban development and change in those countries. This will contribute to ongoing research into the application of historical institutionalist theory and concepts to comparative urban planning studies.

References

Abstract Index #: 524
SAVING CHICAGO: PLANNING CHICAGO’S RISE TO “GLOBAL CITY”
Abstract System ID#: 4919
Individual Paper

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This paper asks a straightforward question about Chicago’s recent past: how did planning help Chicago survive post-war deindustrialization and emerge by the late 1990s as a “global city,” while other cities like Detroit, St. Louis, and Cleveland struggled? Large structural forces were certainly at work, but four planning initiatives helped differentiate Chicago from its rust-belt neighbors as it successfully made the post-industrial turn.

First, the city’s under-appreciated 1958 Central Area Plan avoided aggressive urban renewal and encouraged downtown residential communities. This marked a significant change from previous planning tactics that appeased the automobile and advocated massive clearance. Written by a newly professionalized city planning department but influenced by downtown business interests, the 1958 Plan ambitiously sought 50,000 new residents (middle-class and implicitly white) for downtown; rather than bulldoze the poor, reclaimed railroad land would be the site for new communities. Although the pace was slow and implementation fractured, Chicago eventually achieved its goals; other cities pursued clearance but struggled to attract the middle-class or create a vibrant 24-hour city.

Second, Chicago expanded transit capacity at a time of declining ridership. During the 1950s and 1960s, the city invested local and federal funds in innovative rapid transit lines along expressway medians. More than other Midwestern cities, the survival and expansion of Chicago’s extensive transit system sustained a downtown office market. However, failure to add capacity in the downtown core during the 1970s – when substantial federal funding
was available – was a missed opportunity; the city’s 2003 Central Area Plan identified transit capacity shortfalls as the major impediment to Chicago’s ability to retain the majority of regional office growth.

Third, industrial policy formulated by equity planners in the 1980s during the administration of Mayor Harold Washington (and continued under Richard M. Daley) signaled resistance to deindustrialization. While planned manufacturing districts could not stem the erosion of manufacturing job losses, the effort did recognize – belatedly – that planning and defense of industrial districts could protect diversity of employment. Limited successes in industrial policy, while unspectacular in relation to overall declines, nonetheless differentiated Chicago from its Midwestern neighbors.

Fourth, the city’s halting plans for regenerating the North Loop are reappraised in this paper. Ross Miller, in his polemical work Here’s the Deal: The Buying and Selling of a Great American City (1996) views the North Loop as devoid of planning, as all-powerful developers manipulated redevelopment at public expense but with private profit. This interpretation is selective and cynical in its reading of planning. While the North Loop plan involved tortuous iterations and at least one failure (Block 37), it ultimately created a thriving theater district downtown through preservation, selective demolition, and some public subsidy, an achievement not easily matched elsewhere.

This paper is one element of a book-in-progress exploring post-war planning in Chicago, under contract with the American Planning Association’s Planner’s Press. The four examples here are not intended to ignore the deep race and class divides which have isolated several Chicago neighborhoods, nor does it intend to glorify Chicago planners as visionary. Instead, the goal is to uncover the ways in which Chicago planning diverged from other U.S. cities.

The theme of the ACSP conference, “Resurgence of Planning in a New Century,” suggests that the late 20th century was a low-point in the influence of planners. This paper will temper that assumption and point towards four examples suggesting planning as an underappreciated force in Chicago’s renaissance.

References

Experimental with ownership and debt have a long history in America. This paper examines the role of debt in rural electrification in the mid-twentieth century. In the 1930s, the establishment of the U.S. Rural Electrification Administration (REA) created opportunities for rural communities to build electricity infrastructure after private electricity companies proved unwilling to extend service outside of densely populated areas (Deller et al 2009). Over the next few years, communities across the country formally incorporated as rural electric cooperatives in order to apply for low-interest REA loans, and, within a decade, over a million people and more than half of the nation’s farms had electricity for the first time (Rural Electrification News 1945).

While the common narrative about electric cooperatives and the REA is one of community engagement meeting progressive national policy, however, the financing of these new community-owned businesses is worth further
examination. As a New Deal era program, the REA was tied to complex national agendas for economic growth, and their loan approval process included an assessment of communities’ potential for agricultural and economic development (Rural Electrification News 1936). For those communities who did qualify for loans (and not all did), meeting REA debt obligations required quickly finding extensive uses for their new electricity. Early cooperatives aggressively marketed the all-electric home and farm, and partner agencies to the REA further aided in promoting electricity consumption by offering personal loans for families to purchase electric appliances (Field 1990). In other words, rural electrification encouraged a new lifestyle defined by double debt to the government: community debt in the form of loans to the cooperatives, and personal debt undertaken by families for new electric equipment to help meet their cooperatives’ required electric load.

My paper thus revisits rural electrification history from the standpoint of national growth agendas, addressing the following questions: How did the REA and partner agencies use loans (e.g., rather than grants or other funding) to encourage a particular vision of rural development? How did the REA decide what made a community viable as a recipient for government loans, and how did the REA’s model of rural electrification promote lifestyle changes in these communities? Additionally, what communities failed to qualify for REA loans and why?

This paper is part of a dissertation project on electric cooperatives, resource use, and local development. The history discussed here ties into broader planning scholarship on urban development in twentieth century America, particularly regarding the intertwined histories of anti-urban biases leading to suburban sprawl and urban disinvestment and of a national landscape increasingly defined by capitalist interests and mass consumption (Hayden 2004, Jackson 1985). Building on the rich history of the influences of national policy in mid-twentieth century urban development, this paper demonstrates how national policy dictated the logic of rural development as well, and for similar ends. Data for this paper come from the U.S. National Archives, the National Rural Electric Cooperative Association library, and the archives of individual electric cooperatives.

References
Because Olmsted himself had an ambitious vision of the kind of public realm a great city should offer, he developed an equally ambitious conception of the police role—one that called on police to pay attention not only to serious crime but also to the more venial and less deliberate offenses that threaten the quality public spaces and the collective life that inhabits them. Olmsted recognized that this “order maintenance” task is a delicate one that constantly threatens to become overbearing. He concluded that the police should guard against these dangers by thinking of their order maintenance role as an educational task rather than an enforcement task. In that respect he outlined an alternative conception of the police role tailored to the demands of robust urban public spaces.

Olmsted thought about these issues at the moment when some of the most important shared spaces in the modern city came into being, and his insights have continuing relevance to debates about what it will take to revitalize the urban public realm. In contemporary debates many critics have singled out the growing regulation of public spaces as a significant threat contributing to the “end of public space”. On this view the police represent an alien incursion into a site of free expression where they do not belong. The distinctions Olmsted drew support a very different diagnosis -- one focused not on the invasion of the public realm by the police, but on the mismatch between common conceptions of the police role and the design of the urban public realm. At the beginning of Olmsted’ career in Central Park, the design and policing tasks were joined: Often both of them fell directly under his personal supervision, and he fought hard to preserve that arrangement despite the trouble the park police brought him during the 1870s. As that arrangement unraveled in Central Park and most other cities throughout the United States over the next 150 years, the police have sometimes lost touch with the purposes of the spaces they regulate while planners and designers have sometimes lost touch with the challenges involved in the use of their designs. In this context, Olmsted’s main ideas about the relationships between policing and the development of urban public spaces provide a valuable perspective on these frayed connections. After reconstructing those ideas, I draw out their lessons for contemporary debates about the revitalization of urban public spaces.

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Abstract Index #: 527

INSTITUTIONALIST FRAMEWORKS AND AN EMPIRICAL ANALYSIS OF POST-WAR SUBURBAN DEVELOPMENT PATTERNS IN THE TORONTO REGION, 1950-2000

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In the decades following World-War Two the Toronto urban region underwent tremendous growth, expanding from a relatively compact city of about a million people prior to 1950 into a metropolitan region of over 5,000,000 people today. This growth was shaped by new municipal planning institutions established under the Ontario Planning Act of 1946. This paper is part of a larger project that examines these institutions from a Historical Institutional framework as a way to understand continuity and change in planning policy. The paper addresses the nature of residential suburban form developed under these institutions over the course the second half of the 20th century to understand connections between policy and urban form. It provides an important opportunity to advance our theoretical understanding of the institutional opportunities and constraints for managing urban growth.
Historical Institutionalist (HI) research has provided significant insights into patterns of political continuity and change in other public policy arenas, yet has seldom been applied to cities and planning policy, despite the multiple ways in which cities demonstrate path dependence. In the US, a recent development in HI research is its application to urban policy (Dillworth 2009), but the research proposed here will be the first to combine an HI approach to political and policy analysis with a cutting edge empirical analysis of policy outputs (urban form) over time.

The main focus of this paper address the post-war institutional policy framework that was established in Toronto, the nature of the region’s of urban from, and how much continuity and change there has been of these patterns over time. Subsequent work will address how changes in policy during the period may be linked to changes in urban form, but a main hypothesis is that the form of residential development is marked more by continuity than by change.

To test this hypothesis, we developed land-use data set for the entire Greater Toronto Area (GTA) on the parcel level (several million parcels). Because consistent data on land use is not publically available, this data set was built over a period of two years using a variety of sources including air photo-interpretation and the use of Google Street-View to verify codings. Parcels where then assigned to 530 “concession blocks” (CBs) defined by the region’s original cadastral surveys, each measuring about 4 km2. Analysis of CBs is justified because they were used a key planning unit starting in the 1960’s and 1970’s. CBs can also be matched to census geography, allowing housing densities, unit mix, land use data, and, importantly, the median date of development to be linked.

GIS analysis (currently in process) is being used to measure the urban form of each CB along a number of dimensions commonly used in land use and sprawl analysis including land use mix, density, lot size, and measures of street system configuration (Ewing, Pendal et al. 2002). Because there has been little transformation of post-war suburban development, current patterns can be assumed to mostly capture original planning and development models at the time of their development. Thus, this analysis is being used to study changes in the suburban form across five decades of development.

In latter stages of this research, we will link changes in these patterns to changes in planning institutions and policy. However, while not complete, initial analysis indicates two important findings: (1) suburban urban form in the region is characterized much more by continuity than by change; and (2), that Toronto’s suburban form should not be characterized by sprawl as typically described in the US planning and smart growth literatures with it relatively high-density, lack of leap from development, consistent provision of open space, and high provision of infrastructure. The paper concludes by returning to its HI framework and speculating why this may be the case.

References


Abstract Index #: 528
LAND ADMINISTRATION IN COLONIAL NORTH CAROLINA
Abstract System ID#: 5156
Individual Paper
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The geography of the colony of Carolina set this land grant apart from most English colonies in North America. As an inhospitable and difficult destination, it tended to attract generally inhospitable and difficult colonists. This situation
distinguished the north of the province from the neighboring Virginia colony, which is generally regarded as a verdant aristocracy. Indeed, the hardscrabble/aristocratic dichotomy even applied internally in Carolina between the southern seat of governance and the remote northern reaches. This paper examines the Acts of the colonial government and records of the Courts to tell a story of land and what could be called “planning” in the proprietary and royal colonial era of North Carolina. From the late 17th century to the mid 18th century, administrative records provide information regarding the administration of land by the colonial government, aimed at the orderly settlement of the vast territory of Carolina. Aside from statutes that dictate the dimensions of settlements and development within these towns, one can determine the colonial understanding of police powers via statutes that address nuisance and other mandates aimed at protecting health, safety and welfare. A thorough examination of the Courts (General, Chancery and local precinct courts) also provides insight to the relationships between the colonial executive and the colonists, and among the colonists themselves. The paper intends to interpret the statutes and court records through the lens of the unique geography of North Carolina – how the administration of land was not only influenced and determined by geography but also how the landscape was altered by utopian visions of the Lords Proprietors.

Note from author: this is an abstract that was submitted for the 2011 conference but was withdrawn due to lack of travel funding.

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Track 11 - Planning Process, Administration, Law and Dispute Resolution

Abstract Index #: 529
NEW GEOGRAPHIES: PEDAGOGY AND PRAXIS FOR SOCIAL JUSTICE IN PLANNING
Abstract System ID#: 4005
Pre-organized Paper Session (Symposium) “A Resurgence of Equity? Explorations of Equity Planning Today”
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How planners practice and create meaning through their work determines the planning professions’ future relevancy. This paper asks have planners been educated for thoughtful practice, inclusive of social / spatial (in)justice, and if so, how has this occurred in the past? This paper approaches this question through a literature review of the subject. The social goals of planning have long been argued and contested (Davidoff 1965; Frieden 1965; Webber 1963). Melvin Webber summarizes three major objectives he believes to be inclusive of these social goals, (1) to extend access to opportunity, (2) to integrate urban development planning with other public and private planning for facilities and services, and (3) to broaden the range of choices available to individuals (Webber 1963). The notion that thoughtful
planning policy can establish favorable conditions for socially oriented development policies and thus, influence social equity through distributional action is widely discussed in the literature (Frieden 1965, Davidoff 1965, Clavel, Forester, & Goldsmith 1980, Krumholz & Forester 1990, Harvey 2001, Fainstein 2010). However, these efforts have been criticized for being broadly construed in the abstract without providing for specific practical means for planners to confront social inequities. Further critiques of providing for social equity through planning education and practice include a lack of innovation in planning education and techniques (Brooks & Stegman 1968; Skjei 1972), institutional barriers resulting from the existing power structure (Mazziotti 1974; Harvey 2001; Lefebvre 1974), and a lack of expressed ethical responsibilities by planners and planning staffs that do not accurately reflect the fabric of the represented community and its constituents (High 1993). Thomas Sanchez notes that the calls by planners for more appropriate methods and techniques for equity planning (Canan & Hennessy 1985; Castells 1982; Checkoway 1989; Kaufmann 1989; Krumholz & Clavel 1994) are plentiful and that more recently GIS software has been applied to the assessment of distributional equity in communities (Heikkila & Davis 1997; Sanchez 1998; Talen 1996, 1998) along with community university partnerships involving students working side by side community members (Reardon 1998). These efforts, noble and significant as they are, often are marginal to the larger planning praxis-based corpus. In his own study of courses directly concerned with equity planning analysis techniques in planning schools, Sanchez found eighteen courses out of a total of 2096 accounting for less than one percent of total courses (Sanchez 2001, 95). The fact remains that educational inclusion of courses on equity planning assessment are largely absent from planning curricula and thus may reflect in practice that aspects of distributional equity in our urban places are notably lacking from city planning goals and development policies (Alexander 1981).

The relevance of this work to planning education, practice, and scholarship is that given the widening divisions in our society along the fault lines of wealth, race, and community (Krugman 2007; Hacker & Pierson 2010), the question of how the profession engages and applies itself to a larger societal context is at stake, and ultimately, may decide the sustainability and value of the profession. This paper argues that only through the engagement of social justice pedagogy, and its multi-paradigmatic meanings, will the profession continue to exercise a moral relevance and authority in its work. Through this paper, the reader will develop an improved awareness of social justice theory and practice within the field of urban planning and how concepts of justice have been taught through graduate planning school pedagogy, illustrated with specific cases from planning practice.

References

DEVELOPING A POLICY FRAMEWORK FOR SUSTAINABLE RECOVERY AFTER DISASTER: AN EXAMINATION OF THE RECOVERY FOLLOWING THE WENCHUAN EARTHQUAKE IN CHINA

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Natural disasters continue to increase in severity and frequency, particularly in areas experiencing rapid urbanization. In an effort to build more resilient communities over the long term, it is ever more critical to better understand how communities recover following a disaster event. Post-disaster recovery presents an enormous task because the impacted community’s immediate needs demand speedy action. At the same time, the recovery period provides a rare opportunity for correcting past mistakes or weaknesses and implementing policy changes to boost the community’s long term resilience. Unfortunately, speedy response actions and reflective policy learning during the highly contested post-disaster environment are often conflicting policy objectives.
One under-studied, but critical aspect of building community resilience is an examination of the policy environment which not only allows disaster-stricken communities to meet the time sensitive needs after a disaster, but also to effectively use the recovery as an opportunity to implement policy adjustments that aim to reduce communities’ long term vulnerability.

This research will use the 2008 Wenchuan earthquake—which affected 46 million people in western China, caused over 88,000 deaths, and paralyzed the economy of a large part of Sichuan province—as a means to achieve two major objectives:

- Advance theoretical understanding of the process of post-disaster recovery management;
- Develop a policy framework effectively addressing recovery challenges of catastrophic disasters.

The overall research question is: What is the policy framework that can ensure that post-disaster recovery is fast, equitable, efficient, and sustainable? Only a recovery process that is fast, efficient, and equitable can help minimize the long-term effects of a disaster on a community.

To answer the research questions, the authors conducted 1) a qualitative review of the recovery planning and management strategies at national, provincial, and local levels in China following the Wenchuan earthquake; and 2) a household survey to collect data on the effectiveness of the recovery policy outcomes.

References

Abstract Index #: 531
HOST COMMUNITY RESPONSE TO THE LONG-TERM HOUSING OF DISASTER IDPS: THE EXPERIENCE OF HOUSTON TX AFTER THE 2005 HURRICANE KATRINA
Abstract System ID#: 4058
Pre-organized Paper Session (Symposium) “Rebuilding Urban Places After Disasters”

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Existing research on environmentally-induced displacement is heavily focused on the motivations, experiences and outcomes for the displaced populations. On the other hand, not enough attention has been paid to the communities that are and will be expected to accommodate the Internally Displaced Populations (IDPs). Existing studies of host communities have focused either on the environmental impact of the IDPs or on short-term responses to displacement. But these are not adequate to address the management of prolonged (and regional scale) displacement experienced in recent disasters such as the Indian Ocean Tsunami, Hurricane Katrina and the Haiti Earthquake. The management of this displacement not only has implications for the recovery of the IDPs but also for the future planning and development of host cities. Moreover, decision-making after disaster is often highly influenced by a sense of urgency and can yield results different from what may have been under ‘normal’ circumstances. Therefore, there is a need for research that examines host community responses to prolonged disaster-induced displacement and the factors that affect these responses.
This study focuses on the long-term housing of IDPs from Hurricane Katrina in 2005. Hurricane Katrina resulted in the displacement of over 1.1 million persons (as per Bureau of labor Statistics estimates) and many of the original displaced populations have remained displaced or have resettled in new communities. Since FEMA housing assistance programs typically have a six-month time limit, the public agencies in host communities were faced with the need to create and implement new policies to address this prolonged displacement. The objective of this study is to examine the process by which policies for long-term housing of IDPs are created and/or implemented, and the factors that affect this process. To this end, the study examined the following questions:

- What was the timeline of decision making with regards the housing of IDPs and how did this process evolve over time?
- Which policies and programs were implemented and what influenced their formulation and implementation?
- What were the challenges faced by public officials in addressing housing needs of IDPs in the long-term and what lessons can be learned for the future?

The study was conducted in Houston TX which received the largest share of the displacement in the initial months (by some accounts, over 240,000 persons) and as of December 2007 has retained at least 14,000 households. Data for the study was collected through a mix of in-depth key informant interviews of public officials and planning consultants, primary (pilot) surveys and secondary document review. Data was analyzed using content analysis techniques and descriptive statistics. Study findings include a programmatic timeline of housing decisions made by Houston public officials, leading up to the creation of the new Disaster Housing Assistance Program. The study concludes that coordination between the multiple recovery actors can be greatly aided by new institutions created specifically for recovery purposes; that the urgency of the situation can lead to the creation of new policies in partnership with actors not usually associated with recovery; that to counter this same urgency, new policies use existing policies as blueprints thus possibly replicating existing inequities; and that public officials often have difficulty balancing the urgent (and changing) needs of the IDPs with requirements and constraints of federal policy. These insights are expected to help communities that are situated to receive sustained levels of IDPs in managing displacement better in the long run and to provide a better understanding of the complexities of disaster recovery for displaced populations.

References


DOING DEMOCRACY WITH CIRCLES: ENGAGING COMMUNITIES IN PUBLIC PLANNING

Abstract Index #: 532

DOING DEMOCRACY WITH CIRCLES: ENGAGING COMMUNITIES IN PUBLIC PLANNING

Abstract System ID#: 4060
Roundtable or Informal Discussion Session

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The 2006 World Planners Congress in Vancouver, BC, emphasized the need to be much more intentional about engaging citizens. Planners were urged to “actively promote diversity, cultural competence and inclusivity” and to “work to ensure human dignity with social equity and justice for all”. Most planners agree with the standards that this challenge affirms. In practice, though, they are frequently frustrated with the results of conventional approaches to
bringing in the public. Public participation often means getting caught up in heated emotions. Planning issues can be very divisive, and communications often break down completely. Engaging the public seems like asking for trouble.

Using the Circle process offers an alternative strategy. Circles engage the public in a way that builds relationships, develops understanding, and diffuses power imbalances. Because they hold a space that can include widely divergent viewpoints, Circles offer a way to generate a broad base of public support for planning initiatives. They can even bring consensual decision-making within reach. For these reasons, we have come to believe that Circles can play a critically important role in the planning process.

We propose to lead a workshop based on our book, “Doing Democracy with Circles: Engaging Communities in Public Planning”. In this interactive workshop, participants will experience Circle while also learning the key elements of Circle process. Together, we will explore examples of planning contexts where Circles have been or may potentially be used in practice.

References

WHEN IS WHAT CALLED SUSTAINABILITY? FINDING WHERE AND WHY

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In the past three decades, sustainability has developed as a mantra guiding planners. However the exact tone of this mantra has not been consistent across geographies at both the national and metropolitan scales. Seeking sustainability may involve anything from promoting an ecology-first agenda, to traditional economic development programs, to social or environmental justice initiatives, and less often any combination of these, as has been called for by academicians. This paper will develop an understanding of where action items ostensibly related to planning for sustainability are being pursued, when they are being explicitly framed as sustainability, and what this has to do with the physical, political, socio-economic and political context of any given jurisdiction. This research will relate the findings of a survey conducted in October-November 2011. Forty-five percent of the sample size of nearly 1500 (all cities and counties in the United States of over 25,000) returned satisfactorily completed surveys indicating which of seventy-three action items they had implemented, which if any were explicitly framed in terms of sustainability, and which garnered significant political conflict. Analysis being performed currently will determine which of nine quantifiable community characteristics related to climate, income, education, and voting patterns explain the variation in the survey data. Already significant regional differentiation has come to light, as well as a significant positive correlation between framing an action item in terms of sustainability and greater political conflict.

References
EQUITY PLANNING OR EQUITABLE OPPORTUNITIES? THE CONSTRUCTION OF EQUITY IN THE HUD SUSTAINABLE COMMUNITIES REGIONAL PLANNING GRANTS

Abstract System ID#: 4216
Pre-organized Paper Session (Symposium) “A Resurgence of Equity? Explorations of Equity Planning Today”

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Part of a resurgence of planning is a re-examination of equity as a process and outcome goal for planners in the public sphere. While the emphasis on achieving equity has ebbed and flowed across decades, in the 1970s equity planning took hold and with it shaped the next generation of planners. In that iteration, equity planning asked planners to create plans, policies, and projects that redistributed resources to marginalized populations. Best known from Norman Krumholz’s work as planning director in Cleveland, equity planning set out a bold initiative to help planners achieve equitable planning outcomes. By the mid – 90’s, however, concern was raised about the future of equity planning. This panel asks ‘what is the state of equity planning today?’ –whether and how equity planning as described by Krumholz and his contemporaries continues, or whether other streams of planning have taken on board the goals of justice and redistribution. Our goal across multiple papers is to assess equity planning as it has evolved over time, as it is represented in planning theory, in pedagogy, and in current practice.

In this paper, we examine the conceptualization and operationalization of “equity” and “equitable planning” in U.S. HUD’s Sustainable Communities Initiative (SCI). The SCI part of the broader federal livability programming that promotes regional planning activities to achieve, among other goals, “equity,” by coordinating regional planning for land use, transportation, and affordable housing. We focus on the first round (2010) of Sustainable Communities Regional Planning Grants (SCRPG) awarded to regions that did not previously have a regional land use plan. We analyze the content of HUD’s RFP, technical assistance documents provided to applicants, and successful grant applications’ narratives to answer two questions.

We first ask how equity is conceptualized in this program –how is equity defined, and how does it align with the sense of “equity planning” developed by Krumholz et al? We argue that the conceptualization of equity in this program relate to “opportunity” and “choices” and is, thus, quite distinct from the notion of equity set forth in the equity planning literature. Further, as part of a shift towards regional planning, we argue that the fundamental project of the regionalist approach, as epitomized by the SCRPG, is substantively distinct from that of a social justice or Krumholzian approach, as it emphasizes concepts of opportunity and the use of ‘equity’ as a lens on decision-making, but not a rule for decision-making in planning.

Second, we examine the activities proposed by regions in the grant applications to ask how they operationalize the equity concept (as defined in this program). To what degree do proposals discuss “equity” with respect to particular groups that are defined as marginalized, underrepresented, or facing disparities? We assess proposals for the integration of equity into planning activities and to understand the degree to which regions have already begun to tackle equity, asking: Are equity considerations and activities integrated into planning activities for land use, transportation, watershed management, economic development, etc? To what degree are equity activities defined and specified, as opposed to “under development”? Finally, given the shift in conceptualization of “equity” from a social justice outcome to a notion about opportunity, how do regions define goals and measurable outcomes for achieving equity? This analysis suggests that the equity-as-opportunity concept can lead to a weakening of equity outcome goals, as planners become responsible not for producing social justice changes, but for providing choices and environments.

References
TRAJECTORIES OF RECOVERY: HOW SOCIAL VULNERABILITY AFFECTS RESILIENCE TO DISASTER

Abstract System ID#: 4231
Pre-organized Paper Session (Symposium) “Rebuilding Urban Places After Disasters”

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Concepts of resilience suggest that more resilient communities will experience less severe shocks to systems and will return to stasis more rapidly than less resilient communities. Concepts of social vulnerability suggest that different populations within communities have varying capacities to anticipate, resist, absorb, and recover from shocks. Consequently, different populations may be expected to manifest different recovery trajectories, both in terms of the magnitude of the shock as well as the rate of return to stasis. The literature suggests differences in recovery trajectories may lead to long-term redevelopment, displacement, and demographic change in the affected communities.

We analyze these variations using longitudinal household survey and damage assessment data from Galveston, Texas. Data were collected from 1500 randomly-sampled detached properties at three points in time (2008, 2009, and 2010), following Hurricane Ike, which struck in September 2008, causing one of the costliest disasters and most widespread power outage in U.S. history.

Previous analyses of the first wave of data indicate substantial differences in the severity of damage incurred by socially vulnerable populations immediately after the hurricane. These analyses build on these findings to explore the extent to which and the rate at which socially vulnerable populations have “returned to normal.” Understanding the vulnerability of a community to social and physical impacts from disasters helps local governments and planners, as well as the agencies that aid them, to support the development of resilient communities that are able to respond effectively to hazard events and recover quickly after impact.

References
This presentation complements the session on "Planning Under Duress: Rebuilding Urban Places Following Disasters" in the track on "Planning Process, Administration, Law and Dispute Resolution". Drawing on cases of recovery planning for Qiang ethnic minority mountain villages following the Wenchuan Earthquake of May 2008, in Sichuan, China, as well as tsunami preparedness planning for the Makah and Quileute nations on the Olympic Peninsula, Washington State, the paper links lessons from post-disaster and pre-disaster planning. Three tensions typically characterize hazard mitigation and disaster recovery planning: (1) between continued development and mitigation of hazards whose actual magnitude and timing are not predictable; (2) between the extremely compressed time-frame in which decisions must be made and implemented following an event, and the consideration of the long-term implications of those decisions, including mitigation of future hazards; and (3) between the need for assistance at a large scale and from outside affected communities, and the need for local initiative and locally sensitive interventions. These tensions are especially salient where the communities are geographically, economically, or socially marginal, including culturally traditional or indigenous ones. Especially in rural contexts, such communities typically have strong cultural and economic ties to their location and environment, and therefore fewer options for relocation. They have little capacity for long-term planning and investment, property rights are typically complicated, and it is difficult to obtain and take advantage of disaster insurance. On the positive side, indigenous rural communities have a rich store of traditional ecological knowledge and sense of environmental history that may include time-tested hazard mitigating practices. Both the situations of the Qiang people, in the steep mountain villages of the Upper Min River basin in western Sichuan, and of the Makah and Quileute settlements on the Pacific Ocean at the northwesternmost tip of the contiguous 48 United States, are representative of these characteristics. The Qiang case illustrates the difficulties that even a robust, rapid and well-funded post-disaster reconstruction program encounters when it is not based on a pre-existing recovery plan that incorporates indigenous ecological knowledge and practice, and instead continues many of the policies and trends that contributed to the severity of the disaster: in particular, the gradual relocation of high mountain villages down to more accessible but hazardous valley-bottom sites. The very speed of the central government’s disaster response hindered proper analysis of secondary earthquake hazards such as landslides and debris flows, which have already begun to threaten new development. Now that external assistance has largely ceased, Qiang villages can reassess developmental goals in light of continuing hazards and their own knowledge of what is resilient, but the hierarchical framework of planning and administration still constrains them. The Makah and Quileute nations have experienced no disaster yet, but are preparing for an expected 9.1 magnitude earthquake in the Cascadia Subduction Zone and its subsequent tsunami, by participating in a state program to plan vertical evacuation structures, and by locating new development above the tsunami inundation zone. Yet with varying degrees of continued dependence on the sea for livelihood and cultural identity, the two tribes must pursue different paths to integrate hazard mitigation with everyday development planning. Given that the hazard under consideration is as rare as it is severe, any mitigation measure must serve other purposes. While the context for decision-making in the US federal system and sovereign tribal governments is different from that in China, a comparative view of these contexts illustrates how and why mitigation must take the form of gradual adaptive development on the basis of the community’s whole identity.

References

A RESURGENCE OF EQUITY? – HOW IT PLAYS IN THE NEIGHBORHOODS
Abstract System ID#: 4318
Pre-organized Paper Session (Symposium) “A Resurgence of Equity? Explorations of Equity Planning Today”
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In this paper I hope to move from the concept of equity planning to an outline of what a completed equity agenda might look like -- based on the aspirations and accomplishments of equity planners and activists who engaged in this practice in recent decades. What has “equity planning” meant to those who have tried it? What means did they take to get there? I will add to the outline by reviewing such evidence as I can find.

Equity meant, first, redistribution. In Cleveland and Chicago – places cited as the most prominent examples – redistribution meant Chicago’s neighborhood oriented industrial retention policies along with other policies tied to the mantra: “jobs not real estate.” The Cleveland planners fought for better bus routes, public power, and an end to subsidies to downtown office projects. Equity had meaning in other cities as well: affordable housing initiatives in Boston, Burlington and elsewhere; rent control in Santa Monica. There are other examples, dozens if one looks to Canada, Europe and Latin America.

For equity planning to move from goals to implementation, the obstacles could be enormous, extending to deep political structure -- usually seen as a real estate developer-led “growth coalition.” To neutralize or overcome this, equity planners sought to construct an alternative structure, an equally deep coalition. Vital components were neighborhood organizations -- at times a social movement of great force -- but difficult to connect with the routines of city hall.

The neighborhood sides of equity coalitions had their own trajectories, separate from city halls; and they have largely been reported separately. Much of their history suggests a culture of contention with city hall, not coalition. Some were self-serving and parochial, some were much broader and aimed at the city as a whole, as in the case of Mel King’s idea of a “rainbow coalition” in his 1983 mayoral campaign.

Less studied are the points of intersection between equity planners in city hall, and potential allies in the neighborhoods. In this paper I want to reflect on the interactions between activists outside of city hall and their new “friends in city hall” as when mayors like Harold Washington and Ray Flynn took office and hired people like Rob Mier, Art Vazquez and Kari Moe in Chicago, and some of the Mass Fair Share people in Boston. These interactions could be fraught at times. The “rainbow coalition” never worked well with Flynn, and some activists in Chicago thought Harold Washington “killed the movement.”

Such comments are debatable, many based on anecdote. I hope to get a bit deeper, and in the process shed light on certain theoretical points that are now part of the lore:

• Support for, but possibly finer grained exception to, Piven’s argument in Poors People’s Movements that little was gained by these organizations consorting with city hall or other powerful support groups, a theme related to later claims that city hall hiring stripped neighborhood groups of leadership.

• Support – or not – for Mollenkopf’s argument in The Contested City that neighborhood organizations were too contentious and conflicted to be viable coalition partners in any alternative to the “growth coalition forces he saw as dominant in city politics.

These questions underlie another – whether equity planning need be thought of as mainly or wholly as a city hall thing, or whether it should now be expanded to include activists outside of City Hall. This is a question I hope to reflect on further in this paper.

References
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COLLABORATION TO MEET THE CHALLENGE OF CHRONIC HOMELESSNESS: AN EXAMINATION OF THE BALDOCK RESTORATION PROJECT

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From the early 1990s through April 2010, an informal community of more than 100 homeless individuals camped in the Baldock Rest Area off Interstate 5 near Portland, Oregon. For years, the state transportation agency wrestled with the maintenance and safety challenges that resulted. It was only when a disparate group of human service and law enforcement agencies took ownership of the situation, reframed the issue in a way that considered the concerns of all parties (including the homeless), and developed a collaborative, multifaceted response that change occurred.

This study presents a case study of the “Baldock Restoration Project”. We examine the conditions under which multi-agency collaboration became a possibility and evaluate the process, outcomes, and costs of collaboration. Theoretically, this study considers the relevance of the following axioms of complexity theory, communicative planning theory, and network power to planning practice:

• Complexity theory posits that intelligent, adaptive processes are most likely to occur in a networked system when the environment in which it operates is on the edge of chaos (Kauffman, 1995; Innes & Booher, 1999).
• According to communicative planning theory, people participate in negotiation and collaboration when they believe that their options will expand by doing so and that they can achieve a self-interested goal that they could not attain without collaboration.
• For network power to emerge, three fundamental conditions must exist: diversity of agents in a network, interdependence as a condition of individual fulfillment, and authentic dialogue (Booher & Innes, 2002).
• The generation of network power results in a shared sense of identity and community among participants, shared learning, and the possibility of future cooperative action (Booher & Innes, 2002).

Primary sources include semi-structured interviews with eleven key informants and three formerly homeless residents of the rest area, and documentary sources (e.g., meeting minutes, media accounts and agency reports).

This research contributes to the body of case study literature testing the relevance of communicative and collaborative planning theory to practice. In particular, it examines the intersection of “problem-solving justice” (Wolf, 2007) and communicative planning.

References
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This paper analyzes contractual tools for the planning of large-scale, multi-stage development projects in large central cities and surrounding areas, including urban redevelopment projects such as sports arenas and shopping centers, along with suburban mixed-use and subdivision developments. The paper assesses whether current contractual planning mechanisms permit inclusive planning processes, affect the information available to regulators during the planning phase, influence development outcomes, and affect regulatory responses to contingencies arising after the completion of a project. It also analyzes the institutional and demographic conditions for the relevant outcomes.

This paper focuses on a contractual mechanism that has largely escaped scholarly attention: statutory development agreements (SDAs). Authorized by state law, SDAs enable local governments to freeze applicable regulations in exchange for amenities from developers. At least 11 of the fastest-growing U.S. states allow SDAs for large-scale development. SDAs are a component of virtually all multi-phase development in some of these states, such as California. Developers may seek SDAs if they fear a mid-project regulatory change. Because municipalities are not legally required to enter SDAs, they can potentially request contributions from developers that would conflict with constitutional constraints on development exactions.

Despite their importance in some of the fastest-growing U.S. states, scant empirical evidence is available concerning the use of SDAs. SDAs can circumvent some of the procedural requirements of more conventional land use procedures (such as rezoning), can enable local government to avoid constitutional constraints on development exactions, and can preempt future regulation. These features of SDAs have led to criticism and plaudits, even in the absence of empirical data. A diverse group of critics (e.g., Camacho, 2005; Crew, 1990) has expressed disapproval on various grounds: some say SDAs thwart vital public participation in the planning process, some believe SDAs contractually constrain policy adaptation, and others claim that SDAs empower local governments to extort unreasonable concessions from developers. According to their advocates, however, SDAs prevent interest groups from scuttling welfare-maximizing transactions, reduce project costs by providing regulatory certainty to developers, and enable cash-strapped local governments to ensure adequate service provision (Callies et al., 2003).

This paper analyzes how SDAs affect planning processes, development outcomes, and regulatory implementation. It devotes particular attention to the distributional consequences of SDAs, analyzing how the effects of SDAs vary depending on demographics and political and legal institutions. It assesses SDAs as components of a complex regulatory web, including disposition and development agreements (DDAs) between developers and redevelopment agencies, and community benefits agreements (CBAs), under which community-based organizations pledge political support for a development project in exchange for benefits from the developer. Drawing on legal and social science research techniques, this research pairs analysis of the results of public-private negotiation (e.g., Kayden, 2000) with close attention to the institutional conditions of such negotiations (e.g., Frug & Barron, 2008).

The research involves approximately 100 semi-structured stakeholder interviews, content analysis of legal and archival materials, and forensic financial analysis of project proposals. Informants include community members, developers, attorneys, and government officials. The research examines 6 developments in detail: 2 central city redevelopment projects and 2 suburban “greenfield” developments involving SDAs, along with 2 comparable control projects that did not involve SDAs. For both project types involving SDAs, I examine one project completed 7 to 15 years prior to 2012 and one project completed since 2005, within one jurisdiction, to assess whether SDAs have adapted to reflect prior experience.

References
Resilience has become an object of intense interest within planning research, and our understanding of resilience is progressing beyond an engineering view of cities or other bounded units “bouncing back” from external stressors such as hurricanes. This multi-disciplinary area of research has as an object of study the social-ecological system, whose attributes are nonlinearity, uncertainty, emergence, multiple/interacting scales, and self-organization (Berkes and Folke 1998). Planning is part of the continuous learning required to develop the knowledge and understanding necessary to adapt to change and uncertainty within complex social-ecological systems by converting mutual vulnerability into recognition of interdependence, innovation, and adaptation (Zellner et. al. 2011).

Resilience thinking implies more than confirmation of planners’ ability to do things we know how to do, like carbon accounting and building seawalls. Resilience thinking enables us to move beyond the static goals of optimization, recovery or persistence that characterize much of sustainability thinking, in favor of an approach more attuned to the uncertainty and surprises that are increasingly the norm at every scale of planning, from neighborhoods to global governance regimes. Resilience thinking broadens the scope of environmental planning to encompass social and ecological systems linked through feedback mechanisms, enabling us to understand how management practices, institutions, organizations and social networks relate to drivers of change.

We will consider how resilience planning can be more than just operationalizing resilience science, since planning has the capacity to address normative questions such as “Why do we want to be resilient?” and “What will we make resilient?” Answering these questions involve conflict, compromises, and creative reinvention, because one person’s resilience may be another’s vulnerability, and resilience at one scale may compromise it at another. Planners need to engage communities in identifying system parameters, locating their place in the system, and choosing the future conditions they desire. Collaborative dialogue can promote an emancipatory appreciation of how governance responsibility and accountability are assigned and why some pathways to resilience are pursued while others are avoided.

This roundtable will extend a dialogue that began at a 2008 symposium on planning resilience, where planning scholars explored how resilience is both a process and an outcome of collaborative engagement with social-ecological complexity (Goldstein 2011). In this meeting, we will wrestle with questions that include:

- How do we plan when complex adaptive social-ecological systems self-organize through interaction between interdependent agents?
- How do different approaches to planning conform with stable social-ecological systems as opposed to a systems on the edge of chaos or regime change?
- How can planners facilitate the development of adaptive and transformative capacity to a wide range of possible futures?
• How do planners work productively with citizen initiatives and social movements that are self-organizing for transformation of social-ecological systems?
• How can planners cultivate a reflexive awareness of their own influence on system definition and choice and remain open to critical review?

These questions do not have simple answers. They call into question who is the planner, what a planning process looks like, and where planning takes place, while diversifying our sense of who has the authority to commission and implement plans and what constitutes a plan. These questions also challenge the cozy relationship between planning and the state, by suggesting that planning for resilience may involve practices that are disruptive to institutions that are untenable or inhibit desirable system transitions. In this roundtable, we hope to both explore how planning can contribute to resilience and map out a shared research agenda.

Additional Participants :
Jana Carp, Appalachian State Univ.
Raul Lejano, UC Irvine, Raul Lejano
Moira Zellner, Univ. of Illinois Chicago

References

Abstract Index #: 541
FINANCING POST-DISASTER COMMUNITY RECOVERY: LESSONS LEARNED FROM WENCHUAN EARTHQUAKE
Abstract System ID#: 4395
Pre-organized Paper Session (Symposium) “Rebuilding Urban Places After Disasters”

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Sustainable development calls for enhancing community resiliency to natural disasters, one aspect of which is to withstand the impact of and recover from natural and man-made disasters (Godschalk, Beatley et al. 1999). Post-disaster recovery planning is extremely challenging due to the pressure of quick rebuilding and rehabilitation (Olshansky et al. 2006). Rapid and successful recovery depends on solid monetary support. How should we finance disaster recovery is of great importance to planners and government officials. However, very little research in the existing literature examined the financial supports for community post-disaster recovery (Wu and Lindell 2004).

The Chinese government did an exemplary job in the post-2008 5.12 Wenchuan Earthquake recovery. The earthquake was one of the most severe earthquakes in the history of China. Over 870,000 people were reported dead or missing and many towns suffered severe physical damage. The financial needs for recovery were estimated at 1,000 billion RMB. Despite great difficulties, rebuilding and recovery was completed within three years. Therefore, we ask the following research questions: How was post-Wenchuan Earthquake recovery financed? What are the implications for community post-disaster financing in general?

To answer these research questions, we take a qualitative archival analysis approach, gathering information from governmental documents, websites, reports, books, auditing reports, and other materials. We base our analysis on the financial planning outlined in the “State Overall Planning for Post-Wenchuan Earthquake Restoration and Reconstruction” to empirically assess the recovery finance. We examine the major sources of the 1,000 billion RMB recovery fund, including central government appropriations, pair assistance from 19 provinces, donations, international
loans, loans from commercial banks, and innovative financing methods such as transfer of development rights employed by the City of Dujiangyan.

Our research is a first step to study post-disaster finance. There are many questions to be answered in future research, such as how to formalize disaster financial assistance system. Is pair assistance a sustainable approach to financing disaster recovery? What are the challenges and opportunities for disaster assistance in the era of China’s transition in urban development?

References

Abstract Index #: 542

PLANNING ORGANIZATION BEHAVIOR AND ITS EFFECTS ON INFORMATION SELECTION

Abstract System ID#: 4428

Individual Paper

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This paper describes how the selection of information by planning organizations is influenced by organizational behavior. Information plays a critical role in the planning process, enabling creation of new knowledge and shared understandings among planning stakeholders. However, despite research on the role of information in planning practice and outcomes, there is little empirical research about the factors that affect how planning information gets selected in the first place. Further, few studies have examined effects of organizational mechanisms and structures on planning practices in specific settings using quantitative, multivariate analyses, or involving more than a few select cases.

The paper examines several important aspects of organizational behavior—including boundary spanning, experience, project control, and resource commitments—and provides evidence about how these behaviors impact the effectiveness of planning organization information practices. Specifically, these behaviors are considered in local emergency planning committee (LEPC) selection of communicative-based information from stakeholder groups, and selection of diverse information from a variety of sources, while controlling for community setting and planning participants. LEPC conduct of hazardous materials commodity flow studies (HMCFS) provides a common framework for the analysis.

LEPCs are multi-agency, multi-jurisdictional organizations with responsibility for local-level chemical hazards planning and ensuring community right-to-know. HMCFS are information-based studies that identify transport of hazardous materials into, out of, within, and through specific areas, are one type of planning activity that LEPCs can conduct. These studies can be used in a wide range of emergency and comprehensive planning applications, including but not limited to guiding emergency response training, identifying equipment needs, informing community development, and designating hazardous materials transportation routes.

The analysis focuses on those LEPCs who reported conducting HMCFS in response to a national survey conducted in 2008 by Texas A&M University and Texas Transportation Institute for the Transportation Research Board of the National Academies (N = 280 out of 547 responses received). A total of 183 cases are used in the analysis, after accounting for response quality and completeness for critical measures. Multiple linear regression and binomial
logistic regression are used to regress community, organizational, and planning participant measures on indicators of communicative information selection and information selection diversity.

This research is the outcome of a dissertation study that examines the effects of LEPC stakeholder participation on the selection of planning information. The research represents a unique opportunity to empirically measure emergency planning processes, stakeholder involvement, and application of theoretical constructs using a national data set on a common framework. The results of this research extend the understanding of practice and theory to planning organizations, processes, and disciplines. They can also help local communities, planning practitioners, and researchers envision more-effective planning organizations.

References

DIGITAL SIGNS AND MOBILE TECHNOLOGY: OPPORTUNITIES AND CHALLENGES FOR PLANNING AND SIGN REGULATIONS
Abstract System ID#: 4436
Roundtable or Informal Discussion Session

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Signage has served serve an essential role for wayfinding and communication for hundreds of years. In contemporary cities, they are important for public and commercial purposes, from serving as public art, to directing the flow of traffic and helping businesses generate jobs and increase property values (Evans-Cowley & Nasar 2004; Morris, et al. 2001; California Electric Sign Association and International Sign Association 1997). As a result of recent advances in technology, there has been a rapid increase in the use of electronic message centers (EMC) and other digital signs. According to industry estimates, it is expected that the number of digital signs will exceed 22 million by 2015 (Schroeder 2012). Communities across the US have sought to understand the potential impacts, fearing that changing messages will distract drivers or that bright lights will be a nuisance. As a result, planning departments across the US have been asked to develop appropriate regulations for EMCs and other digital signs. Yet, these new signs also appear to offer promise for innovative visual and audio communication (Trachtenberg 2007). While commercial signs have traditionally been used for static, one-way communication, rapidly evolving technology now allows for enhanced multi-directional communication via mobile devices such as smart phones and tablet computers, with potential for educational, public safety, and other community purposes beyond the simple commercial messages of traditional signage. This round table will explore the role of planning education in preparing students and future planners to understand the potential challenges and opportunities for the digital, “smart” signs of the new century.

The round table participants will include:
Planning scholarship is making important contributions to social capital and economic development literatures by studying networks and civic engagement in public planning processes. This knowledge can readily be translated into policy recommendations and is particularly relevant for communities that are struggling to access outside resources during the recession. This paper contributes to the conversation by examining civic engagement processes in local economic development decision making in rural communities.

How does civic engagement affect community prosperity? Cynthia Duncan’s 1999 book Worlds Apart examined social relationships in high poverty rural areas of the country and provided contrasting views of how social capital can structure relationships and affect outcomes in distressed communities. Sean Safford (2009) detailed the historical and current internal networks and social linkages within two communities to understand how differing structures of relationships and access to resources affected a community’s ability to make decisions and adapt to industrial decline. Additional literature contrasted civic engagement in a growth machine context to a place making environment and examined civic engagement working in different local political structures and regional governance styles (Putnam, 1993). In contrast to most previous work, I add to this literature by focusing on how civic engagement affects prosperous rural communities, those that have sustained positive economic development (Isserman et al., 2009).

I start with a quantitative analysis that uses secondary data to adapt apply an existing method of measuring county level civic engagement and prosperity differences (Putnam, 1993; Rupasigha et al., 2006) across the state of Iowa over time (1980-2000). I then compare the civic engagement processes in divergent counties with high and low measures of civic engagement and sustained prosperity through interview based case studies of local civic engagement networks and economic development decisions. In each case I outline the types of social groups in the community, their formation,
and the relationships among them in order to understand how these groups chose to engage with the decision making process and how their process of engagement affected the economic development decisions. This work extends our understanding of how civic engagement is created and maintained in communities and how it affects a community’s ability to adapt to change and to achieve sustained economic and social development.

References

Abstract Index #: 545
UNDERSTANDING CIVIL SOCIETY: A NETWORK APPROACH TO NGO ACTIVITIES IN THE WENCHUAN EARTHQUAKE RECOVERY
Abstract System ID#: 4461
Individual Paper

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What is the role of civil society in developing long-term collaborative efforts for urban settlements to cope with risks and uncertainties associated with catastrophic disasters? The purpose of this study is to approach answering this question by examining the role of emerging citizen groups and non-governmental organizations (NGOs) in forming collaborative governance networks during the post-earthquake recovery period. It seeks to explore the experiences of social groups and organizations’ participation during the initial three-year recovery process after the 2008 May12 Wenchuan earthquake in Sichuan province, China.

The question is addressed by two subcomponents. First, it investigates the meaning of civil society in the Chinese disaster recovery context and whether catastrophic disasters can bring about institutional change in civil society. Secondly, it looks at the processes of how these changes occur and evolve over time, using civic groups and non-governmental organizations (NGOs) as the main units of analysis. I approach answering these questions through a case study methodology with mixed methods research design. The qualitative data focuses on understanding the meaning and a process of institutional change in civil society. The quantitative data will provide network mappings on the trend of network connections among social groups and NGOs in the civil society domain, and their connections with the government branches in the state domain, and the private enterprises in the market system domain.

The study’s theoretical foundation is grounded in the following paradoxes of action in planning and institutional theory: 1) If by definition, institutions exist to provide stability and meaning to social life” (Scott, 2008, p48), to what extent can they contribute to the “ability of society to learn, adapt, and reorganize to meet urban challenges”? 2) If the institutions of planning exist to reduce uncertainty in our lives and thus provide social order, how do they deal with unexpected change? The types of “urban challenges” and “change” that I am investigating in my dissertation is in the context of a catastrophic disaster. The involvement of civil society in the decision-making process has been argued through different approaches in the planning theory literature (Forester, 2007; Healey, 1997; Innes, 1995; Friedmann, 1987; Fainstein, 2000). However, the theory itself has yet to deal with the role of civil society in the process of social change, particularly in cultures where there are seen as “prostrate civil society” (Scott, 1998, p5), within which “unmarked citizens” (Scott, 1998, p5) have no ability to contribute their own values, original ideas, and personalities to the planning enterprise.

Primary data collection is intended to use multiple sources of evidence. They include: network survey questionnaire, in-depth interviews, direct and participant observation, review of archival and secondary data. Secondary sources include
audio/visual materials and electronic (online) traces of networks. Two types of networks are being investigated longitudinally. One is the information exchange network and the other is project collaboration network. The network data from 138 Sichuan-based earthquake recovery-oriented groups and NGOs has been collected. Social network analysis using UCINET and the R statistical package are being applied to look at the changes of the network structure over the pre-defined periods of pre-disaster, emergency response, and recovery. Future goals are to further identify the important factors that contributed to this type of network development over time, and the analysis of characteristics of members that hold different role and position in the evolution of the networks. Such effort can contribute to the following: 1) further development of planning policy measures that can guide the society to better prepare for change and uncertainties in the future, 2) the understanding of an emerging process of the source and extent of “agency freedom” (Sen, 1992) in the context of disaster recovery planning.

References

Abstract Index #: 546
CREATING THE CITIZEN PLANNER: COMPREHENSIVE PLANNING IN PHILADELPHIA, PA
Abstract System ID#: 4484
Individual Paper
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Comprehensive planning in many communities is tied to the development of neighborhood-level plans that address the goals of the municipality’s comprehensive plan yet allow communities to embrace their unique characteristics. However, city planning departments often have limited resources to lead neighborhood-level plans, which results in delays as many community associations lack the financial resources to hire planning consultants or the basic planning skills to undertake the planning process. To address this concern, the City of Philadelphia established the Citizen Planning Institute in conjunction with undertaking its first comprehensive plan in more than 40 years. The comprehensive planning process includes a Citywide Plan with nineteen District Plans, a Zoning Code and Map reform and a Citizen Planning Institute.

The stated goal of the Citizen Planning Institute is to increase the capacity of citizens and civic organizations to participate in planning their communities and the city. While the city conducts surveys of the Citizen Planning Institute’s graduates, the assessments collect data on standard course evaluation criteria. This study engaged the Citizen Planning Institute’s 120 graduates, from the initiation of the program in the fall of 2010 through the spring 2012 session, in a web-based survey to collect data social outcomes such as learning, social capital in the form of learning networks and trust, and mid- to long-term outcomes related to the application of learning. Other research methods include key informant interviews and document review. The aims of this research are to document the social and mid-to long-term outcomes attributable to participation in the Citizens Planning Institute and to understand how these outcomes correspond to increased capacity of the citizen planner.

This paper presents an overview of the City of Philadelphia’s three pronged approach to comprehensive planning to provide context for the assessment of the effectiveness of the Citizen Planning Institute with respect to increasing the capacity of citizens to serve their communities as leaders and planners. Of specific interest is single-loop learning: assessments of what the participants have learned and how this learning is applied in the community. The learning indicators assess the effectiveness of the program to impart knowledge of the planning process and related skills to citizens. The application of knowledge and skills is measured by how the participants have applied or intend to apply
what they have learned. The study also evaluates the extent to which the Citizens Planning Institute facilitates the development of social capital, specifically, the formation of social learning networks, networks through which ‘graduates’ share information, knowledge and other resources. Trust, another key variable of social capital, is assessed. The study highlights the degree to which each of the outcomes (increase in knowledge and skills, application of learning, and development of social capital) is realized and related to increased capacity to engage in community and city planning.

References


THEORETICAL CHALLENGES FOR EQUITY PLANNING IN U. S. LEGACY CITIES

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Equity planning has made a major contribution to the field of urban planning and to both process theory and practice. Created as a theoretical construct by Norman Krumholz, equity planning built on a dialogue begun by Paul Davidoff, promoter of advocacy planning, who used thinking about process to argue that low-income people and racial minorities were not getting due consideration in planning in the U.S. Both Krumholz and Clavel promoted thinking about the least advantaged as a way to provide a moral compass for professional planning decisions; Clavel (2010) recently published his most recent book on this topic.

For some cities, however, practical difficulties have emerged which have made it very difficult to pursue equity planning, as originally defined in terms of allocation for the disadvantaged, as a framework for action. Particularly in those cities which have experienced severe decline in population loss, the “pie” of municipal benefits to be distributed has shrunk to the point of invisibility. Although racial segregation has abated, many of these cities still contain more than their share of racial minorities and the poor and few resources. At the same time, however, the call for social justice, a broader concept than equity planning, has evolved, as it should. A number of recent works have addressed the dilemmas of social injustice and called for enhanced planning for social justice. This raises the critical dilemma of needing to understand which tried-and-true theories address this important concept in an era in which some cities have experienced increasing difficulties with plummeting tax bases, fiscal crises, and rising costs. A 2011 forum organized by Columbia University’s American Assembly brought attention to “legacy cities,” and others refer these as shrinking cities, but an even more graphic descriptor is “cities after abandonment.”

This paper will consider the status of current thinking about social justice and how this relates to the concept of equity planning, particularly for highly distressed legacy cities. It will build on recent work which the author has conducted on poverty and racial dimensions of U. S. legacy cities, the evolution of thinking about social justice during the 1960s, and implications for planning theory and practice. Sources will include critical analysis of several key books and writings in this field of interest, spanning from the 1960s--looking at some detail at the published and archival writings of Davidoff and of Krumholz--to the present, and the paper will compare more contemporary authors and concepts in the areas of planning process and social justice.
We will first summarize briefly which US cities might fall into the category of highly distressed legacy cities, based on decline in number of families and on other indicators of distress. We will then review the context and origins of the concept of equity planning, beginning with intellectual comparisons between Krumholz and Davidoff, and then delineate key definitions of equity planning according to related literature. We will then explore how the concept of equity planning relates to the broader field of social justice in planning, in part by summarizing key aspects of related work by Soja, Fainstein, and Marcuse.

Finally, we will offer an initial framework for assessing which approaches to equity planning might be possible to implement in severely distressed cities and which might not, and if not why not. This line of thought will form the basis for an attempt to develop a working definition of a contemporary approach to equity planning that takes into account the current realities facing such “special” legacy cities.

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Abstract Index #: 548
BEDOUIN COMMUNITIES IN THE NEGEV: PART II - IMPLEMENTING THE MODEL
Abstract System ID#: 4651
Individual Paper

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Central theme: Conflict roils around recognition, planning and appropriate municipal frameworks for Israel’s 194,000 Negev Bedouin, especially the 45,000 Bedouin living in dispersed unauthorized settlements, in tents and cinder-block shacks, accessible via dirt tracks, and lacking municipal water, sewage or electricity. Last year we presented a paper is to examine both the universal (indigenous peoples) and unique aspects of the land claims and planning challenges facing the Israeli Bedouin of the Negev. We developed a model which shifted the focus of land disputes to planning paradigms that facilitate negotiated agreements which may overcome the impasse between the Bedouin (struggling for land, municipal recognition and equal economic opportunities) and the Israeli government (which perceives the Bedouin as a growing demographic threat and a potential fifth column). The model builds upon the convergence of spatial and socio-economic vectors, reflecting the interplay between Bedouin traditionalism and modernization in developing planning frameworks, and creating an arena of negotiation that balances the interests of the contending stakeholders.

We, together with Bedouin residents and cooperation of some of the Government agencies, have identified three Negev areas around which we are testing the feasibility of converting the model from theory to practice. With a team of graduate students we are using GIS tools to map the various layers of national and regional plans, and land ownership which apply in these regions, and conducting focus groups among the Bedouin as to possible municipal affiliation while these areas remain in situ.

The approach and data sources include GIS mapping and focus groups.

Relevance and what the audience would learn: The universal phenomenon of the clash between traditional cultures and modernization has sharpened with the spread of urbanization into rural areas, presenting a challenge to centralized planning processes. The paradigm pertaining to the Negev Bedouin presents a range of planning options which simplify complex conflicts of interests, needs and goals between the Bedouin and the national and local Israeli governments. Results suggest that polar-opposite positions may be reconciled through identifying an arena of negotiations within which planning options can be developed through discourse, rather than imposing centrally developed plans which
might trigger strong, if not volatile, opposition. While this research deals with conflict over land between traditional and modern societies in Israel, the planning paradigms have international applicability. Forces for economic development and urbanization often compete with environmentalists or indigenous groups clinging to their land to maintain their ways of life. Culturally adaptive versions of collaborative planning are crucial to successful dispute resolution. In addition, how planning students integrate the use of GIS tools and focus group information would be of interest to an ACSP audience.

References

Abstract Index #: 549
COMPLEXITY AND UNCERTAINTY: OUTCOMES OF FIRST STAGE RECOVERY PLANNING FROM THE GREAT EASTERN 2011 EARTHQUAKE AND TSUNAMI IN JAPAN
Abstract System ID#: 4661
Individual Paper
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The Great Eastern Japan Earthquake and Tsunami of March 2011 (known as 3/11) was Japan’s first multi-location disaster event in modern times resulting in 16,000 deaths, severe damage to 27 coastal cities in three prefectures spanning more than 600 km, and a release of radioactive material from damaged nuclear plants resulting the creation of a 20km restricted zone where towns and cities formerly existed.

This multi-locational event has resulted in a rethinking of many of the ways of estimating tsunami impacts on coastal communities, the geotechnical basis for permitting land development, revised approaches to disaster scenario development, and new approaches to land use recovery plans (Siembieda et al 2012). This event requires examination recovery plan process, how local citizens voice is incorporated and what can be learned that can be shared with other natural disaster vulnerable countries, such as China (Chen and Booth 2011), the US, and New Zealand.

This paper analyzes the Japanese recovery planning system at three levels: central government, prefecture, and municipal. The Hanshin-Awaji Great earthquake of 1995 (area surrounding Kobe, Japan) resulted in new central government laws to address response to large-scale disaster events (Edgington 2010). The 3/11 event is the first major test of these laws. The key research question is what type of planning occurred as a result of this event, and how does it contribute to out understanding of recovery governance (ISDR 2010) and public participation (Olshansky and Johnson 2010).

This paper uses the initial prefecture and municipal recovery plans issued between September and October 2011 (6 months after the event) to benchmark the planning process and examine its outcomes. Iwate prefecture is characterized as exhibiting a local or town center recovery approach (bottom-up). Miagi prefecture is characterized as exhibiting a directed recovery approach with the prefecture providing guidance to municipalities and villages. There were three prefectures that received most of the damage: Iwate, Miagi and Fukushima. The Fukushima prefecture is characterized by a central government (top down) recovery approach where the nuclear plant failure being the key variable for planning the recovery of Fukushima. Issues examined are: post event land use decisions, planning process, citizen
participation, financing recovery, and how national versus local risk reduction issues get resolved (Alesch and Siembieda 2011). Contribution to existing knowledge includes how to improve our risk-reduction planning practices, and to how improve local planning capacity through central government assistance when extreme events occur (Ito and Ojima 2011).

Methodology includes content analysis of all the recovery plans of municipalities and prefectures, field interviews with local officials, published reports from the central government Disaster Council, and examination of the land use planning and economic solutions in the plans. A majority of impacted municipalities are located along the Pacific Coast and face difficult choices of relocation, regeneration, and reinforcement of tsunami defenses. Special consideration is given to what choices are made and how the decisions for these choices were made.

References

Abstract Index #: 550
SCHOOL CLOSURES: DECISION-MAKING PROCESSES AND COMMUNITY IMPACTS
Abstract System ID#: 4705
Roundtable or Informal Discussion Session
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This session explores an issue that is high profile, high impact, contentious and increasingly common in Canadian and American communities: the permanent closure of schools. Specifically, the school closure decision-making process is the subject of this roundtable. School closure processes are highly (and bitterly) contested, rife with conflict, and with few exceptions, harshly criticized by school and community stakeholders. There have been many calls for change to processes that have been characterized as exclusionary, insensitive to community needs, and autocratic in nature. School closures have become increasingly common and a concern of planners in Canada, the United States and overseas (e.g. Britain, New Zealand). However, there has been little formal evaluation of the school closure decision-making process experience, and the community impacts of these decisions. Several scholars have examined the issue, usually from a political science perspective; the urban planning perspective needs to be recognized. The roundtable will provide a forum for the the exchange of views on the school closure issue, and a means of establishing networks of scholars with an interest in this subject. Urban planners have extensive experience with conflict-based issues and processes. Planners are concerned with community vitality and sustainability; schools are considered an integral part of a community’s fabric.

This roundtable will consider whether and how school closure decision-making processes could be improved through application of alternative decision-making models and frameworks with origins in urban planning theory and related fields. There are four objectives for this roundtable. First, there is a need to understand the roles that schools play and the impacts of school closure, especially in inner city communities. Then, the reasons for school closures will be examined. Then, we will consider the school closure decision-making process itself by identifying, comparing and contrasting process intent with application experiences. Finally, the roundtable will explore alternatives to existing school closure decision-making processes and frameworks.
References

PLAYING GAMES WITH THE BUDGET: EMPHASIZING THE LEGISLATIVE ELEMENTS OF BUDGET-MAKING THROUGH AN ON-LINE MULTIPLAYER GAME

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In recent years, participatory budgets have emerged as a planning tool to perform two different but related planning functions: engaging (or informing or empowering) stake-holders in the decisions of government, and improving the decisions made by those governments. Typically these efforts are local—or even hyper-local—involving a particularly radical approach to “maximum feasible participation” in allocating funds for infrastructure, service delivery, and other community development projects. The emphasis of such efforts is to de-mystify the budget process, making it more concrete and tangible to residents, thereby re-engaging them as a civitas in open-ended and personal discussions around daily needs, lived experiences, and personal priorities.

Distinct from (but importantly, not unrelated to) these experiments in participatory government, a different body of scholarship and practice has emerged around the role of games in democratic governance, political science, economics, planning, and other arenas of shared decision-making. In particular, urban and regional planners have developed both high-tech “simulations” and low-tech “role-playing games” to bring communities and interest groups together around questions of land use policy, natural resource use and environmental conflicts, and other “scenario planning” exercises. Like participatory budgets, these games also seek to simultaneously engage and educate stake-holders and to discover new and better solutions to old and persistent problems—improving both the legitimacy and the quality of public decisions.

Given these similarities, the combination of participatory budgets and interactive games would seem to be a natural fit, but surprisingly little work has been done to explore this intersection. Published examples of the former emphasize traditional planning processes and resemble community meetings or charrettes (at best), or even public hearings (at worst) more than game-play; conversely, existing budget games tend to be little more than interfaces to spreadsheet-based models, hard-coded with existing constraints, where players are challenged to work individually to balance the numbers as they see fit. In short, one lacks creative elements of play, while the other lacks the interactive elements of democracy.

To bridge this gap the author is working with the Governor’s Office of the Commonwealth of Massachusetts, the non-profit Massachusetts Budget and Policy Center, and two departments at the Massachusetts Institute of Technology (the Department of Urban Studies and Planning and the Center for Collective Intelligence at the Sloan School of Management), to develop and launch a new interactive game based on the state budget. The key inspiration behind our approach is the realization that public budgets result from political and legislative processes, not just the technical shifting of numbers. As a result, the Mass State Budget Game has been developed as a multi-player, participatory, on-
line game, engaging a wide range of stake-holder and interest groups in an informed and legislative process to understand and modify the state budget.

The paper will present the current state of the game, along with lessons learned about (a) the role of games in creating “planning literacy,” (b) the role of on-line interactive tools in deliberative participatory processes, and (c) the potential gains (and possible pitfalls) of “crowd-sourcing” in highly-technical and contentious area.

References

PUBLIC PARTICIPATION FOR THE 21ST CENTURY
Abstract System ID#: 4716
Individual Paper

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Since the rise of advocacy planning in the 1960s (Davidoff 1965), publicly-managed processes have paid variable attention to communities traditionally marginalized from formal government processes (e.g., low-income people, communities of color, elders, and youth). Further, professionals have grappled with how to facilitate meaningful dialogue about community transformation that can bridge across diverse constituencies. Planners have employed myriad strategies with varied techniques and tools to obtain public input on long-range visions and near-term changes in cities, regions, and states with multifold intentions to consider the relationships between population shifts, environmental sustainability, infrastructure investments, and greater equity of opportunity for disenfranchised communities.

Despite longstanding efforts, public engagement remains deeply contested with persistent questions of meaningful outcomes, adequate representation, sufficient capacity (on the part of planners and the public), appropriate level of decision-making authority, and conflict-management. Further complicating the landscape, the advent of widely accessible digital technology in recent decades has rapidly expanded the range of engagement tools available to the public and professionals, albeit with inconclusive results. Laypeople and professional planners can now collectively generate data, “crowdsourcing” information about neighborhoods through urban informatics (Carroll and Rosson 2007); interactively document preferences for neighborhood change through online mapping technologies (Ghose 2003); and experience hyper-realistic simulations of new development on a regional scale (Kwartler & Longo 2008).

Unanswered, however are critical questions that bridge governance and the role of public agencies, political inclusion, and technology. In particular our research examines under what circumstances public agencies undertake engagement processes, and to what extent they incorporate the feedback they receive into plan making and implementation. We also examine whether and how particular digital tools and technologies influence the outputs and outcomes of planning processes. Finally, we ask what factors influence citizen choice to participate in public engagement initiatives, and how they perceive and measure the efficacy of these efforts.
These questions frame the foundation for our paper, in which we present findings from our research documenting and analyzing the efficacy of participatory methods and digital technologies in regional, city-wide, and neighborhood visioning processes. We first report on a review of participation processes and their varying use of technologies across the United States using online sources, key public documents, and interviews with planners and non-profit organizations involved in several of these initiatives. We then draw out the key characteristics and relate these to an in-depth case study of a regional visioning and planning effort in the San Francisco Bay Area, relying upon data from several focus groups and interviews we conducted with Bay Area residents, planners, and key stakeholders and participant observation in the process. Although we focus primarily on one region, our findings have broad applicability to planning and the varying roles digital technology might play in endgendering increased participation, accountability, and efficacy.

References


Abstract Index #: 553

Evolving Approaches to Managing Recovery from Large-Scale Disasters

Pre-organized Paper Session (Symposium) “Rebuilding Urban Places After Disasters”

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This presentation will be part of the session on "Planning Under Duress: Rebuilding Urban Places Following Disasters." It focuses on comparative insights gleaned from the recovery planning and management approaches taken in different nations following catastrophicsasters over the past two decades. Ultimately, this multi-year study, funded by the Lincoln Institute for Land Policy, will result in a book that compares and contrasts case studies of recovery planning and management approaches taken following major earthquakes, hurricanes, and floods in the U.S., Japan, China, Taiwan, Turkey, India, Indonesia, Haiti, Chile, and New Zealand. In each case, the general policy framework and philosophy of the government’s role in disaster (and particularly in recovery) management, planning, financing, and implementation policies and programs will be considered, as well as the evolution of that framework and philosophy through time as different disasters pose different challenges. The case study approach will provide a framework for identifying common lessons in disparate recovery situations to benefit planners and policymakers faced with recovering from a catastrophic disaster.

Recovery following a catastrophic disaster brings extraordinary planning and management challenges ((Rubin 1985; Olshansky, Johnson, and Topping 2005). But, the fields of recovery planning and management research are relatively new; lack sustained, longitudinal and comparative study; and also lack consensus definitions and theories, management models, and principles as to what constitutes effective recovery processes and outcomes (Smith and Wenger 2007). To deal with the complexities and unexpected nature of recovery, scholars have proposed a host of organizational management approaches and strategies, the best of which distill the key themes of resources, vision, and leadership (Rubin 1985). Resources (money, technical assistance, and capacity building) often come from the top-down, vision needs to be shared by all, and leadership is an active means of tying these elements together (Rubin 1985). Following large disasters, these processes occur within a context of time compression, high-speed decision-making, constrained
information flows, immense political pressure to rebuild quickly, and a sudden availability of significant amounts of funding (Olshansky and Johnson 2010). A recovery process that is fast, efficient, and equitable can help reduce the negative, long-term effects (Olshansky, Johnson, and Topping 2005). Recovery also provides an unusual opportunity to improve community resilience, thereby making it more sustainable (Smith and Wenger 2007). The challenge is to design and implement appropriate post-disaster institutional frameworks that reflect this understanding.

This presentation will focus on the study approach and lessons gleaned from the case studies performed during the first year of work, including Japan and the progression of recovery planning and management approaches taken following key disasters of recent decades, including the 1995 Kobe, 2004 and 2007 Niigata, and 2011 Tohoku earthquakes. The 1995 earthquake was the first widespread, urban disaster to challenge Japan’s modern disaster management system. Substantial national-level recovery investment was accomplished within pre-existing organizational structures; however, new bureaus were established at the local-level, and a two-phase planning process ultimately resulted in unprecedented citizen participation efforts in Japan (Olshansky, Johnson, and Topping 2011). The participatory planning approaches were implemented again, with even more community-level involvement, when two major earthquakes struck communities in Niigata prefecture in 2004 and 2007, and a new quasi-governmental organization was established to meet communities needs in the rebuilding (Iuchi 2010). Now, following the March 11, 2011 earthquake and tsunami disaster, Japan’s disaster management system faces yet another round of challenges and evolution. Already new recovery organizations, planning processes, and recovery financing and implementation strategies are being developed.

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Abstract Index #: 554
EQUITY PLANNING REVISITED: A KANSAS CITY CASE STUDY
Abstract System ID#: 4887
Pre-organized Paper Session (Symposium) “A Resurgence of Equity? Explorations of Equity Planning Today”

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This paper investigates the status of equity planning in Kansas City using a case study of the Creating Sustainable Places (CSP) initiative of the Mid-America Regional Council (MARC). The CSP planning process includes six corridors in the Kansas City region, connecting neighborhoods across two states, nine counties and more than 100 municipalities.

The paper has four components. First, the paper explores how the CSP initiative of MARC and its partners defined “equity” in the context of sustainability planning at the regional scale. Next, the paper looks at the organization and participation of stakeholders specific to the equity component of the CSP initiative through interviews with the identified “equity partners.” Third, the paper analyzes the sustainability indicators and guiding principles identified by
the CSP process and how these set the context and expectations for equity planning across multiple scales. Finally, the paper compares these basic empirical aspects of equity planning in Kansas City to the literature and theory of equity planning.

Several questions are raised: How does regional planning for sustainability address the challenges of inequitable conditions within each of the six designated corridors? Are there tensions or conflicts between equity and other dimensions of sustainability (economic development and environmental health) within the CSP planning process? Can planning for equity at a regional scale address the context of foreclosures and neighborhood destabilization within the selected corridors?

In particular, the paper is focused on how two corridors in the region compete for planning and resources in the context of the broader effort. The Troost Corridor in Kansas City, Missouri and the State Avenue Corridor in Kansas City, Kansas include areas of concentrated poverty, racial segregation and disinvestment.

The research includes content analysis of planning documents, interviews with stakeholders, and participant observation.

References

Abstract Index #: 555
MULTI-SCALAR COLLABORATIVE PLANNING
Abstract System ID#: 5130
Individual Paper

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Planning researchers are considering how different approaches to collaboration enhance social learning and organizational change across multiple spatial scales, enabling flexible and creative responses to rapid change and uncertainty (Margerum and Whitall 2004). Collaborative approaches such as learning networks, civic roundtables and community reconciliation processes foster relationships that outlive resolution of specific disputes, as participants engage, gain trust, and recognize their interdependence. This work has contributed to inquiry into how polycentric and cross-scale governance arrangements foster resilience by mobilizing support for change and compressing the time required to address root causes of episodic crises by elaborating knowledge, practices, and institutions (Gunderson and Holling 2002; Berkes and Turner 2006).

Cross-scale integration emphasizes collaborative learning and innovation, as well as flexibility and openness in collaborative structure, process, domain and goals. As Innes et al. (2007) suggested, the challenge "…is to transform ideas, informal relationships, and agreements into a more enduring form, without losing the flexibility and adaptiveness of what emerges from the informal system." In this review paper, I will consider what planners need to know in order to coordinate collaborative action at different sites to foster institutional change, and foster creativity and innovation while ensuring cross-scale coherence. I suggest that our challenge is in part conceptual – we need to conceive of social-ecological systems in terms that are open to the possibilities of human choice and reinvention. In addition, we need diagnostic tools in order to understand complex system dynamics. Finally, we need new forms of collaborative design.
and practice, in order to provide the facilitative leadership required to promote collaboration across temporal, spatial, and organizational scales.

References


NONPROFIT HOSPITALS AND PROPERTY TAX EXEMPTIONS: MAPPING BENEFITS AND BURDENS

Much of the literature on property tax exemptions focuses on defining and measuring benefits provided by nonprofits, overlooking the foundational question of whether the property tax as a policy instrument is an effective and efficient tool for promoting charitable activity in the first place. While the property tax has uniquely spatial traits among tax forms, state level exemption decision-making is limited by a static, geographically, and politically bounded understanding of local tax policy, leading to inefficiencies in the provision of public services and increased competition between local governments.

Focusing on nonprofit hospitals in Illinois, this paper explicitly examines the distinctively spatial implications of the property tax exemption, focusing on the mismatch of burdens and benefits it creates. While only residents of the taxing district in which a hospital is located are burdened by paying higher taxes to offset the exemption, all patients qualifying for free or subsidized healthcare receive the hospital’s benefits, irrelevant of place of residence. The principle of fiscal equivalence suggests the greater the disparity between benefits and burdens, the less economically efficient a tax policy is, with spillover and free-rider problems distorting the market. While this incongruity between benefits and burdens created by property tax exemptions is obvious, this paper seeks to better understand the size and magnitude of this disparity and to examine whether there is a relationship between urban form and the size of this mismatch.

GIS is used to visually map the spatial overlap of benefits and burdens created by property tax exemptions granted to nonprofit hospitals in four specific cases, comparing the level of incongruity for different urban forms; city, suburban, small city and rural. Data from the American Hospital Directory and the Illinois Department of Health is used to measure the spatial incidence of benefits provided by nonprofit hospitals. This data includes hospital specific discharge records which identify admitted patients by zip code of residence as well as payor status: Insured, Uninsured, Medicare, Medicaid or Other. The dispersion around a hospital of patients identified as uninsured or subsidized is mapped to analyze the overall pattern across the state but also as a guide for selecting the four cases to be used. Within the selected cases, information collected from local assessors is used to measure the spatial incidence of tax districts in which identified nonprofit hospitals are located. Layering the two maps of benefits and burdens allows us to examine the size and magnitude of this disparity and visually grasp its real implications for local governments.

By reframing how we think about local tax policy and by acknowledging and exploring its broader spatial implications, we can more effectively tailor tax policy at the local level, evaluating its impacts fully and perhaps sharing in the benefits it envisions more directly.

References


Abstract Index #: 557
INTEGRATED EVALUATION SYSTEM OF ADAPTATION: SOCIAL CAPITAL, ADAPTIVE CAPACITY, AND QUALITY OF LIFE
Abstract System ID#: 5181
Individual Paper

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We propose an integrated evaluation system to measure the outcome of adaptation actions and impact on quality of life. Adaptation greatly depends upon the community’s capacity to cope with climate impacts, risks, uncertainties, and socioeconomic consequences which are highly influenced by all levels of governance and management. The proposed evaluation system enables decision makers to monitor the impact of policy measures and progress from the perspective of quality of life, which existing studies haven’t much emphasised. Actions that are associated with adaptation closely interact with quality of life. Actions such as changing built environment and encouraging to change behaviours may affect quality of life depending on the individual’s perceptions and values. In this context, adaptation governance should provide a pathway to achieve sustainable development by enhancing adaptive capacity and quality of life. Therefore it is significant to assess the impact of adaptation measures on quality of life.

The proposed evaluation system contains indicators from five categories: community safety and security, prosperity and diversity, culture and education, community well-being, and quality environment & sustainability. We focus on the significance of social capital in building adaptive capacity. The fostering of social capital, and associated adaptive capacity are endogenously measured in addition to quality of life in the evaluation system. The data for it is obtained by conducting the residents questionnaire survey. By this evaluation system, progress as outcome of the policy implementation can be reviewed chronologically and compared to other communities. With these features the system enables decision makers to identify effective policy measures and to prioritise actions to be undertaken. We present the application of the evaluation system to Canberra, Australia. We conclude by presenting the strategic framework for adaptation governance which includes the assessment and feedback cycle based on the proposed evaluation system.

References
Track 12 - Planning Theory

Abstract Index #: 558
CRITICAL SOCIAL THEORY’S “SPATIAL TURN”: LESSONS TO AID IN THE PRODUCTION OF AN EMANCIPATORY PLANNING AGENDA
Abstract System ID#: 4021
Individual Paper

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Central theme
Over the past forty years, the fields of critical social theory and practice have been revolutionized by a growing recognition that space and spatial production are central to theories of social change and developmental 'progress.' Arguments that space “matters”—not only in a normative, ideological way, but more importantly in a de-historicized, everyday lived sense of the word—have resounded from across the disciplines. Importantly, these trans-disciplinary assertions about the centrality of space have opened new pathways for understanding the relationships between historical, geographical and cultural production. This “new spatial consciousness” (Soja 2010) no longer understands space merely as a “container” for beings and their relations, or a flattened dimension upon which history unfolds. Instead, space is activated by and through social life, and conversely, social life is activated in and through space. This “mutual constitutive-ness” of social and spatial practice (which is to say, the act-ivation, or de-objectification, of space) forms the common bedrock of the “spatial turn” in critical social theory, grounding and connecting an otherwise disparate set of intellectual and political projects together through their common emphasis on the social production of space vis-à-vis every day, lived experience.

There are significant ideological and material possibilities opened up by the adoption of a “critical spatiality” approach to social change. These potential consequences—both positive and negative-- are especially salient in a field such as city and regional planning, which, perhaps more so than any other professional or intellectual discipline, is at its core concerned with the ordering and production of (social) space.

Approach and Methodology
This paper makes two contributions. In Part I, I discuss the socio-historical roots of the “spatial turn,” before engaging in a discussion of the most instructive theoretical and practical interventions to have evolved out of and through this transformation. In Part II, I discuss the conceptual and practical implications of the “spatial turn” for the field of City and Regional Planning, a discipline known for being both normative and action-oriented in its treatment of space. I conclude with a brief exploration of ‘critical spatiality’ as it relates to culture-based revitalization and community development efforts currently underway in downtown Chattanooga, Tennessee.

Relevance of your work to planning education, practice, or scholarship
The ongoing replacement of dualistic logics with a unified understanding of socially produced space have emerged from across the human disciplines and increasingly there is a demand for inter- and multidisciplinary inquiries into the forms and practices of social space. Thus critical spatiality affords an alternative ideological and strategic framework for making radical, substantive claims towards the advancement of a just, decolonized urban order.

There is a dynamic and growing literature focused on the transformative and emancipatory potential of planning (Sandercock 1998; Woods, 1998; Harvey 2008). These thinkers point to a range of discursive and practical tricks that urban planners can use to help cultivate a critical spatial consciousness among their colleagues, their constituents, and themselves. In summation, space “matters” to us all, but it matters especially to those social actors whose careers
revolve around assessing, diagnosing, and developing rationales to justify socio-spatial interventions in neighborhoods and communities (which typically are not their own).

Key data sources
This paper will draw from key contributions to critical social theory’s “spatial turn,” and use primary ethnographic and archival data collected in Chattanooga to illustrate “critical spatiality” in practice.

References

Abstract Index #: 559
ACTIVIST COMMUNICATIVE PLANNING: MEANINGFUL HYBRIDS OF DIALOGUE AND STRATEGY?
Abstract System ID#: 4040
Individual Paper
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Some stakeholders might reject attempts to insulate the exchange of reasons from the distorting influence of coercive power. For negotiations in the planning process to be fair, procedures should provide all parties at the table with equal opportunities for pressure, that is, for influencing one another’s standpoints during the actual transactions. Some marginalized groups need to build such pressure with support from actors external to the official planning process, and sometimes this can be achieved most effectively by planners forming alliances with activist organizations that can exert pressure from outside.

Communicative planning theorists need to discuss how the political transaction costs of disadvantaged or marginalized groups, whose living conditions the planners want to improve, can be effectively reduced without leaving the value-sphere of communicative planning. The border is transgressed when the planners tip the balance between communicative and instrumental rationality too much in favour of the latter, that is, towards strategic action. The paper analyzes how communicative planning can become an activist mode without losing out on the dialogical values.

The purpose of the paper is to discuss the role of the activist communicative planner and analyze hybrids of communicative and strategic action that are invariably embedded in activist communicative planning. The more the deliberating parties depart from dialogue and the more they fall back on non-deliberative and coercive means of negotiation, the less hope there is that a fair agreement will emerge. Activism is needed because the internal actions of the planners – that is, the means they can use within the confines of the official planning process – may fail to curb unduly power-wielding stakeholders and fail to bring about a participatory, democratic process and a fair planning outcome in cases where a more activist oriented planner role could do so.

Nine modes of planning are identified as candidate platforms for activist communicative planning practice. The paper analyzes the activist and dialogical potential of the most important of these modes. A few possibilities and problems of combining dialogue and strategic action in planning processes are also discussed. This clears the ground for an outline of the principles for activist communicative planning, which makes up the core content of the paper.

The analysis starts out from Archon Fung’s four principles of deliberative activism. The principles pertain to a setting where all parties are assumed to be equal participants in the deliberation. The role of somebody – for example, a
planner—responsible for the process is not explicitly dealt with in Fung’s article; neither is co-operation with a partner outside the deliberative process. Special attention in my paper is given to the principle of proportionality, stating that activist communicative planners can use non-deliberative means deviating from dialogical norms to an extent proportional to that of other actors in the planning process. This principle is clarified and supplemented in the paper. The purpose is to offer guidance on how activist communicative planners can encourage and protect deliberation while still acting with political savvy in environments unfavourable to dialogue.

A position for activist planners has to be forged between the loser strategy of unilaterally restricting oneself to (dialogue-like) deliberative action, and the cynical strategy of choosing freely among power-based contrivances as long as others do not observe the norms of discourse ethics. These two extreme options will both get communicative planning into disrepute, as the first gives the impression of an impotent planning approach, and the second reveals an approach empty of political ethics. An intermediate position is proposed in the paper.

References

THE TRAVELS OF CRITIQUES OF NEOLIBERAL PLANNING AND POLICY: QUESTS FROM THE ‘BORDERLANDS’ OF PORTUGAL AND TURKEY
Abstract Index #: 560
Abstract System ID#: 4103
Pre-organized Paper Session (Symposium) “Why Call it Neoliberal?”

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Recently, James Ferguson (2009) provocatively equated the futility of "denunciatory" critiques of neoliberalism to the dead end of contemporary Left politics. Rather than suggesting that we should do away with the idea of neoliberalism altogether — a move many scholars would consider politically dangerous — Ferguson invited us to consider the potential "uses of neoliberalism" to reinventing new progressive arts of government for contemporary challenges. If planning is both, as Ananya Roy (2011) suggested, the "face of power and order" and "social struggle" in urbanization processes, then recognizing the implication of planning in shaping the capitalist city alone will fall short of discussing what progressive alternatives can planning theory and practice offer us.

With this paper, we would like to begin addressing these concerns by questioning what invoking neoliberalism to critique contemporary forms of urbanization, planning, and politics does for us and how can we craft a critique that charts a progressive role for planning.

This paper explores how neoliberalism travels as a tool of critique in relation to local urban projects and policies. Scholars have become increasingly interested in the way urban policy ideas travel from city-to-city (Robinson, 2011) and in the 'worlding' of cities (Roy and Ong, 2011). The tendency has been for scholars to frame such travels in the context of contemporary expressions of neoliberal urbanism (Peck and Tickell, 2002). Less attention has been paid to tracing the nature of the critiques of urban policies themselves, the commonalities of discourse between critics and those being criticized, and the potential of critiques to promote progressive urban politics.

The paper examines two cases of urban policies in Portugal and in Turkey deemed 'neoliberal' by local politicians, planners, neighborhood groups and opinion-makers. In both cases, critics of urban policies used similar frames of
reference as those of policymakers. They remained tied to 'old' conceptions of politics, the economy, welfare, and state-space that prevent them from imagining alternative forms of urban government. Providing a comparative analysis between the Portuguese and Turkish urban experiences enables not a "view from the South" of Europe, but supports the voice of its intellectual 'borderlands' – the persistently silenced urban experiences of contemporary urban theory.

References

Abstract Index #: 561
CAN PLANNING BE REPARATIVE WITHOUT BEING RESTITUTIVE?
Abstract System ID#: 4113
Individual Paper

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Public apologies take myriad forms, from the politically expedient to the genuinely reparative. This manuscript examines the role of restitution—financial compensation—as a supplement to Sandercock’s recent writings that have framed planning as part of a therapeutic, healing dialogue (Sandercock 2004; 2010). In the first part of the manuscript, the mutually reparative nature of healing dialogues are discussed, providing insight into the moral paradox for planning theory of healing as apologies without restitution. The paradox concerns the profession’s longstanding failure to pursue restitution in communities where planning has done harm, even as planning theory has stressed the importance of recognizing past harm. Absent restitution, healing dialogues can benefit the offender—the state and its consulting professions—more so than the victims. This article argues for understanding the two different contexts of public compensation in planning and development: the utilitarian and the reparative. Three major positions on restitution and reparation are discussed in the context of planning: a) Sher’s theories of entitlement to restitution in nonideal justice; b) Derrida’s theories on public apologies as public theater; and Ricouer’s theories of public memory and forgiveness. All of these concepts have a role to play in planning theory, but the first, restitution, is an a priori condition to emancipatory planning practice and the just city.

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Abstract Index #: 562
LIBERAL AND CONSERVATIVE VIEWS OF HUMAN NATURE LEAD TO PLANNING DIFFERENTLY: WHICH SHOULD WE FOLLOW?
Abstract System ID#: 4154
Individual Paper

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Planning depends on assumptions about human nature. The design of planning processes and the content of plans rest on premises regarding, for example, whether human beings are reliably rational or at least sometimes impassioned and irrational, whether they are benevolent or at times inclined to harm others, whether they are mostly self interested or mostly altruistic, and whether they are self sufficient or need others to define their identity and help them develop. American liberalism and conservatism represent different sets of assumptions about such questions. Liberalism regards individuals as self interested and reliably rational, capable of considerable development, and inclined to act in ways that serve their interests and contribute to social order. Conservatism regards individuals as limited in developmental potential, governed by an uneasy balance between reason and passion, often blindly putting self interests first in a way that defeats these interests and contributes to social disorder. The liberal individual is trustworthy, whereas the conservative individual is not. These premises leads to different prescriptions for social intervention. Liberalism, assuming that individuals will make rational choices about available opportunities, focuses on changing the environment to increase and improve opportunities. Conservatism, concerned that undisciplined individuals will endanger social order, focuses on moral education and creating structures to restrain individuals so as to maintain order.

American planning rests on liberal assumptions. As is common within any perspective, theorists and practitioners treat these premises mostly as matters of faith, not considering the questions an alternative perspective centers on. Thus planners tend to assume people are rationally self interested, without considering when and how they are not. Plans propose environmental changes with the premise that people will spontaneously and uniformly act on new “opportunities,” without considering the various desires, habits, and limitations that influence activity. Many planners put faith in “communicative planning” that assumes group rationality, without attending to the irrationality and destructiveness common in group relations and politics. Throughout, most planners take the stability and fairness of society so much for granted, that they do not consider the society a potential object for planning. Conservatives, who disagree with liberals about how much public planning is appropriate and what ends it should serve, would start with the questions the planners neglect. They would think realistically about human nature in ways that liberal planners do not, at the same time that they would fail to take seriously the potentials for individual and societal development that liberal planners act on unquestioningly.

The paper examines the ways that liberals and conservatives differently view human nature, makes explicit the implications of the two perspectives with regard to planning, and assesses the strengths and weaknesses of both.

Approach and data
The paper rests on reading in historical and contemporary liberal and conservative theory (with conservatism defined as including traditionalist conservatism, libertarianism, and evangelicalism). This material is analyzed for assumptions about human nature. The implications of these assumptions are linked to the planning theory literature and cases of planning practice.

Relevance
The paper adds attention to human nature to planning theory. It raises questions about human nature for which theorists should have explicit and realistic answers. The paper poses questions about human nature that planning practitioners should address before designing planning processes or developing plans. Thus the paper contributes to planning students’ education.

Learning objectives
The audience will be presented with stimulating observations about how planners and theorists think about human nature – and questions about how they should think about it in order for planning to be realistic.

References
Sustainability planning and policy-making primarily address natural resource conservation, with concern for effective public participation and community development. The term sustainability tends to be tailored to suit diverse agendas and interest. However, according to the emergent science of sustainability, which seeks to influence and orient decision-makers and the practitioners working toward sustainability transition, the overarching goal is to meet the needs of human well-being and to sustain the planet’s life supporting systems (Kates 2010). It is in this context of need- or use-oriented research, that this paper introduces the Cultural Landscape theory as capable of providing the intellectual and operational framework for an unified approach to the sustainability of human-environment systems in urban contexts.

Cultural vitality is increasingly recognized for its key relevance to planning and development policy because of its inherent connections to social equity, economic prosperity, and environmental sustainability. Cultural asset-based community development has gradually been integrated within municipal planning strategies over the past two decades. But the importance of culture for development was only formally acknowledged in 2010 by the international community (UN General Assembly resolution 65/1 ‘Keeping the promise: united to achieve the Millennium Development Goals.’) This paper goes further, to discuss how the Cultural Landscape theory provides a framework for sustainability planning approaches integrating environment and cultural organizations. Based on literature from disciplines concerned with both cultural and natural diversity (e.g. natural resource management, cultural heritage conservation and cultural anthropology), it presents an overview of factors relevant to sustaining coupled human and environmental systems.

Using field research conducted in historic towns in Brazil where intrinsic relationships between cultural processes, material productions and the environment have been sustained to the present, the applicability of the Cultural Landscape framework to urban planning is explored. Cultural Landscapes, as defined within the heritage conservation field, encompass natural and cultural layers of physical and immaterial features that characterize a place. While the physical layers can be identified through observation, the intangible layers can only be understood through experience, within the cultural framework of those who have created and sustained it (Smith 2007). Participant and non-participant observations and mixed methods analysis form the basis for understanding public perception of the landscape. With the interlay of cognitive and physical mapping, values associated with human well-being and environmental sustainability can be extrapolated. This paper addresses the ecology of the urban landscape as much as the built form within, where cultural values cross from cognition into geography.

As an integrative approach to human-environment systems, the Cultural Landscapes theory provides a framework for the study and planning of development patterns adapted to local context, as well as to the resources, characteristics, and aspirations of communities. Within this approach, the social, technological, political, economic and natural features are simultaneously addressed in the planning and the conservation of cultural and biological diversity. Natural resource conservation and cultural resource conservation are intimately linked (CDB 2010; Pretty et al. 2009; IPCC 2007). Furthermore, cultural diversity is just as critical to bioregion adaptation as it is to the enhancement of human creativity and the innovative capacities necessary to cope with problems affecting societies, including climate change and the economic stresses of rapid global urbanization. As such, this paper argues that Cultural Landscape Planning has the potential to support both communities’ and the planet’s adaptive capacities.
In the context of the conference theme of the resurgence of planning, this paper examines the intersection of a new paradigm for organizing public participation with the increasing fascination with community resilience in planning scholarship. The planner’s proper role and the effectiveness of different methods for organizing civic participation in policy-making has long been a central topic in planning scholarship and practice. Deliberative public participation processes are believed to be an appropriate means of engaging the variety of stakeholders, diverse ways of knowing, and necessity of ongoing relationships required to address emergent, wicked public policy problems (Fisher 2000; Innes and Booher 2010; Quick and Feldman 2011). At the same time, building resilience is an important contemporary question in planning, where recent scholarship has been invoking resilience as a framework for understanding and adaptively managing disruptions to natural and social systems (Innes and Booher 2010; Goldstein 2012), amplifying scholarship on resiliency in socio-ecological systems (Walker et al. 2004), leadership (Wheatley 2006), public administration (Toonen 2010), and management (Weick and Sutcliffe 2007) studies.

This paper examines a new but increasingly internationally prominent set of participation techniques and frameworks that purport to be particularly well suited to creating adaptive capacity and resilience. Frequently referred to as the Art of Hosting, its aim is to build the adaptive management capacities and resilience of networks of stakeholders working with complex and unfolding public problems. Adaptation, improvisation, and emergence are demonstrated features of the Art of Hosting approach to organizing public participation settings (Wheatley and Frieze 2011). Some core hosting practices include circle dialogue, appreciative inquiry, open space technology, and world café. The Art of Hosting integrates these techniques and encourages facilitators to select processes consistent with the presenting contexts. People trained in Art of Hosting have an experience seen as novel by even seasoned public participation facilitators. In brief, the Art of Hosting process reorients facilitators from being the organizer of a discussion with a previously determined agenda towards being the host of an engagement process that is community-driven and emergent.

The research question addressed in this paper is whether participating in hosted settings with these features does in fact strengthen or create adaptive, resilient communities of practice among the participants who address problems and interact in ongoing ways. Two types of data have been collected and are being coded and analyzed inductively. First,
we gathered data from individuals who were trained in the Art of Hosting during 2011 as part of an ongoing effort to enhance community-based participatory leadership across a variety of sectors, issue areas, and types of organizations in Minnesota (Sandfort and Bloomberg, f.c.). Through a combination of participant observation in the facilitation training and semi-structured interviews with 70 individuals (comprising all of the trainers and 95% of the trainees in two training cohorts), we have explored trainers’ and practitioners’ understanding of specific practices, investigated how they apply their learning in diverse contexts, and asked them to articulate the results they observe. Second, to the implications for resilience and adaptiveness for communities who utilize these practices in decision-making, we have observed a series of community budgeting meetings facilitated by a subset of the trainees, following them up with 20 semi-structured interviews with the meeting sponsors, the facilitators, and other participants in the meetings. In the interviews, we explore the impacts of the hosting approach on their ongoing work together.

References


THE TEA PARTY AND PLANNING: EVOLVING WINE IN NEW BOTTLES?

Scholarly research on the rise of the Tea Party has focused on its role in national political debates and elections. Recently, however, Tea Party members and other sympathetic individuals are turning their attention and fierce opposition to city planning issues at the regional and local level. Much concern centers on sustainability planning, particularly housing densification and perceived encroachment on property rights. The opposition is occurring at multiple levels -- against regional planning efforts, infrastructure projects such as bicycle lanes and rail lines, and city level memberships to ICLEI Local Governments for Sustainability (International Council for Local Environmental Initiatives), a non-profit organization dedicated to sustainable development. Our research offers a critical focus on these areas of activism particularly in light of the planning field’s increased consideration of sustainability in practice, research, and education.

Literature related to participatory and collaborative planning, property rights movements in the United States, social movements, coalition formation and social networks provides the theoretical lenses guiding the analysis. We use a case study approach to observe this phenomenon at three scales of organized opposition: regional planning, infrastructure projects, and local government membership to ICLEI. Our research is based on content analysis of key documents and online sources, participant observation in a regional process in the San Francisco Bay Area, and in-depth interviews with key stakeholders across the United States. The interviewees represent a diverse range of perspectives including local participants affiliated with the Tea Party, elected officials, and representatives of public agencies and non-profit organizations.

Through these channels, we analyze the range of Tea Party concerns and perceptions, the ways in which participation occurs, the role of technology and social media facilitating such participation, and responses by planners and policy boards, particularly the extent to which these concerns are being considered or impacting practice. Framed in a
historical context of past property rights movements and other related critiques of planning, the paper concludes by probing what is new for planners and researchers to consider in this current era and context of fiscal, institutional and social constraints.

References

Abstract Index #: 566
"PLANNING ETHICS" AND REDISCOVERING THE IDEA OF PLANNING
Abstract System ID#: 4305
Individual Paper

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This paper examines how ethical concerns have been, and are being, understood in planning, and the profound questions which are posed about past, present and future intellectual and professional priorities. There can be few more insightful vantage points from which to view planning than through exploration of the field’s engagement with ethics. A perspective derived from ethics helps to cut through the analytical noise, to expose often troubling but fundamental issues about the very nature of planning. It concludes that the planning community needs to rediscover its ethical voice and its confidence in the idea of planning.

The paper was inspired by a request from the editors of Planning Theory to write an article which takes as its starting point Sue Hendler’s considerable contributions to the field of ethics and planning. In the process of reacquainting myself with Sue’s highly significant contributions, I had cause to ponder about the evolution of work on ethics and planning and its on-going trajectory. In 1995 in the introduction to Planning Ethics Hendler wrote: “Planning ethics has reached a level of sophistication and what seems no less than exponential growth. Keeping up with the theoretical, professional, and pedagogical developments in this area has become increasingly challenging.” (Hendler, 1995b: xx). So, what of that envisaged exponential growth? What have been the key developments in planning ethics? What issues and challenges are emerging, in the context of contemporary sensibilities?

Strikingly, the period since 1995 has not seen the publication of a further or up-dated Reader in planning ethics. This prompts the question: how far and in what ways has a concern with ethics and planning developed in the subsequent years? Have we witnessed the exponential growth and increased sophistication in the field, or something rather more fitful and patchy? Moreover, what does this have to say about the priorities and sensibilities of contemporary planning theorists, professional bodies and practitioners?

The arguments presented in this paper are based on the synthesis of ideas and understandings drawn for the most part from literature and experiences relating to the Anglophone world, especially the United Kingdom and United States. By its nature synthesis involves some measure of generalisation and simplification. However, such a process also offers opportunities to shine a light on the taken-for-granted and hence to challenge existing agendas. As a consequence while the conclusions are somewhat tentative, it is hoped that the arguments are sufficiently well formed to have broad applicability and to encourage, and may be even provoke, further debate.
The paper’s argument is presented in three parts. The first explores the key themes which have characterised debate around planning and ethics, in the couple of decades since the publication of Hendler’s Reader in 1995. The second section focuses on the more recent developments in the field. In the concluding section the theoretical and practical implications of the review are examined and the challenges and priorities for the future identified.

References

WHAT IF PLANS DO NOT LINK KNOWLEDGE AND ACTION?

Abstract System ID#: 4306
Individual Paper

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Does planning and plan making provide a link or bridge between knowledge and action as many influential planning analysts claim? (Friedmann2011) Traveling through the research literature I explore the limits of this planning theory idea and offer a more complex scaffold open to research inquiry. I use research from three disciplinary fields to describe and compare the relationships among concept, plan and action: cognitive science (Thagard 2006; Suddendorf & Jaine 2005), decision science (Kannheman 2011) and neuroscience (Clayton et al 2003). How do analysts in these disciplines conceive planning and plan making in relation to thought, judgment and action? I keep the focus on planning and plan making, but include relevant overlaps with problem solving, decision making, simulation modeling and design. I am seeking to construct a coherent yet complex analysis of disciplinary plan making conceptions to provide a scaffold for comparison that invites research inquiry relevant for spatial planning. Preliminary comparison yields interesting findings that set me down this path. People make plans as part of conception. Conception relies upon action. Evaluation precedes deliberation. The varieties of research challenge the order and meaning of each relationship in the knowledge – plan – act theory for spatial planning.

I compare two studies of research on plan making practice to show how a revised scaffold can work to help us comprehend how different stakeholders respond to the demands of complexity as they make plans. These include research spear headed by my colleague Moria Zellner on collaborative planning efforts for water aquifers (Zellner et al 2010, 2011.); and research by Walter Schonwandt and his colleagues at the Institute for Planning at Stuttgart University (Schonwandt et al. 2011).

The tentative reconstruction has more elements and relations: problem – evaluate – plan – intend – decide – act – justify. The revision invites planning analysts to move past a too simple conceptual model for spatial planning and tries to encourage more imaginative and useful conceptualization and study of how people make plans for places. This conceptual research offers a more complex set of ideas and distinctions we can and should use to revise and improve how we study spatial plans and planning.

References

Abstract Index #: 568

USING VOLUNTEERED GEOGRAPHIC INFORMATION (VGI) FOR COMMUNITY-BASED PLANNING: REFLECTIONS ON CONCEPTS, CONSTRAINTS, AND ETHICS

Abstract System ID#: 4307
Individual Paper

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Planners are in the business of making long term strategic decisions for diverse users but their understanding of the populations and communities they seek to serve is frequently limited. For example, conventional public transportation planning often emphasizes the need to get people safely and quickly from home to work. Yet, transportation planners have been slow to understand how the changing nature of work and workplaces are shaping the travel behavior of low-income individuals living in transit-poor neighborhoods. How can we understand these behaviors and the mobility barriers experienced by low-income populations? The answer is both simple and complex at the same time - consider the entirety of individuals’ lives, not only their travel to and from their workplace.

Those of us who advocate for and practice community-based planning recommend working in close collaboration with those who are likely to be affected by planning decisions. A whole literature and mode of working has developed around the practice of community-based planning, anchored by public participation, deep community engagement, and community capacity building. However, we are seeing a rapid rise in the use of geo-referenced data collection to support planning efforts at a variety of spatial scales. These planning approaches use volunteered geographic information (VGI) and transform human beings into sensors, capable of transmitting information about their location and patterns of movement that can be collected and analyzed by others. The term VGI itself emphasizes the voluntary nature of these data transactions (e.g., instances where citizens voluntarily measure, record, and report air pollution). The reality is far more complex because planners are using data even when the agreements/arrangements related to data acquisition are unclear. Significantly, the average citizen has very little opportunity to “opt in” to this type of research while the procedures for “opting out” are tedious.

In this paper, I will discuss my own research, where I have integrated the use of volunteered geographic information to develop a communicative visualization tool that can describe the activity spaces of individuals and groups. The individual is invited to describe their activities on a typical day and the system transfers location information as data points on a map. The individual user can visualize their own travel behavior of a typical day in their life based on the information they provided. More importantly, the tool allows for advocacy groups to review data from many volunteers to draw conclusions about travel behavior at neighborhood/community scale by overlaying multiple trips and events and at different times of the day. The travel behavior and activity spaces of different socio-demographic groups can also be visualized and analyzed. For community organizing and advocacy, such tools provide valuable insights while setting planning priorities. Since much planning is at the local level, these micro-level analyses provide opportunities for individual and community empowerment.

The case study provides the data to discuss the complexities associated with the use of VGI to support spatial knowledge production, community capacity building and empowerment. By discussing the particulars of this case, I
hope to draw conclusions and elucidate directions for future research about the use of VGI in community-based planning.

References

Abstract Index #: 569
NAVIGATING NARRATIVES OF HOPE AND FEAR IN CLIMATE ADAPTATION
Abstract System ID#: 4404
Pre-organized Paper Session (Symposium) “Hope, Fear and the Future”

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If planning is the organization of hope (1), adapting to climate change challenges the basic processes of planning. Designing the built environments and regulations that will help communities as their climate changes is a strained balance between the optimistic (we can make arrangements now that will matter) and the pessimistic (climate change is already underway and won’t be stopped). While the big-picture theory of climate change has become scientifically accepted, the small-picture questions of how much change in which places at what rate and at what final destination are much less certain. For low-lying coastal communities, for instance, plans that address the a global temperature increase of 4 degrees may require imagining a future where much of their land is underwater, while planning for global 2 degrees may be highly naïve given current emissions trends (2). The result is that adaptation plans that are politically feasible may be too weak to do much good; plans that address the enormity of the challenges may not be politically feasible. How do communities thread these needles in a public process, and still develop adaptation plans that can be politically adopted? In 2009, Diana Liverman argued that there are three key narratives of climate change enshrined in international policy: dangerous climate change is to be avoided; the responsibility for climate change is differentiated; and the market is the best way to reduce the danger (3). How does this compare to the key narratives enshrined in local and regional climate adaptation plans? This research examines a set of municipal adaptation plans and recommendations from key organizations such as ICLEI (4) to see how the issue is initially framed, and how that framing follows through to plan recommendations, and whether and how these constitute full narratives that have persuasive power to move people to action. Patsy Healy has argued that planning academics and practitioners should consciously build narratives to help critical, locally appropriate planning learning (5). Given the current paucity of adaptation plans, planning may need to consciously sculpt narrative threads that can navigate the hope and despair of climate change.

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Researchers have posited urban growth coalitions as a driving force in shaping spatial and economic structures at the metropolitan, regional and national scales (Logan and Molotch, 1987). The strategic nature of these coalitions makes them an important, contested arena in determining the future direction of economic development and spatial reorganization in the United States (Mollenkopf, 1983). In the wake of the economic dislocations of the Great Recession and in the face of rising social and ecological obstacles to growth, this paper asks: Do contemporary sustainable/eco-cities movements constitute the basis of a new “green” growth coalition? If so, does this coalition differ qualitatively from the theoretical dynamics and goals of previous growth coalitions?

With the close of World War II, public, private and non-governmental actors viewed growth coalitions as a means of avoiding a return to the economic stagnation brought on by the Great Depression. Growth coalitions also became an effective vehicle for consolidating the power of the relatively broad-based New Deal coalition. This model was based upon a national, Keynesian approach that sought to balance economic growth with redistributive policies in an effort to advance capital accumulation and social equity simultaneously (DeFillipis, 2004).

The success of this approach became compromised with the impact of the energy embargos of the 1970s and the advent of rising competitive global economic pressures. Conservative political entrepreneurs in the United States responded to this weakened position by advancing a growth coalition of their own based upon a neo-liberal approach centered around curtailing redistributive policies, deregulating financial markets and promoting investment in defense spending and the development of the western and southwestern United States (Hackworth, 2007).

This subsequent, neo-liberal growth coalition is currently experiencing obstacles of its own. Rising environmental (e.g., climate change) and social (e.g., increasing inequality) issues are challenging its hegemonic status. While the anti-neoliberal stance of developing nations in the periphery and semi-periphery and the anti-globalization and occupy movements in the core have provided a critique of this model they have not clearly articulated an alternative. In the meantime the sustainable/eco-cities movement’s focus on efficiency, conservation and design, while addressing contemporary environmental issues, has left questions of theory and the politics of transition largely unaddressed (Beatley, 2000; Foster, 2010).

This paper explores the theory and politics of the latter movement to explore whether it constitutes the basis of a new, qualitatively different type of growth coalition capable of transcending both the Keynesian and neo-liberal models.

References
REWITING THE NARRATIVE OF PROPOSITION 13 FOR A MORE HOPEFUL FUTURE IN CALIFORNIA

Abstract System ID#: 4457
Pre-organized Paper Session (Symposium) “Hope, Fear and the Future”

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Proposition 13, the legendary tax limitation measure passed in 1978, remains the third rail of California politics today. A majority of voters continues to support Prop 13, considering it sacrosanct, even though most voters younger than 60 admit they do not know much about it. The narrative in support of Prop 13 was once grounded in reality but today is mere received wisdom that Prop 13 is simply a good thing. This unquestioned support is an obstacle to necessary new plans, policies, and programs. Today the story of California is completely reversed from earlier decades, yet adherence to the old narrative blocks recognition of the path to a more hopeful future.

Popular narratives provide a vital form of consensual understanding about shared purpose needed for public decision making (Eckstein and Throgmorton 2003). Today California planning needs a new guiding narrative for understanding threats and opportunities in the state and for directing public decisions. The old narrative of Prop 13, founded on conditions in the 1970s and 80s, has seen its core premises undermined by recent trends. That invalidates the guidance provided because it is not only misleading but also counterproductive for the future.

This paper responds to advice of Howell Baum (1999): “planning depends on forgetting: forgetting a static image of the past in order to remember the past as a time of contingency and to see the past linked in time to the present and the future.” For this we should carefully reconstruct the 1970s context of the law’s passage, and the 1980s narrative that developed in support of Prop 13. Each premise needs evaluation in light of more recent trends, problems, and opportunities.

Support for Prop 13 was founded on explosive increases in house prices that forced higher tax assessments, causing older homeowners to fear they would be driven from their homes. At the same time, extremely high population growth was fueled by migration of newcomers, including many immigrants, and accompanied by racial change. Established residents did not welcome these changes and did not want to pay higher taxes as a result. The political decision was to make the newcomers pay the higher taxes needed to offset discounts granted to oldtimers.

Today, a different set of urgent problems and opportunities has emerged, and the old premises of Prop 13 must be revised. In place of exploding house prices, tax assessments have collapsed and we struggle to revive the housing market. Young buyers are asked to pay the highest taxes, but today it is the young not the old who are vulnerable and threatened (Myers 2009). While before it was a struggle to keep up with migration from outside California, immigration has declined and today the growth is homegrown. Meanwhile, the aging baby boomers are about to create a crisis of replacement workers, taxpayers and home buyers (Myers 2007). Cultivating the new homegrown generation is the best path to a hopeful future, but it is obstructed by Prop 13.

The old and new narratives are diagrammed side-by-side, highlighting how much the basic premises have reversed. Today the story of California is completely reversed, yet adherence to the old narratives blocks recognition of the path to a brighter future.

References
Citizen participation has four main purposes in the planning process: data/information gathering, legitimization, empowerment/ethics (those affected should have a hand in the planning), and resilience (the future is unknowable so to cope with the uncertainty of the future, we need many views and visions to build in robustness). Understanding more about the planning process, citizen participation, and the roles for planners is essential for making planning more useful and productive. The theory and practice of open innovation, taken from the fields of business strategy and technology development, can offer planners fresh insights into their own practice. Open innovation, like citizen participation, goes outside the boundaries of the firm/organization to find solutions and to "commercialize" ideas (Chesbrough 2004). A key aspect in open innovation, tapping the wisdom of the crowd, can be accelerated through the use of the Internet (Surowiecki 2005). One aspect of open innovation is tapping the wisdom of the crowd, something enabled tremendously by the presence of the Internet. A key technique in this regard is crowdsourcing (Howe 2008). Here, crowdsourcing is viewed as being distinct from opinion surveys, Internet-mediated piecework, or various "citizen-assessor" initiatives. Crowdsourcing attempts to tap the "wisdom of the crowd" to bring forward new and better solutions to pressing planning challenges (Brabham 2009). This paper will trace the potential relationship between open innovation, crowdsourcing and citizen participation in planning. Of particular interest will be the ways that viewing citizen participation through the lens of open innovation can provide practitioners and scholars alike with new perspectives on the meaning, importance, and uses of citizen participation. The paper will explore notable case studies of crowdsourcing, particularly those that apply crowdsourcing to issues or challenges associated with planning. A pilot project involving the application of crowdsourcing to a regional planning challenge in the Portland, Oregon, metropolitan area will be presented, and lessons learned for practice, both from the case studies and the pilot project, will be presented.

References

That the future is unknowable is no surprise to planners. However, that fundamental principle for planning doesn’t get in the way of creating certain and specific plans for future growth and change. (Hopkins and Zapata, 2007) When faced with a range of possible future scenarios, and the fact that choices and investments will be made despite the uncertainty inherent in the future, most individuals and communities will choose to serve their values and ambitions rather than to remain silent.

Not all issues challenging our places and communities carry with them the same risks and uncertainty with respect to the future. Planning, though itself an optimistic endeavor, carried out in the belief that desired future conditions are both identifiable and achievable, is perhaps most effective when addressing issues with relatively predictable levels of risk and uncertainty. However, some of the most pressing issues also have a high degree of risk and uncertainty, making the task of planning even more difficult.
Climate change and planning to mitigate climate impacts of human activity is one such issue. Though climate change is recognized as a central issue confronting the globe, and consequently planners, it is also fraught with indecision and controversy. (Committee on America’s Climate Choices, 2011) The charged context for this debate in the US has led to the proliferation of literature aimed at not just informing but persuading. This “advocacy” literature is characterized by the presentation of the issues in compelling, often dramatic and apocalyptic terms. This advocacy literature combines elements of despair, to create a sense of urgency and importance, with hope, that if we act now, perhaps that vision leading to despair will not come to pass. (Kushner, 2009)

Citizens are left with what seem to be two unreconcilable visions for the future, and the faint hope that institutions (and planners) will respond. What is a planner to do? What can lend plans the credibility needed to be taken seriously as useful responses to a big and complex issue? What will it take to advance past the rancor that has framed climate change in apocalyptic terms to a useful middle ground where hope can not only be invested but rewarded?

This paper will begin with a comparison of the burgeoning advocacy literature on the climate change challenge with the expanding planning literature on climate change. The emerging narrative regarding climate change presented in the advocacy literature will be compared with the one emerging from the way the same issue is being addressed in the planning literature. (Calthorpe, 2011; Condon, 2010)

Of particular interest will be discovering how competing narratives of hope and despair are reconciled within the two literatures, and between them, and what this could mean for the ways in which planners approach and address the issues associated with climate change. Case studies of local action to move beyond the stalemate of the policy debate will be sought and incorporated in this analysis. By comparing the actual structure of the arguments being made, and the ways that the narratives have been constructed, this paper will seek new ways for planners to address climate change in pragmatic and optimistic terms.

References

Abstract Index #: 574
THE HAPPY CITY: CONNECTING RESEARCH AND POLICY ON WELL-BEING TO URBAN PLACES
Abstract System ID#: 4564
Individual Paper

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Since the early 1930s, societies’ success has typically been considered to be a function of their productivity. Gross national product, or GNP, is the primary indicator that is used to gauge nations’ progress and relative standing. Simon Kuznets developed the concept of GDP in a report presented to the US Senate Finance Committee in 1934. In this report, Kuznets argued that a national accounting system could help the federal government better understand whether basic needs were being met, and how consumption varied across different sectors of the population. However, he also stated that “the welfare of a nation can scarcely be inferred from a measurement of national income” (Kuznets quoted in Marks 2011, p.14). And yet that is exactly what we have done. Productivity is relatively easy to measure, and we tend to focus on those activities that can be and are measured. As Marks argues, “by measuring the wrong things, we have headed in the wrong direction” (2011, p.11).
In recent years, however, new conversations have begun to emerge that question the suitability of productivity-based indicators. In 1974, Richard Easterlin found that rising incomes did not correlate with increases in happiness. Indeed, while incomes have risen in the United States since 1945, happiness has essentially flat-lined (Layard 2005). Largely as a result of these findings, policy makers and planners have begun to think about expanding definitions of what makes a society successful. Indeed, Bhutan has replaced GNP with GNH—Gross National Happiness. The United Kingdom and France have also begun to measure life satisfaction and to use this information to create policy. A range of longitudinal surveys, from the World Values Survey to the OECD’s “How’s Life” survey to the Gallup-Healthways Well-Being Index are now attempting to measure happiness and well-being.

The majority of efforts to incorporate goals such as happiness and well-being into policy agendas have taken place at the national level. Some local level movements, however, such as the Slow Food and Slow Cities movements, incorporate values such as happiness into their philosophies. Indeed, many “act local” movements, such as shop local efforts, as well as alternative economic practices such as community-based time banks, promise social connectedness and satisfaction along with more traditional economic development goals.

This paper surveys the literature on happiness and well-being that originated in psychology and behavioral economics. It also reviews current thinking and efforts by government entities in order to understand how they are conceptualizing and employing happiness and well-being in order to create policy. How have places that are using these indicators shifted their policy orientations, if at all? After reviewing relevant theory and current practice at the national level, we explore how this theory/data/experience is being used and could be used at the local level. What are the characteristics of happy cities? Should happiness be the business of government? If so, what can local level planners and policy makers do to maximize happiness and well-being? What are the tradeoffs between productivity and happiness?

This paper is well-suited to the conference theme track, Envision, because it explores alternative ways of envisioning the success of a society. Ultimately, ideas about happiness land in place, and we argue that it is entirely appropriate to connect research and practice concerning happiness and well-being to locality in general, and to urban spaces in particular.

References

THE PHYSICALITY OF CITIZENSHIP: URBAN DESIGN, INSURGENT URBANISM, AND PROTEST IN CITIES AROUND THE WORLD

Abstract Index #: 575

“People use violence to make claims upon the city and use the city to make violent claims.” (Holston and Appadurai 1996, p. 202)

Both the global Occupy movement and the large number of protests sweeping through Tunisia, Egypt, Libya, and other parts of North Africa and the Middle East have captured world imagination not just because of their seemingly momentous political import, but also because they literally show the enactment of democratic sentiments in the form of bustling bodies physically clamoring for rights and recognition in the face of power. Without news cameras, such insurgent urbanism would neither be accessible to the world at large, nor understood as violently disrupting the status
 quo. Even a Tweet cannot render legible the same intensity of emotions as do images of people physically encamped at the seats of political and economic power, or of angry mobs marching towards a phalanx of armed police. But it is not merely the pictures that inspire. It is also the mass physical concentration of bodies in open and highly symbolic spatial locations that sparks an interest in the geographies of rebellion. Recent events suggest that the public square has become the proverbial “center stage” upon which collective action is both possible and symbolically meaningful. Like Tiananmen Square, the mere mention of Tahrir Square, Pearl Square, Green Square, and now Zuccotti Park evokes images of people whose power to confront an autocratic system needs only the proper physical venue. Such possibilities suggest that when people enact and voice their rights as citizens in public spaces, they indeed have the collective capacity to speak truth to power. In the most literal sense, this also means that citizenship is physical as much as political. The aim of this paper is to address the physicality of citizenship as a form of insurgent urbanism, and to discuss its conceptual usefulness in planning theory and practice.

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Public Values in Codes of Ethics: The Aspirations of Professional Planners from Around the World

In their examination of the “public values universe” Jørgensen and Bozeman (2007, p. 355) begin with public administration research. This study brings in the related literature of urban planning and how the planning profession has viewed and addressed public values over time. Going beyond the literature to the realm of practice, the study examines codes of ethics from professional planning associations around the world: Australia, Canada, Hong Kong, Ireland, the Netherlands, New Zealand, South Africa, the United Kingdom, and the United States. Using content analysis, the codes of ethics are examined with public values (categories from Jørgensen and Bozeman augmented by urban planning resources) in mind to focus on how practicing planners describe their pursuit of public values. Are the public values described in the codes the same as in the literature and are they different from country to country? Planning and public administration literatures on public values parallel each other in many ways with an emphasis on the public interest, equity, dialogue, transparency, future orientation, and democracy. Yet, planners have a particular interest in the health, safety, and well-being of the natural, built, and social environments. In addition, planners have struggled with what Jørgensen and Bozeman call “intraorganizational aspects of public administration”; not fully embracing “organizational decision-making processes” (Baum, 1983, p. xiv). Indeed, planners started off as private consultants before making their way into public employment (Hall, 2002). This outsider status and the high level of conflict surrounding everything planners do, may lead planners to view public values slightly differently than public administrators. For example, planners have whipsawed between pursuing idealistic utopias and pragmatic realities (Hall, 2002) which add values like “hope” (Baum, 1997), and “dissent” (Marcuse, 1992/1976) to the public value mix.

Previous studies comparing planners from the U.S. and Israel, Canada, Spain, Sweden, and the Netherlands indicate there are differences and similarities in how much planners allow their values to influence planning practice, what is considered ethical, how “political” planners should be, and how citizen participation is viewed (Kaufman, 1985; Kaufman & Escuin, 2000; Khakhee & Dahlgren, 1990; Lang & Hendler, 1990). This study compares and contrasts the codes of ethics from professional planning associations and sheds further light on how planners define their public service (Johnson, 2010). An initial content analysis shows common public value themes of the public interest, responsibility, integrity, professionalism, information, long-range thinking, diversity, and participation. Multiple codes
call for planners to have a holistic view and watch for interrelated decisions. Some mention “sustainability” by name while others allude to balancing ecology, economy, and equity. Other similarities among the codes are calls to educate and “give back” to student planners, to keep skills up-to-date, and to avoid taking on work one is not qualified to perform. Some outstanding differences are the United Kingdom’s code directing planners to be “fearless”, Canada’s code asking for “constructive criticism”, the U. S. code emphasizing “continuous and open debate”, and New Zealand’s “friendly” planners. Australia’s code describes “often conflicting (public) goals” while South Africa’s code asks planners to contribute to valuing the “humanistic spirit.” This study opens another avenue to understanding public values by delving into what is considered ethical among professional planners.

References

Abstract Index #: 577
OCCUPY PLANNING
Abstract System ID#: 4623
Individual Paper

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Part of the Occupy Wall Street movement is a critique of the current state of electoral politics, the power of corporations and their lobbyist and the comparative power of people to shape their government, the places they live, and their collective future. A critical analysis of the intersection of planning and local politics in Santa Ana, California demonstrates how these concerns manifest on the ground. Many of the critiques proffered by the Occupy movement and the issues highlighted by the Santa Ana case are not new to planning; for example, for more than four decades scholars and practitioners have become increasingly critical of how people engage in the planning process. Early on this concern was limited to citizen participation, however, in light of the current economic and political crisis, we feel that these issues need to be revisited and the discussion broadened to include questions related to the role of corporations and the limitations of liberal and deliberative democracy. This discussion is particularly apropos given ongoing debates regarding what constitutes legitimate planning practice (Beard and Basolo 2009, Sweet 2011).

Formal, professional planning practice—as practiced in city governments across the United States—intersects and is shaped by different forms of political practice, including, local elections and increasingly by deliberative democracy and radical political movements. However, since the publication of Arnstein’s seminal article “A Ladder of Citizen Participation” in 1969 remarkably little has changed in terms of the power people have over the formal planning process. Arnstein describes how all too often citizen participation is reduced to a rubberstamp process: “In the name of citizen participation, people are placed in a rubberstamp advisory committees or advisory boards for the express purpose of educating them or engineering their support” (1969: 219). Problems regarding meaningful citizen participation continue to persist to the present. Part of the problem results from how the planning process is structured and organized. For example, the timing of people’s input, the venues available for participation, and the utter lack of political accountability on the part of city planners. The flip side is the absence of real political power by city planners—in the vast majority of planning processes the role of the professional planner is reduced to an advisor. Furthermore economic elites—developers, corporations, and wealthy individuals—can exert an inordinate amount of influence on planning and the political process to serve their own interests. As a result of these problems, even in the
best of circumstances when citizens are well informed, engaged, and organized, it is unclear how much control they have over planning outcomes.

If we can agree on the normative starting point that people have a right to shape the communities and cities in which they live then we need a new theoretical framework in which to analyze the planning process and a clearer understanding of where the current process is broken. It is clear that we can no longer think about citizen participation in planning as separate from the larger political questions related to electoral politics, deliberative democracy, and the role of radical political movements. The article develops a theoretical framework that draws on each of these areas. It analyzes a planning process in Santa Ana, California to highlight the structural problems that prevent people from exerting any meaningful control over planning outcomes. It provides a description of the city of Santa Ana and the planning of the Station District. Finally, the article concludes with concrete recommendations regarding where the planning process can be transformed to facilitate meaningful public involvement that directly impacts outcomes and is politically accountable to its stakeholders.

References

"CITY AIR MAKES ONE FREE": REFLECTIONS ON SPACES OF INSURGENT DEMOCRACY

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There is an old medieval saying, “Stadtluft macht frei” (“city air makes one free”), that referred to the legal convention that serfs were freed from feudal lords after living in the city for a year and a day. There is also a saying in Arabic that translates into something like “let’s go, smell the air” for being out in the public space. Both pertain to the concept of the urban public realm, and the promises of an effective public sphere: a vibrant civitas of public life with possibilities for freedom of expression, social contact and communication, and spontaneous, if not autopoietic communities. The remarkable public uprisings of the past year that led the Time magazine to anoint a generic anonymous protester as the “person of the year” beckon us to consider the theoretical and practical (urban planning and design, in particular) implications of the unfolding tableaux of self-organizing dissent in public space.

Authoritarian regimes survive by limiting the scope of the public sphere, and thus maintaining a prostrate civil society (Scott 1998). Public spaces and squares that allow assembly of citizens are not in the best interests of dictatorial regimes, although they help containment and control. That these uprisings – assemblies, sit-ins, speeches, and occasional rock-throwing – are taking place by and large in the “spaces of flows,” not “spaces of places” (cf. Castells 1996), may suggest both the declining supply of such spaces, but also a strategic preference for “spaces of flow” as the theater of insurgency. Where “spaces of places” were chosen to demonstrate public dissensus they were not even truly public spaces, like Zuccoti Park in New York. They are only presumptively public spaces obtained from private property owners as part of Development and Disposition Agreements between the city and the corporate owners. We will address the conventional notion of public space as a “public good,” which, in the current neoliberal thinking, can be provided in the market place for a price – as in the Zuccoti Park. We will argue that this particular construct of public space significantly diminishes all of the virtues of public realm – freedom of expression, social contact, sense of
community—and as Margaret Kohn (2010) has argued, the First Amendment rights in the US. Furthermore in the current regime of surveillance of ubiquitous CCTV, even the Fourth Amendment rights may be at stake, as some legal scholars have argued.

The empirical content of the work will draw from media reports and images. In developing the theoretical arguments we expect to compare and contrast the arguments recently presented by Holston (2007). We will conclude by addressing a larger planning theoretic point about the very tension that underlies the Platonic (the doctrinaire ideal form) versus Aristotelian (form negotiated by political discourse) positions of city design (cf. Peattie 1987), and how that might be addressed in the design and provision of future public spaces.

References

Abstract Index #: 579
PLANNING, MULTICULTURALISM, AND THE POLITICS OF RECOGNITION
Abstract System ID#: 4633
Individual Paper

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Much of the thinking in planning today about multiculturalism remains indebted to notions of justice inspired by the liberal tradition. The idea of a ‘politics of difference’, inspired by the work of Iris Marion Young, has for some time invigorated the debate on the planning process in the context of diversity, yet for many the terms of the discussion have been judged to have generally reinforced the accent on the procedural legacy of the liberal heritage. Recent contributions to the debate, such as Fainstein’s arguments in the ‘Just City’, echo calls for a more substantive engagement with questions of values and just outcomes. This paper furthers this discussion on outcomes through the consideration of recent refinements to the debate on multiculturalism in political theory. Specifically, the paper assesses recent contributions to the ‘politics of recognition’ through the writings of Charles Taylor, Nancy Fraser, and Axel Honneth. The paper discusses merits of foundational concepts in these respective approaches, namely those of identity, status, and self-validation. Important themes, such as the question of the reification of group identity, the treatment of the question of redistribution, and the issue of essentialism, are distilled.

In particular, the promise Honneth’s interpretation of the theory of recognition holds for transcending the liberal-communitarian impasse is discussed. Honneth’s framework of the values of self-confidence, self-respect, and self-esteem as pillars of mutual recognition offers an insightful view of how the claims for multicultural accommodation can be interrogated and evaluated. The paper argues that Honneth’s reinvigoration of Critical Theory by attending to some of its normative deficits sharpens our ability to assess claims of misrecognition institutionalized in planning practice. To illustrate this point, the import of this perspective for the particular case of urban design and urban form, where questions of value loom large, is briefly assessed. The paper crystallizes themes in the literature on multiculturalism and urban form between 1990 and 2010 for the various ethnic, subcultural, and civic arguments for symbolic landscapes. It is argued that Honneth’s notion of ‘solidarity’, a cornerstone of his arguments on esteem, can constitute a conceptual basis for the claims subaltern groups make on the city. Finally, a call is made for the consideration of the intriguing notion of struggles for recognition as drivers of moral development as a call for a progressive, value-laden planning framework.

References
This roundtable explores the notions of refuge and safe havens in the city. Traditional understandings of safety and security are connected to the protection of citizens from crime, terrorism, violence, or collapse, and to the ways in which policy-makers, private forces or community groups secure places against physical threats and violent acts. Much research has examined how conflicts affect experiences and perceptions of safety -- from urban guerrillas and drug wars in Brazil or Colombia, to bomb and suicide attacks in the United States or the Middle East --, and how conflict transforms the physical and social spaces of cities, creating for instance gated communities or walls within the city. Environmental sociology and planning scholars have also focused on safety in cities in regards to climate impacts and extreme weather events and on the need to secure infrastructure against hurricanes, storms, or floods.

However, in this roundtable, we propose to examine the more complex and multidimensional manifestations of safety, as existing discourses and actions by urban residents often envision safety beyond a protection from physical threats and violence. More specifically, we discuss the multiple and divergent sources and experiences of insecurity and safety in regards to historically marginalized groups in the city, and this based on our own research in the United States, Latin America, the Middle East, and Europe. Processes of instability, disruption, degradation, abandonment, and fragmentation such as socio-environmental degradation, gentrification, redevelopment, encroachment, and latent or invisible conflict affect traditionally marginalized neighborhoods. As such processes take place, residents are disoriented because their traditional markers have been erased and their appropriation of the space affected. Residents of color, minority, and low-income populations feel dispossessed of their own place and city, and express a need for protection and nurturing.

Throughout our discussion, we will focus on the role of the neighborhood as a place of refuge and safe haven for historically marginalized groups. In a variety of contexts, activists work to protect their neighborhood, enhance its environmental and physical quality and livability, and develop daily social and cultural practices to (re)create a greater sense of safety, nurturing, and soothing for residents. They organize protests, practice deeply-rooted cultural and social rituals, build new green areas, community gardens, and public spaces, or simply occupy the space according to their needs and traditions. Safe havens also offer groups a greater sense of protection from dominant practices and help residents rebuild their identity and place in the city. They are isolated from the turmoil and stresses of the city and help marginalized residents thrive and reconstruct themselves. Beyond the physical spaces that safe havens are, they are also mental and abstract spaces for people to be together as a group, address trauma, receive support, or retrieve from outside pressures and stigmas.

Last, we will discuss the role of planning and policy in creating or prolonging existing threats to residents’ sense of safety, protection, and soothing in the city, or in supporting residents’ attempt to build spaces that protect their identity and needs as historically excluded groups. This discussion will be connected to broader debates in planning such as...
“The Just City” or the “Right to the City,” and weigh how to balance different goals and values for a just city and take into consideration different – and at times conflicting – dimensions of safety for historically deprived groups. The roundtable will include different perspectives from planning, sociology, policy, and psychology.

References

Abstract Index #: 581
WE ARE ALL LIBERALS NOW: PLANNING, PROGRESS AND THE NEXT AMERICAN METROPOLIS
Abstract System ID#: 4668
Pre-organized Paper Session (Symposium) “Why Call it Neoliberal?”

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James Ferguson’s (2010) call to rethink the efficacy of neoliberalism as critique is rooted in the desire of progressives to shift from generally “anti” stances to more productive “pro” stances. Nowhere is this desire more apt than planning, where the modernist impetus inherent to planning has never sat well with a purely critical stance. It is not a coincidence that these calls to rethink critique have emerged alongside calls to (hopefully critically) examine the supposed “resurgence of planning.” Both are products of a mid-crisis moment whereby scholars and activists are rethinking recent history and asking how we should move forward, even if they appear on the surface to be coming from two radically different normative evaluations of the contemporary situation.

The possibility of a resurgent and reimagined planning is particularly salient in the United States, where a foreclosure crisis rooted in two generations of dysfunctional urbanism (Schafran 2012) has reinvigorated both urban critics and those who would construct new models for metropolis building. New ideas abound, old ideas are being reborn and retrofitted, even as widespread fiscal crises rage and the deep impacts of foreclosure are only beginning. Recent debates on the broad efficacy of urban policy and the future of suburbia highlight the centrality of the metropolitan problematic for our social, economic and political future.

The fundamental nature of many of our metropolitan problems is often couched as a challenge to theory, or like the recent Imbroscio debates in Urban Affairs as the need to replace one particular paradigm with another. This paper attempts a different approach, sketching out the foundation of a broader but aparadigmatic reconceptualization of progressive planning for the 21st century American metropolis with empirical and theoretical roots in past 35 years of American urban development.

First, it follows a Lefebvre-Fainstein-Roy trajectory arguing that the urban problematic is central to planning, regional economics and to the future of society as a whole, a fundamental shift in the primary means of production around which any new planning must be constructed. This vantage point links to a view of neoliberalism as a historical and geographical era, the time frame in which Lefebvre’s (2003 [1968]) “prediction” of the primacy of the urban carne true. In the United States, this era coincides with the post-civil rights, post-urban renewal and post-suburban eras in powerful ways, and the end result is a massive, diverse and sprawling metropolis in which certain developments, i.e. residential and employment sprawl, gentrification, “splintered urbanism” (Graham and Marvin 2001) are established facts - as opposed to a future to be avoided - within which we must rethinking planning.
Reimagining planning in this context requires two key shifts, especially from the left. First, we need a more holistic conception of planning which attempts to account for how space is actually produced in the American metropolis, one which sees politics and planning as inseparable, a product of a multiscale set of interactions between public, for-profit and not-for-profit institutions and innumerable individual and informally linked actors. Coming to terms with this view of planning – a view which challenges Huxley and Yiftachel’s (2000: 338) conception of planning as the “public production of space” – necessitates a more honest relationship between liberalism and the left. Only by making peace with our history and geography and broadening our concept of planning to include all actors – including individuals - can we construct a more functional and more aggressive politics of planning, one which is capable of progressive intervention in the future of the American metropolis.

References

Abstract Index #: 582

NEOLIBERAL CONTINUITIES AND DISCONTINUITIES AT WORK IN THE URBAN GLOBAL SOUTH

Abstract System ID#: 4674
Pre-organized Paper Session (Symposium) “Why Call it Neoliberal?”

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Following the adoption of the sweeping neoliberal reforms adopted in the last quarter of the 20th century, within a few years the Argentine fisheries sector shifted from a relatively stable accumulation process – organised around a Fordist structure of production, domestic capital, waged labour and an ‘under-exploited’ resource base – to a situation of over-fishing, internationalisation of capital and flexible production based on the precarisation of the labour force; a situation encapsulated by the national media as the ‘Fisheries War’. But can such shift be fully apprehended just as yet another example in which neoliberalism appears to play an over-riding role in shaping the ability of the state, firms and citizen workers to deal with increased scarcity, vulnerability and conflictivity?

Articulating the perspectives of political ecology and regulation theory, this paper argues that neoliberal restructuring operates through a dispositif of socio-environmental regulation that normalises capitalist accumulation through the production and re-production of differential sustainability. However, such dispositif is not static but subjected to a socio-spatial dialectical process that might have the capacity to subvert the way in which nature and labour are disciplined under the hegemonic neoliberal rationality. In other words, a dispositif can be understood as a moving matrix that captures the political, economic, socio-cultural and environmental possibilities of capitalist accumulation. But such matrix is produced through spatial and discursive means that produce and reproduce inter-subjective meanings at multiple scales, structuring socio-economic and environmental agency, and selecting new and old demands for state intervention.

Focusing on the Argentinean fisheries sector in Mar del Plata city (historically, the national epicentre of the activity), the paper takes a historical perspective to scrutinise the continuities and discontinuities of the neoliberal restructuring dispositif and its ability/inability to confront a regulation crisis at multiple scales (e.g. from the workplace to the sea), through the narratives and counter-narratives converging throughout the Fisheries War.

Abstract Index #: 583
THE METROPOLIS IN THE 21ST CENTURY: THE END OF URBAN PLANNING AND OTHER COLLAPSES?
Abstract System ID#: 4678
Individual Paper

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The majority of the world’s population now lives in metropolitan regions and by the end of this century perhaps the world’s population will be entirely urban. The complete domination of urban over rural life, along with the emerging trends of global climate change, deforestation, food insecurity, and species loss will make the adjective in “urban planning,” paradoxically, both essential and meaningless. Planning must become an enterprise no longer associated mainly with urban areas; it should be concerned about things that are on the other side of the sharp urban-rural divide: for example, agriculture, the melting of the polar ice caps, and the mining of natural resources. The long-term preservation and development of human settlements will be the concern of everyone, for almost everyone will live in them. And as urban movements and political institutions mature their roles in the physical, economic and social development of cities will grow, isolating even further those professionals who continue to narrow horizons and fail to address the fundamental issues related to the sustainability and resiliency of humans and all life on the planet. The growth-oriented, deterministic, technocratic, rational-comprehensive modern town planning paradigms that evolved from late nineteenth century European capitalism will be increasingly incapable of addressing the global, regional and local complexities of an already-urbanized planet. They will be especially incapable of confronting the serious challenges to the long-term survival and sustainability of human societies that are caught up in a global capitalist growth machine unable to slow its consumption of non-renewable resources and climate-altering practices. These orthodox models, originating in the more developed European and American nations, are promoted as universal, modern, progressive, and inevitable companions to progress. This is what I call urban orientalism, a term inspired by the classical work of Edward Said. Orientalist planning has been adapted, assimilated, and creatively renewed by professional planners in former colonial nations and the newly developing capitalist economies. The majority of the world’s population lives in these metropolises where pro-growth policies and orientalist planning combine to destroy past and present indigenous and insurgent planning practices. Given the inability of the orthodox approaches to address fundamental global problems, new planning practices rooted in the indigenous and insurgent movements offer sensible alternatives to the prevailing models.

This paper expands on and further develops parts of the book: The New Century of the Metropolis: Urban Enclaves and Orientalism (Routledge), due out in July 2012.

References

Abstract Index #: 584

THE PRACTICING RESEARCHER. THE CHANGING SOCIAL ROLE OF RESEARCHERS IN PLANNING
Abstract System ID#: 4704
Individual Paper

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This paper aims at advancing the theoretical understanding of the role of ‘practice’ in planning research, focusing on the ethical and epistemological premises and outcomes of research approaches that are built upon an experiential understanding of knowledge. In recent years planning theorists have stressed the ‘practical’ nature of planning knowledge, inspired, for instance, by Dewey’s understanding of experiential learning (Schön 1983), Bourdieu’s and De
Certeau’s conceptualization of Practice (Cellamare 2008), Aristotelian philosophy (Flyvbjerg 2001), and the scientific discoveries of the biological linkage between knowledge and action (Pizziolo & Micarelli 2003). Most of the attention of planning theorists has focused on how the so called practice-turn in contemporary theory has influenced the social role of practitioners (from technical expert to skillful facilitator; Forester 1999); less attention has been dedicated to the impact of those theoretical debate on the social role of planning researchers (Pizziolo & Micarelli 2003, Reardon forth.). This is the focus of this paper, that will review the long US and European academic debate on the so-called “scholarship of engagement” (including participatory action-research) in planning research with the aim of identifying, also through representative examples, specificities and differences of what can be called (mirroring Schön’s reflective practitioner) the practicing researchers in planning.

References

COMMUNICATIVE PLANNING AND POST-DISASTER RECOVERY: THE CASE OF GALVESTON RECOVERY AFTER HURRICANE IKE

Abstract System ID#: 4710
Individual Paper

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Communicative action expands the notion of planning rationality beyond instrumental rationality to include and explicitly recognize planning as a political activity that furthers some interests and weakens some others. Consequently, rational planning is seen as being selectively attentive and any resulting implementation of a plan will be inevitably a partial act. The aim of communicative planning then is to disclose and recognize any distortions in communication and decision making processes that may result in dubious communicative practices and stakeholders involvement. A successful communicative action would typically be characterized by an inclusive process that identifies stakeholders and engages them in a participatory process employing consensus building as a method of deliberation towards correction of misrepresentation and insincerity in decision making. Most examples of successful communicative planning approaches are around issues related to contested natural resources, growth management, or long-range comprehensive planning efforts (Innes, 1996). Collaborative techniques help stakeholders identify shared values and goals, providing a framework for positive actions.

In a post-disaster situation, normal community dynamics are disrupted by the event and yet chronic social vulnerability issues are often exposed. Nevertheless, rather than looking to the future, the disaster recovery process is typically focused on a return to normalcy, confounded by recognition by community members that disasters often present opportunities to make rapid physical and social changes to a community through redevelopment and an influx of disaster-related resources. Ideally, a community should strive to fully coordinate available assistance and funding while seeking ways to accomplish other community goals and priorities, using the disaster recovery process as the catalyst. Recovery planning has to deal with situations that include multiple stakeholders, agencies and organizations inside and outside the disaster-hit community, conflicts of interests and limited resources to fulfill long lists of priorities. Studies found that powerful interest groups, particularly from the business community, were able to take advantage of recovery aid because of their strong pre-disaster control over local institutions and ties to central authorities (Morrow and Peacock 1997). Berke and his colleagues (1993) note that in communities with more diverse distribution of power and resources, conflict and confrontation often must occur in order for long term recovery to be
effective but these confrontations and how they are dealt with have not been examined in disaster recovery research adequately.

This study draws on the recovery planning after Hurricane Ike (September 2008) in Galveston, Texas to examine the notions of communicative theory in recovery planning process. Galveston post disaster recovery provides a unique case to examine the idea of communicative rationality in planning as it is one of the few recovery experiences which was based on active local community involvement from the beginning, in contrast to more common cases where Federal agencies (FEMA) take the responsibility of recovery planning for disaster hit communities with a central control and prototype global pattern of how to rebuild. Through participatory observation analysis, in-depth (structured and unstructured) qualitative interviews with government officials (both elected and appointed), Galveston recovery committee members, city department staff, representatives of active non-governmental groups in recovery efforts, citizens of Galveston, and reporters as informants, and also documentary analysis this study probes the recovery process from the viewpoint of those who are involved in it with various stakes and applying communicative approach explains how these players affected the recovery process and in return how they were affected through involvement.

References

PROTEST IN 2011: IS IT A GLOBAL SOCIAL-URBAN MOVEMENT?
Abstract System ID#: 4727
Individual Paper
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The research is concerned with understanding the protests of 2011 that took place in (at least) 951 cities over 82 countries (Rogers, 2011). During this year, people around the world -- many of them young, educated members of the middle class -- took to public urban spaces trying to deliver similar messages. They raised signs demanding an end to the concentration of wealth in the hands of a few, demanding affordable housing, the right to a free quality education, jobs or jobs which pay living wages. It seems that people with similar characteristics decided at about the same time to use similar methods in order to promote similar goals in places as different from each other as Egypt, Spain, Israel, Chili and the US, with apparently no international organizational force behind them.

These events occurred in cities, usually big cities, especially cities that belong to the list of Global Cities. Our research, which is in its initial stages, is asking two main questions:

(A) Are there indeed substantial similarities among the characteristics of the protestors in the various places, the demand they present and their modes of operation? Based on the knowledge accumulated in studies of social movements in the twentieth century (Castells 1983; McAdam et al 2001), do we see here the formation of a social movement, and if so, what are its unique characteristics, especially in the urban context and the global context?
(B) How can one explain the fact that such protests sprang in so many urban places far-apart at about the same time? Can urban changes and globalization explain this phenomenon, at least partly? The research will investigate and discuss demographic changes (emphasizing the group that is defined, especially by psychologists, as young adults), social changes (emphasizing transformations in the position of the middle class), economic changes (especially
Restructuring of labor markets in big cities) and technological changes (the dispersal of smart phones and social networks).

In the present initial stage of the research, data are being collected from many cities, based on authoritative journalistic sources including the New York Times, Wall Street Journal, The Economist, The Marker, BBC, El Mondo, Expansión and others, as well as on personal exchange of e-mails with local leaders of the protests. In addition, each protest movement has its own publications and keeps minutes of meetings on the internet. Moreover, in several research centers around the world there are active groups of researchers who are interested in the 2011 protest and have created forums for discussion and exchange of information. Later, a very few cities will be selected for deeper study, probably Tel Aviv, New York and Madrid. The collected data will be analyzed upon the background of critical reading of the relevant literature in urban planning, political science and sociology.

References

Abstract Index #: 587
PLANNING FOR HAPPINESS
Abstract System ID#: 4776
Individual Paper

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Increasingly, nations are moving from the GDP as a measure of progress to some measure of happiness or "subjective well being." This is reflected in national measures of well being which is the focus in France following a major commissioned report and in surveys, including efforts in Britain and Canada. The increasing use of social indicators at the local level may be seen as a part of this trend. This should also be seen as a critical aspect of defining progress without growth under the banner of sustainability. This paper explores the meaning of happiness for the field of planning in three ways:

1. Brief conceptual history of happiness
Happiness has become big business as the popularity of the goal has led to an ever expanding literature on how it can be achieved. The usefulness of its incorporation into planning jargon first requires conceptual clarity. The brief history traces the concept from classic concepts of fortune and fate through Aristotelian and Utilitarian emphases, through the concept of happiness as right to the modern enshrinement as an expectation. A recent upsurge in academic study has led to new knowledge on what does make people happy. A promising interrelationship with planning goals is advocated.

2. Measuring happiness
The four existing mechanisms include social indicators based on definitions of the good life or desired qualities of life, satisfaction of preferences, experience of individuals (asking how happy people feel), and neuroscience. Each contributes to an understanding of well being and planning, which typically focuses on indicators, should consider a fuller range of measurement.

3. Moral dialog
Thinking of happiness as a goal or the goal inherently opens up a multifaceted moral dialog that may be a useful approach toward issues of social inequality, environmental sustainability, and the redefinition of economic progress.

References

Abstract Index #: 588
THE ANNIHILATION OF PHNOM PENH, APRIL 17, 1975: THE ROLE OF FRENCH URBAN THEORY
Abstract System ID#: 4789
Individual Paper

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April 17, 1975, was the day when two million urban Cambodians, including infants and the elderly, were thrust onto the roads in a matter of a few hours, many to become victims of the killing fields, if they did not die earlier of exposure. The event was planned and carried out by Khmer Rouge leadership, which had been acculturated into French radical intellectual circles, such as those at the Sorbonne and Ecole Normale Superieure. Khmer leaders Pol Pot, Son Sen, Ieng Sary and others were good students, who appear to have come back home to apply what they learned. Though the historical record is not uniform in its implications, it seems they sought to apply in practice the Leninist and Maoist concepts of eliminating the opposition between city and countryside. It is not the least troubling feature of this period that the radical American thinker Noam Chomsky co-authored an article (later a less clear book) casting doubt on the Cambodian genocide, minimizing it, and attributing the claim (of genocide) to American imperialist interests. That Chomsky later admitted to have made a “mistake” does not detract from the historical lesson, that revolutionary-progressive utopianism can lead to totalitarian consequences, and that radical ideas should be subjected to post-mortem scrutiny. Of course, for the radical theorists whose ideas were so used, no imputation of motive (to do harm) is intended here. Relying on works by Arendt, Aron, and others, the paper asks whether, from atrocities such as that at Phnom Penh, planners can draw cautionary lessons on how radical theories are appropriated in the service of totalitarian ideological movements.

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Abstract Index #: 589
DIY URBANISM AS LEFEBVRE’S RIGHT TO THE CITY: “SPATIAL JUSTICE” OR “POLITICS OF BECOMING”?
Abstract System ID#: 4803
Individual Paper

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In recent work, Edward Soja and J.K. Gibson-Graham explore non-foundationalist political action and the ways in which spatiality constitutes and is constituted by such practices. Although the authors share certain theoretical interests and agree on the role of academics as intentional interventionists for community-based justice and political projects, they posit contrasting ontologies and focus their analytical attention on different spatial scales, which has significant implications for identifying and nurturing political activities that empower oppressed individuals and communities.
Lefebvre’s “right to the city” serves as a productive concept in order to unpack these differences and explore their subsequent implications for planning practices. In his discussion of “right to the city” as somewhat synonymous with “seeking spatial justice”, Soja suggests that “right to the city”, practices not only include appropriating or defending space, but also inhabiting and creating space. Although Soja’s brief discussion of the creative and vital aspects of Lefebvre’s “right to the city” opens the door to questions of how such practices can generate emergent political subjectivities and agendas that are not explicitly tied to justice concerns, he does not pursue this possibility. Rather, Soja focuses on the ways in which “right to the city” operates as a mobilizing concept, enabling pre-defined groups to transcend their differences and work towards pre-determined justice claims.

The creative and vital aspect of Lefebvre’s “right to the city” concept, alluded to by Soja, draws upon Nietzschean influences, a point ignored by most scholars (Kofman and Lebas 2003). Tracing Lefebvre’s “right to the city” concept to Nietzsche challenges us to identify the political possibilities that emerge out of the actual experience of creating new spaces, places, and communities. Furthermore, Nietzsche suggests that such empowered action through lived experience is animated through a different affective stance – a kind of jouissance as opposed to ressentiment. Although they do not discuss the “right to the city” concept, Gibson-Graham’s “politics of becoming” resonates with the Nietzschean influences of Lefebvre’s work by pointing to the ways new bodily and affective practices can perform and therefore, engender new political subjectivities and practices.

As part of my preliminary dissertation research, this paper explores Lefebvre’s Nietzschean influences to suggest how certain “right to the city” practices, such as community gardens and other examples of DIY Urbanism, may indicate a “politics of becoming” as opposed to Soja’s “spatial justice”. In so doing, this paper will discuss the planning implications of these practices including how to address competing “rights to the city” and the inevitable struggles over geography that not only exist between oppressed communities and the state and/or capital, but rather as a result of the overlapping and more often, competing desires of individuals. As such, I suggest that Gibson-Graham’s discussion of Foucaultian ethical practices may prove helpful to communicative and post-structural planning practices aimed at empowering marginalized individuals and communities.

References

Abstract Index #: 590

ARE PLANNERS PRAGMATISTS? EMPIRICAL ANALYSIS USING A SCENARIO-BASED SURVEY INSTRUMENT

Abstract System ID#: 4852
Individual Paper

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Pragmatism has been proposed by a number of scholars as the theoretical basis of planning (Blanco 1994; Forester 1984, 1989, 1999; Hoch 1996; Stein & Harper 2003; Verma 1996), yet little empirical testing of this proposition has occurred. In this paper we propose and empirically examine a pragmatic theory of planning practice based on the model first developed by Forester (1984) in the paper “Bounded Rationality and the Politics of Muddling Through.” In this paper he criticizes the rational model and seeks to replace it with a more practical model of action. He proposes that “context” is the key determinant for the planner; that the planner must assess the planning context, and then based on that context, the planner can choose the most practical course of action. This notion of planning is in opposition to a
fixed model of planning either implicit or explicit in the usual debates among rational, advocacy, equity, communicative action, and transformative/insurgent model theorists.

Our research question is: what model of planning practice do professional planners demonstrate in practice (as opposed to what model they may claim as their preferred model or what model scholars may normatively suggest form them as the appropriate model)? Our hypothesis is that planners will demonstrate a flexible model of practice in which the nature of the problem, the problem context, and the planner’s experience affect the chosen course of action; thus, they are being pragmatic. The alternative hypothesis is that planners have a fixed model of planning that is applied to all types of problems in all types of contexts.

We have refined Forester’s model in two ways. First, we have accounted for more recent theoretical development of Forester’s ideas and we have changed some of the terminology to make it more understandable and relevant to planning practitioners. Notably, this includes inclusion of principles from of Arnstein’s (1969) “ladder of citizen participation” and inclusion of transformative/insurgent planning (see Kennedy 1996 and Sandercock 1998). Second, we have clarified and operationalized the characteristics of the models so that they can be tested empirically.

The research design is both qualitative and quantitative. Data is collected through a survey of professional planners in California. The planners are asked to respond to a variety of “problematic” planning scenarios with their assessment of how they would approach dealing with the problem. Additional demographic and context data are gathered as well. The data are then matched to the operationalized theoretical models (pragmatic, rational, communicative, etc.) to determine which models of practice the planners are employing. Statistical and interpretative description is used to analyze the strength and variability of these determinations.

Findings from the research will be used to develop several recommendations for scholars and practitioners. First, the findings will contribute to the normative debate about what planners “should do” by more clearly demonstrating what they “actually do.” Second, the findings will show which aspects of context, problem definition, and planner characteristics are most determinant of a planner’s course of action. Third, the findings will provide practicing planners with a theoretical framework of planning that fits more closely with their own experience and values (in other words, it will help close the theory-practice divide). Finally, the findings will provide a more pragmatic basis for educating future planners.

References

Abstract Index #: 591
EXPERIMENTS IN THERAPEUTIC PLANNING
Abstract System ID#: 4864
Individual Paper

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Tsulquate is a small reservation on the northern tip of Vancouver Island, home to some 500 First Nation people. The conditions of the community are typical of present-day remote reservations across Canada: high incidence of poverty, addiction, mental illness, lateral violence, and general sense of anger and hopelessness. Much of this is a legacy of the history of oppression that marks these communities, including forced relocation of the people from their ancestral lands
to the current semi-urban location (1964), the forced removal of children from their families and their placement within the Indian Residential School system (1929-1975), and an ongoing attitude of racism and neglect. In 2009, the Band leadership put in motion the creation of a Comprehensive Community Plan and welcomed university researchers to assist in the plan making and implementation process. As a doctoral student with previous experience in planning practice I enthusiastically stepped forward. It soon became clear that this was unlike any planning I had done before. Given the depthness of the community’s wounds and the extent of conflict at various levels the communicative, collaborative tools that I was used to working with did not seem appropriate, even after adjusting for “cultural” differences. Both the pain and the antagonism that seemed to dominate the collective psyche of the community, also dominated gatherings, affectively blocking any attempts at collaboration.

A primary question for community planners -or anybody else hoping to "intervene" or "assist" in such a setting – began to sharpen: What would it mean to conceive of the planning process as a healing process? Put another way, what is the “therapeutic” role that planning can/should play (Sandercock, 2003) without reproducing the “colonial cultures of planning” (Porter, 2010).

While searching for appropriate models for being, relating, and acting in such a context, I decided to grow my skills in a meeting facilitation approach developed in post-apartheid South Africa with roots in process oriented psychology, which is being called Deep Democracy (Lewis, 2008). The ensuing action research I engaged in can be seen as experimentation, applying Deep Democracy in gatherings on Tsulquate Reserve in the course of implementing the Band’s Comprehensive Community Plan. In particular, I facilitated a series of meetings among parents, grandparents and teenagers on the topic of raising children – a seemingly simple topic but one that is fraught with internal dilemmas and significant tensions, and that was identified as a priority for the Band. Stories of struggle abounded in the course of these meetings, as did stories of hope and connection, and even though I opted not to drive strongly towards agreements on appropriate planning interventions, the meetings generated practical outcomes. The initiative has resulted in the formation of an ongoing Parents Committee that has become an active voice of children and their families within the Band's governance structure. The parenting lessons generated and debated through the sessions have been captured in a large community-painted mural, which was deemed the most appropriate format for making the lessons more widely available in the community. More importantly, the transformational learning, personal empowerment, and a sense of ongoing healing was palpable and has been captured through a participatory evaluation process, and in the transcripts and follow-up interviews with attendees. Key members of the community are now being trained in Deep Democracy, as a way of retaining the capacity to continue having affective meetings.

Based on the above, this paper summarizes my reflections on the nature of therapeutic planning, its potential and appropriateness, and the necessary skills and capacities planners need to work in this realm.

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Abstract Index #: 592
COMMUNICATIVE ACTION AND THE CHALLENGE OF DISCOUNTING
Abstract System ID#: 4866
Individual Paper

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The notion of planning as communicative action has been recognized and deliberated upon for close to two decades. This discussion has not, we find, specified the purposes of communicative action beyond describing some ways in which it takes place: eg., debating (Healey 1996), and talking and interacting to discover goals and objectives (Innes 1998). Such descriptions are useful but not sufficient specifications of communicative action.
In this paper, we argue that a key challenge in communicative action is getting stakeholders to assign a more appropriate value to the positive and negative consequences associated with a particular planning action or choice. Discounting—devaluing consequences that are removed from a particular context—is a central problem in planning because it strikes at the very purpose of planning: to adequately account for these consequences in formulating plans made within that context.

We briefly trace the history of thinking about discounting. Early on, scholars recognized the impact of temporal discounting, where future consequences are devalued by individuals at a rate greater than is appropriate for society as a whole (Pearce, et al 2003). (Though Pearce et al use the term social discounting, the title of their article reveals their primary focus on the temporal dimension.) Later, Perrings and Hannon (2001) recognized the existence of spatial discounting, where consequences at greater distances are assigned lower value; spatial discounting lies at the heart of NIMBYism. To this, more recently, Gattig and Hendrickx (2007) have added social discounting, where consequences borne by individual or social groups more removed from a context are more devalued. In our work, we have come across cognitive discounting, where ideas far removed from the set of concerns and ramifications grasped by an individual or community lose salience.

Over the past decade or so we have worked on integrating simulations of future land-use change into regional planning processes. These simulations serve as a point of departure for collective discussion of planning issues and prospects by groups of stakeholders in public meetings. We draw on several examples from this work to 1.) illustrate some of these types of discounting, and 2.) demonstrate how providing information about future consequences, particularly unintended ones, can reduce the discount rate applied to them. Sometimes, consensus over a divisive issue may be possible if stakeholders on different sides of the divide discount the consequences at a similar rate.

We conclude this paper by arguing that the need to alter stakeholder discount rates can provide communicative action with a more specific purpose that can be acted upon. It is, of course, not the only purpose for communicative action.

References

Abstract Index #: 593
JUSTICE AS OBJECT AND SUBJECT OF PLANNING
Abstract System ID#: 4891
Individual Paper

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Considerations of justice have moved to a central place in planning theory following Susan Fainstein’s (2010) eloquent plea to elevate justice as the principal criterion for the evaluation of planning practice. In Fainstein’s principled and impassioned view, justice trumps other considerations such as economic efficiency or competitiveness as the desired outcome of planning practice. Justice is the object that planning practice should be oriented to achieve. Considered as the object of planning, justice names a widely accepted consensus on universal values (democracy, equity, and diversity in Fainstein’s formulation) to employ as standards for evaluating practice. On this understanding, while justice provides a criterion for planning evaluation, specification of its requirements occurs outside of the planning process.
In this paper, I explore the implications for planning theory and practice of making justice the subject rather than the object of planning. This reformulation places justice at the center rather than the outcome of practice. Of concern, in this view, is planning as the practice of justice rather than the justice of planning practice. Rather than assessing the outcome of practice against an independent universal standard of justice, an explicit consideration of justice becomes a central element of planning practice. In Flyvbjerg’s (2001) terms, value rationality replaces instrumental rationality at the center of planning practice, transcending the distinction between means and ends and taking seriously Dewey’s claim (1927/1954) that all knowledge is moral. Making justice the subject of planning is not simply to refocus on planning process over planning outcomes, although process is certainly at stake in such a reformulation. It is to place the explicit deliberation over justice on an equal level with the specification of planning practice within the planning process. Doing so alters the temporality of justice claims within the planning process, from an ex post facto evaluative standard of planning outcomes to a preemptive requirement in the design and enactment of planning practice. Doing so also expands the scope of deliberative democratic planning from the short-term specificity of narrowly construed planning “problems” to a multigenerational process of constructing a political culture in which the meaning and substance of justice attains the status of collectively accepted agreement. On this approach, apparently foundational principles of justice are simply (but more defensibly) understood as the generally accepted articulation of collectively adopted values worked out through reflexive practice over time (Rorty 1979).

In the second half of the paper, I review examples of planning practice that illustrate the experience and the potential of situating justice as the subject of planning. These are cases in which considerations of justice, i.e., an explicit discussion of values, govern the design of the planning process and the substance of discussion. Such examples illuminate both the promise and the challenges of elevating justice to the center of the planning process.

References

Abstract Index #: 594
DIFFUSE-OUTCOME PLANNING: DIRECT DEMOCRACY, DIRECT ACTION AND HORIZONTALISM AS PLANNING TACTICS IN THE CONTEXT OF OCCUPY SOCIAL MOVEMENTS
Abstract System ID#: 4986
Individual Paper

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The notions of direct democracy, direct action, horizontalism (Sitrin, 2006) and solidarity served as guiding and inspiring principles to structure the social movements that started in 2011 (i.e. Arab Spring, Spanish 15-M, Greek Protests, Occupy Wall Street, etc.). These principles were widely tested in public assemblies, protest encampments and other forms of occupation. These events operated as on-site urban ‘laboratories’, as they gave common citizens the opportunity to join the exercise in collectively imagining and enacting a different kind of urban space. They also constituted spaces for the experimentation with alternative forms of urban order and political organization. The alternative urban order and the new forms of space proposed by these social movements are based on a commitment to methods and practices rather than to a monolithic and coherent project for the city. The process is privileged over the outcome. The implications of the tactics of these movements for the theory and practice of urban planning are profound, potentially creating platforms for ordinary citizens to actively engage in the city-making process.

From the notion of tactical urbanism to actor network theory, from insurgent urbanism to radical democracy, the recent literature in planning theory and social science reveals a resurgence of interest in the discussion about direct action, direct democracy and horizontalism as alternative forms of urban planning and sociopolitical organization (Sitrin, 2006,
The ongoing social movements of Barcelona, New York and elsewhere are incipient experiments with these forms of organization. They create spaces to re-imagine, rethink and collectively ‘draft’ -- online and offline -- alternative urban realities. Obvious questions arise, such as whether these diverse alternative city projects can materialize with cohesion, coherency, stability and possibility for control. Less obvious questions are (1) How do perceptions of cohesion, coherency, stability and control change over time? And (2) What are the mechanisms of materialization for the city in the framework of a diffuse-outcome planning process?

This paper draws from direct observation, participant observation, interviews with key actors and an analysis of activists’ instruments of representation in the 15-M Movement (also know as “Los Indignados”) in Barcelona and Occupy Wall Street in New York City over the 2010-2012 period. I examine how the notions of direct action, direct democracy and horizontalism have evolved to become part of the political imaginary of citizens in social movements and to be considered important driving forces of the city-making process. My preliminary findings reveal a shift in how planning and urbanism are perceived more as everyday, tactical and unfinished processes than as elements of a coherent and monolithic project.

References

THE WATERFRONT AS NEGOTIATED ORDER: URBAN BLUE SPACE IN TACOMA AND SEATTLE

Urban waterways and waterfronts are a particular species of public open space: blue space. While urban green space is a familiar and meaningful concept for many social scientists and planning theorists, blue space is largely unacknowledged and therefore under-theorized as a specific genre of urban space. This research examines urban blue space in the Puget Sound metropolitan region through three distinct lenses: 1) as an environmental resource, a benefit accessible to some urban populations that thus merits evaluation via an environmental justice frame; 2) as a socially constructed place, a space that is created, engaged, populated and restricted through the embodied, physically enacted practices that take place there; and 3) as an actant, a node of physical and ideational agency within local and regional actor-networks, establishing certain values, possibilities, and ideologies as being desirable and certain biophysical characteristics as logical and necessary.

After examining urban blue space as an environmental resource and as a socially constructed place, the paper focuses in particular on the theoretical implications of treating urban blue space as an actant – that is, as a non-human actor that exerts agency within wider urban networks. Focusing on specific urban blue spaces from Seattle and Tacoma, Washington as examples, an actor-network theory (ANT) perspective is enlisted to examine the role of discursive and material elements of urban space that are stabilized into hybrid assemblages, which then play a powerful role in perpetuating systems of meaning and bio-functionality within broader urban social-ecological processes. In particular, in seeking to trace how connections are made and sustained between narrative and material elements of such assemblages, the paper examines the narrative logics engaged discursively by a range of political actors seeking to influence a new Shoreline Master Program (SMP) in Tacoma, and the specific material and biophysical outcomes that
they would privilege on the waterfront in that city. Drawing on participant observation in the field, as well as textual analysis of planning documents, meeting minutes, and public comments in a very contentious two-year SMP update process, discursive acts of political justification are shown to ultimately produce a “negotiated order” on the waterfront, which bears the imprint of political coalition formation and narrative negotiation, into a lasting material assemblage with the power to shape and persist into future social-ecological patterns of the urban region.

References

Abstract Index #: 596
PLANNING AT CROSSROADS: CHARTING A PATH THROUGH POST-NORMAL THEORY AND PRACTICE
Abstract System ID#: 5040
Individual Paper

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Planning is at crossroads; so are most other academic disciplines. The evidence is all around us. In the last decade we have witnessed growing social and political conflicts across the globe, the diminishing effectiveness of local, regional, and global institutions leading to a lack of trust in their abilities, the continuing debates over climate change and the near paralyses of action in addressing it, the specter of peak oil heralding the probable end of cheap energy, and an unprecedented financial-economic meltdown. Most importantly, our faith in science and human knowledge systems has been badly shaken (Turnpenny, & Lorenzoni 2010; Funtowicz & Ravetz 1993). If indeed science, technology, and organizational knowledge had progressed, how is it that we allowed things to get this bad? Moreover, the intellectual and organizational turmoil does not seem to have any end in sight. Urban planners are especially at the receiving end due to this convergence of multiple crises given their role in charting a livable future.

In this article I argue that this epoch bears the hallmark of a "crisis" of normal science, which extends widely over a range of disciplines, including planning. I show where and how the disjunctions in our knowledge systems have appeared together with the proliferation of irreconcilable theories (Kuhn 1962). Planning needs to respond to a series of unprecedented challenges related to both mitigating and adapting proactively to uncertain futures that are expected to be qualitatively different from the present. This is complicated by the fact that the more significant issues impacting cities and regions, such as climate change, global financial crises, or terrorism, are forces outside their borders. In addition, the potential impacts of these disruptions are so significant that localities or even states cannot generate the resources locally to address them adequately. Besides, there are already many unmet needs and relatively few resources in most localities. The question of what priority should planning receive and how that planning actually occurs is becoming the "wickedest" of modern problems (Rittel and Webber, 1973). Therefore, even with adequate knowledge about possible futures, decision-makers face paralyses of action and a sense of either fatalism or denial. This paper discusses the multiple dimensions of this crisis for planning and their interlinkages. It highlights approaches for analyzing viable options for planning a livable future and concludes by showing some alternative paths through this paradigmatic crisis.

References

Abstract Index #: 597
JUSTIFYING REDEVELOPMENT 'FAILURES' WITHIN URBAN 'SUCCESS STORIES': APPLYING A PRAGMATIC SOCIOLOGY OF CRITIQUE TO VANCOUVER'S SOUTHEAST FALSE CREEK AND MELBOURNE'S DOCKLANDS
Abstract System ID#: 5066
Individual Paper

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A critical pragmatic approach is applied to understanding key public disputes around two major waterfront redevelopment projects in Melbourne (Australia) and Vancouver (Canada). Situated within cities which underwent remarkable and much-lauded reinvestment and redesign in their urban cores in the late 1990s, the widespread local perception of failure in the redevelopment of Melbourne’s Docklands and Vancouver’s Southeast False Creek presents a planning puzzle. In-depth case study research and comparative qualitative analysis of the two cases presents a richer understanding of how new experiments undertaken toward urban regeneration in Melbourne’s Docklands and Vancouver’s Southeast False Creek have resulted in high levels of sustained public debate centred on divergent justifications of the range of decisions taken in these two precincts. A critical pragmatic approach to analyzing the nature of disputes and the interplay of justifications in both these cases promises valuable insights for planners into how these new developments came to light as failures, what their future might be within their different urban contexts, and the role of planning within the wider public debate. While a wide diversity of disputes has arisen in the decade-plus timeframe of each development, here we will focus on analyzing the disputes surrounding: citizen representation in the development process; sense of community and investments in community amenity; the relative position of public and private sectors toward the development process; and compromise between affordability and elite-marketed sustainability in housing options. Both developments were embarked upon under extreme time pressures, as experiments in a new development model, although employing polar opposite strategies with regard to the deployment of public and private sector risk and reward inducements. Both have generated public energy and debate, carried out under a range of different justifications by the gamut of actors in the public sphere. These debates have resulted in changes to the planning, governance and development models as the developments enter their next phase, although without exacting admission of a failed experiment by precinct proponents. We will establish the multiplicity of positions held by individuals and groups, the demand for justification of positions in terms of competing notions of the common good, and the negotiation of new compromises and understandings of justice over time and through public debate centred on Melbourne’s Docklands and Vancouver’s Southeast False Creek.

References
WHAT IF PLANNERS WERE BEHAVIORAL PSYCHOLOGISTS?
Abstract System ID#: 5070
Individual Paper

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Although perfect rationality has been under constant attack (see, e.g., Verma 1996 for a discussion), planning practice and scholarship are still steeped in rationality. For example, leading practice-based texts on land use (Berke, Godschalk et al. 2006) and environmental planning (Randolph 2012) still employ the rational adaptive model. And while continuing to criticize rationality, planning scholarship appears to have resigned itself to accepting a role for it (Guhathakurta 1999). The acceptance is, however, grudging and planning academics are still struggling to articulate an alternative to perfect rationality.

Texts such as Berke, Godschalk et al. (2006) and Randolph (2012) highlight a central problem facing planning academia. Despite almost four decades of criticizing rationality, planning academia has little to show for its efforts: One is hard pressed to find a single planning policy that assumes anything less than perfect rationality. From land use to economic development policy, every planning intervention assumes that people will respond with perfect rationality. The reason is simple: Despite the rhetoric, the planning professoriate has not provided the planning profession with an articulated alternative to perfect rationality.

Fortunately, wider developments across the social sciences provide an opportunity for planners to justify and craft policies that acknowledge that people are less than perfectly rational. Spurred by the work of psychologists David Kahneman and Amos Tversky (1984), sociologists, political scientists, and economists are engaging in new and novel ways to answer important questions. Among the rapidly growing areas of research are psychological explanations for altruism, fairness, distributional justice, status seeking, why people make less than rational decisions, and risk management. Other research focus on biases in people such that, for example, they are unwilling to give up beliefs in the face of evidence to the contrary, they misinterpret evidence to support these beliefs (referred to in the literature as “confirmation bias”), or practice self-deception. Underlying psychological behavior such as loss aversion, mental accounts, hyperbolic discounting, etc., are often used to explain these phenomena.

This article asks the question: can behavioral psychology provide guidance to planners? To examine this issue, this paper examines relevant theory and proposes a number of areas that provide opportunities for planners to think of the behavior of citizens and others (e.g., developers; building on the work of Mohamed 2006) through the lens of behavioral psychology. I find that behavioral psychology provides insights into phenomena such as why citizens do not embrace environmental management policies, are suspicious of global warming, avoid public transportation, etc.

I end by proposing a role for the “libertarian paternalistic” planner (see Thaler and Sunstein 2009 for origins of the term): the planner who encourages choice but is driven by public policy concerns to direct people to make choices that are better for cities. Such a planner might, for instance, set “default” zoning and subdivision ordinances to encourage denser development, frame questions about global warming in terms of the loss of local lives and local amenities, and frame public transit—as opposed to cars—as the default mode of transportation.

References
The proposed paper examines the movement in certain recent planning theories and practices (back) towards physical planning and expert-driven approaches and asks what the implications are for social justice. Campanella (2011: 142) argues that post-Jane Jacobs planning has "choked out three vital aspects of the planning profession - its disciplinary identity, professional authority and visionary capacity". For Campanella, we are at the dawn of an "extraordinary global urban age", that will either be "planning's end or its finest hour" (160). To salvage planning as a legitimate discipline and the planner as a professional, visionary expert, he calls for a resurgence of physical planning. In his conceptualization, the built environment is the "good sun" (152) around which post-Jacobs concerns including "ending poverty and creating cities of justice and equality" can orbit in a subordinated position to the core competences of "placemaking, infrastructure, and the physical environment" (151). Campanella, along with new urbanists and their successors are re-emphasizing expert-led physical planning as the tonic not only for our professional malaise, but also for cities themselves.

By examining recent literature and media promoting expert-led physical planning, and putting those into conversation with planning and broader social theories on space, justice and power, this paper discusses the ways in which social justice concerns and their champions are positioned as subordinate to experts and their plans for the built environment. I show how the emphasis on physical planning separates the spatial from the social, and then subordinates concerns about justice, power, and equity to a focus on the built environment. I argue that space and society are bound up in a mutually constitutive relationship and that the false separation between the spatial and social enables the illusion that planning can assert a merely technical, apolitical expertise. A claim to expertise is also a claim to power in the city. Drawing on Forrester (1988) and recent work on social justice and the city (e.g. Fainstein 2010; Marcuse et al. 2009), I discuss how important it is to recognize differential power relations and how these are both constituted and manifested in the physical form of the city. Building on critiques of new urbanism and its limits for creating the good city through good design (Grant 2006), this paper reviews emerging successor theories promoting a resurgence of expert-led physical planning and evaluates their potential to address complex urban socio-spatial issues.

This paper will counter calls for planning education, practice and scholarship that would re-emphasize physical planning at the expense of a more holistic understanding of the deep interconnections between space and society. If this is to be the dawn of planning’s ‘finest hour’, we need to be attuned to a wide range of socio-spatial issues, make social justice issues central, and be willing to recognize the expertise of a wide range of actors.

References
Public sector planning in the United States is in trouble. Planning agencies across the United States have closed or reduced their staffs, attendance at professional conferences has declined, and academic planning programs have closed or been combined with other departments. The current state of the profession is due in part to the impact of the Great Recession on government revenues and the effectiveness of a sophisticated and well-funded attack on government intervention in the market. However, it also reflects a fundamental weakness in the profession’s ability to attract popular support in hard times.

This paper suggests that the profession’s current state is partially the result of its failure to recognize five inconvenient truths about planning. It then draws on emerging views of planning to suggest five strategies which recognize these realities and provide the foundations for more effective planning.

The “inconvenient truths” the paper identifies are:

Planners do little planning. The planning profession has largely abandoned its traditional role as a source of inspiration about what the future might—and should—be for a pragmatic concern with solving current problems and oxymoronic “current planning” concerns of community development, code enforcement, and public/private development.

Planners’ forecasts are almost always wrong. Experience clearly reveals that the forecasts planners and others prepared in a wide range of areas have routinely proven to be wrong, often embarrassingly so.

Planners’ methods are political. Experience also demonstrates convincingly that the methods planners use to analyze the present and predict the futures are inherently and inevitably political.

Public participation is often a shame. Most public participation efforts are viewed by the public and planners alike as a perfunctory, “going through the motions” exercise that rarely provide opportunities for meaningful citizen participation.

Technology is not the answer. Widely used tools such as GIS and the Internet focus planners’ attention on describing the present and provide little assistance in helping communities shape their collective futures.

After identifying these realities, the paper suggests that planners adapt the following strategies:

Engage the future. Planning will only attract—and deserve—public support if it aligns itself with the public’s concerns about their collective futures in an uncertain world.

Embrace uncertainty. Planners must abandon intellectually naïve attempt to project what the future will be and prepare a range of scenarios which tell compelling stories about how the world may—and should—change.

Analyze politically. Planners must develop tools and techniques which allow stakeholders and the public to consider the inherently political assumptions that underlie supposedly “objective” technical analyses.

Plan with the public. Planners should abandon professional-centered attempts to “plan for the public” for new approaches which give stakeholders and the public a meaningful role in the decisions that shape their communities.

Keep it simple. Planners should abandon the attempt to develop increasingly complex models which hide political assumptions behind a technological shroud for simple models that clearly reveal political choices and their consequences.
References

Track 13 - Regional Planning

Abstract Index #: 600
IS URBAN EXPANSION INEFFICIENT?
Abstract System ID#: 4073
Individual Paper

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Research Question
Are households in major metropolitan areas experiencing increasing or decreasing accessibility as a result of continuing urban expansion? Urban expansion is being driven by a number of factors, including increased mobility, but also possibly due to other non-transportation factors (i.e. “flight from blight”) and land use constraints. If urban expansion is driven only by increased mobility, then we should expect that levels of urban accessibility should remain at the same level or improve over time. However if urban expansion is driven largely by land use constraints, then new housing production is shifting into less accessible locations. This study seeks to examine whether urban expansion is therefore resulting in reduced household accessibility over time. Additionally, this study will also examine whether urban expansion is straining transportation infrastructure and thereby increasing congestion, also leading to lower household accessibility.

Further, a comparison will be made between a sprawling and a compacting metro area to see if the compacting metro area realizes a relative improvement in changing transportation accessibility over time. If land use constraints are limiting the supply of housing in accessible locations, then we should expect to see that a metropolitan area with pro-active smart growth policies may see a relative accessibility benefit over time. That is, households in compacting metropolitan areas should see on average an improvement in their accessibility relative to their peers in sprawling metropolitan areas.

Methodology and Data
Accessibility to work and nonwork destinations will be computed based on a gravity model of accessibility to employment locations for two time periods, a before period and an after period. Nonwork accessibility will be created through a weighted average of accessibility to different types of employment that serve as likely nonwork destinations. Accessibility levels will be computed, mapped for small areas or zones, and aggregated to the metropolitan level, so that both location-specific accessibility and overall metropolitan accessibility can be compared over time. Both auto-based and transit-based accessibility measures will be computed and analyzed.
Then, for each metro area, changes in accessibility between two time periods will be compared. This comparison between the two time periods will be broken down into three components: Changes in accessibility due to the changing pattern of residential locations; changes in accessibility due to the changing levels of traffic congestion; and changes in accessibility due to changing patterns of work locations. Each of these components of accessibility change will be compared between the two time periods and between the sprawling and the compacting metro areas. In addition, a counterfactual high-accessibility scenario will be constructed and compared with the actual urban form in the after period for each of the two metro areas.

Relevance for Research and Practice
Only a handful of studies have examined changes to metropolitan accessibility over time, and none have examined the impact on the average household. In addition, no longitudinal studies of accessibility have compared changes between two metropolitan areas with differing urban form trends. This study will yield significant new insights over whether current urban expansion trends are decreasing accessibility for the average household, resulting in more auto-dependent, less efficient urban forms. In addition, the comparison between a sprawling and a compacting metropolitan area will provide insight into how much better our metropolitan areas could perform if accessibility were managed at the regional scale.

The policy implications of this study potentially include more powerful arguments against urban sprawl, a highlighted need for integrated regional planning, and the broader adoption of accessibility metrics in the use of planning support systems to integrate transportation and land use at the regional scale.

References

Abstract Index #: 601
EXPLORING TOOLS FOR A REGIONAL PLANNING ENERGY AGENDA: THE CASE OF NATURAL GAS DRILLING IN THE MARCELLUS SHALE
Abstract System ID#: 4089
Individual Paper

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Policy-makers in New York State and Pennsylvania have been encouraged to expedite natural gas drilling in the Marcellus Shale region with promises of job creation and economic development. To date, however, there has been no comprehensive regional examination of the economic impacts of drilling. The proposed research examines the potential effects of increased activity by the drilling industry on the affected communities. So far, policy makers have paid attention primarily to the environmental and health impacts of the drilling, ignoring the broader economic and social transformations associated with this type of natural resource development (Christopherson and Rightor, 2011). While there have been limited economic impact analyses projecting potential job creation benefits (Considine,2010, Considine et al 2010), there has been no analysis of the added public costs, including impacts on the use of land, schools, police and other public services.
The primary goal of this research is to develop and implement appropriate tools for understanding the economic and social impacts of extractive industries in places facing rapid natural resource development. More specifically, the research focuses on three critical questions: 1) What are the short and long term impacts of natural gas development in places with unconventional natural gas reserves? 2) What are the likely critical transformations in the economic geography of a region facing a natural gas network expansion? 3) How can planning support be improved by incorporating in our models features that better reflect our economies? The hypothesis is that as long as natural resource development is viewed as an isolated regional economic transformation agent apart from other systems with which it is engaged, economic development plans based on resource exploration and recovery will fail to generate sustainable growth.

This study uses a Spatial General Equilibrium Model to assess the short-term and long-term socioeconomic impacts of natural gas drilling in the Marcellus Shale. The analysis is based on county-level data that accounts for monetary transactions between relevant actors, such as landowners, gas drilling companies, consumers, producers, and government. The data is then used to calibrate the benchmark model that captures the interdependence of regional economic markets. The benchmark model is then used to reproduce different policy intervention scenarios associated to the endowment of factors of production and different taxation regimes for the new economic activity.

Finally, the research provides citizens, community organizations and policy makers with information and analyses that will help them understand the limits of the economic development potential associated with natural gas drilling in the Marcellus Shale. It recreates planning and evaluation processes and economic impact frameworks that environmental advocates and state or local policy makers can use to assess future energy development projects, including those to switch from fossil fuels to “greener” sources of energy.

References

Abstract Index #: 602
REGIONAL SUSTAINABILITY PLANNING AND ECONOMIC OPPORTUNITY: A SURVEY OF THE LANDSCAPE
Abstract System ID#: 4123
Individual Paper

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Although regional planning has gone in and out of fashion for the last 30 years, the last few years have seen a nationwide resurgence due in part to HUD’s Sustainable Communities Regional Planning Grant (SCRPG) program. Moreover, the economic downturn has put new pressure on regions to link sustainability planning to economic growth and opportunity. Numerous case studies (e.g., Calthorpe & Fulton 2001, Fishman 2000, and Seltzer & Carbonell, 2011) provide rich descriptions of the most successful efforts, but little research to date has systematically analyzed how regions are conducting their sustainability visioning and planning, and none has examined the intersection between regional planning and economic development.

This study will assess the state of regional sustainability planning in the U.S. as revealed by applications to the SCRPG program, which provide a unique lens into this activity. Based upon a sample of the 365 applications submitted in 2010 and 2011, we begin by describing the landscape of sustainability: which regions are working on regional planning, which actors are involved, and how are they defining sustainability? What are the visions of livability put forth in the applications, and to what extent do those visions adhere to HUD’s livability principles? Then, we examine in depth how applicants approach economic and equity goals: how do visioning or planning efforts discuss economic...
opportunity and job creation? To what extent do applicants link specific economic development policies to sustainability efforts? What awareness do the applications demonstrate of potential economic impacts (costs and benefits), opportunity costs, and/or displacement effects of sustainability plans and programs?

After conducting a content analysis of the applications, we build a database that categorizes regions by their approach to sustainability and how they link economic opportunity to environmentally sustainable development patterns. We then identify and analyze the factors behind these efforts (e.g., look at these model regions as a function of strong/weak market, collaboration type, racial/ethnic diversity, MPO coverage, etc.) using multivariate regression techniques. The last part of the analysis assesses the potential collective impact of these regional planning projects by looking at the extent and nature of regional involvement. Although it is too early to examine outcomes on the ground, we ask what might emerge collectively from these processes if their anticipated outcomes came to fruition.

References

RURAL PLANNING PROCESSES, INSTITUTIONS AND ACTORS: A REVIEW OF THE LITERATURE
Abstract System ID#: 4128
Pre-organized Paper Session (Symposium) “Rural Planning”

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Rural areas, which are defined as having low population density, are different from urban areas, and it is reasonable to assume that rural planning is different from urban planning (Seroka 1989). Although the planning discipline is generally about “place”, the discipline has an undeniable urban bias, especially in the United States, and rural areas are often considered as: not the object of planning (since there is little “growth”); being urban places in waiting; subscribing to the same principles as urban planning; or as the backdrop for specialized planning such as environment conservation or economic development. Or, rural areas are equated with regional planning, which runs the risk of shifting the focus back to urban development or specialized planning. These potentially erroneous assumptions and narrow perspectives do not fully serve the multidimensional and locally specific needs of planners in rural areas, which is especially unfortunate given that rural planners have limited planning resources in the traditional sense (Daniels and Lapping 1996). Furthermore, the planning discipline marginalizes rural places at its peril, as indicated by the current ideological split between urban and rural communities in the U.S., which has spilled over into attacks on planning practice and government.

Rural planning in North America has a voice, dating back to 1917 with Thomas Adams’ Rural Planning and Development: A Study of Rural Conditions and Problems in Canada (Caldwell 2012). However, this voice, up to the present day, has been sporadic and fairly unconsolidated. Most of the literature on rural planning is general and integrative (e.g., Lapping et al. 1989, and Flora and Flora 2008), which is appropriate for defining the field and being of the broadest utility to practitioners. There are fewer research articles and theoretical pieces that focus on particular aspects of rural planning, but these are essential to advancing the field. One set of topics for which scholars should focus their attention is rural planning processes, institutions, and actors. Questions within this set of topics include: What characterizes rural planning processes? For example, is rural planning based primarily on personal relationships rather than formal procedures? If so, how is it possible for outsiders to participate? What are the institutional, financial, and social resources available for rural planning, and how are these resources changing? What types of knowledge, skills, and tools do rural planners need? What planning processes, institutions, and actor networks foster rural resilience? By answering these and other questions about best practices in rural planning, we can immediately benefit people, economies, and ecosystems, and build capacity for long term, responsible stewardship of these places.
The purpose of this literature review paper is three-fold: to (1) Depict the current body of rural planning literature and how conceptualization as “rural planning” is different from proxies such as regional planning, economic development, and environmental planning. Literature from North America, Western Europe, and Australia will be considered. (2) Analyze how the literature characterizes rural planning processes, institutions, and actors, primarily in North America. What are the trends in rural planning? How is rural planning different from urban planning, and what can the latter learn? Is it even possible to derive a general theory of rural planning, or are rural areas too diverse? (3) Identify potentially outdated rural planning knowledge and gaps in the literature, and propose roles for the academic and professional planning communities in advancing rural planning understanding and practice. The ultimate goals of the paper are to distinguish rural planning processes, institutions, and actors in North America, and to provide a platform for interested researchers.

References


Abstract Index #: 604
RURAL PLANNING IN A NEW CENTURY
Abstract System ID#: 4141
Roundtable or Informal Discussion Session

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In the United States, the concept of rural planning has waxed and waned over the past century, yet in the early 21st century, it holds great utility and potential for integrating social, economic, and ecological goals, spurring innovation, and building civic capacity. More holistic and participatory planning of rural areas will likely benefit local residents, businesses, and visitors, and also larger society that depends upon rural areas in innumerable ways.

This roundtable session will provide an overview and update of rural planning ideas and practices at a time when few people in the American planning academy explicitly affiliate with the concept. Each panelist will give his or her perspective of, and experiences with, rural planning, and explain the differences between it and related approaches such as regional planning, environmental planning, and community and economic development. The panelists’ studies of rural planning include identification of what is unique to the field, development of conceptual frameworks and planning tools, case studies and issues of particular concern, and comparative analysis with other planning approaches, including urban planning. The most important messages are that the concept of rural planning is alive and well, and it has more to offer than we usually assume. The panelists welcome a lively discussion and hope to generate ideas for how to strengthen rural planning scholarship and practice, as well as how to integrate the findings into planning education.

The panelists range from a professor emeritus to an assistant professor, to a faculty planner in residence, to two doctoral students who sought Ph.D. programs that would allow them to focus on rural planning. The panelists are also
geographically diverse across the United States, reporting from the Pacific Northwest, Midwest, and Southeast. Given the U.S. orientation, the panelists would like to hear from audience members who are familiar with rural planning in other countries, such as Canada, where the concept has a greater following.

Abstract Index #: 605
THE SITING OF “SCIENTIFIC SPACES” IN THE US: THE PUSH AND PULL OF REGIONAL DEVELOPMENT STRATEGIES AND THE IMPLICATIONS FOR SMES
Abstract System ID#: 4167
Pre-organized Paper Session (Symposium) “Manufacturing Transformed? Implications for Innovation and Regional Development”

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To many progressive planners, the idea of a progressive science and technology policy seems anathema. Science and technology (S&T) policy privileges a sub-set of firms and institutional stakeholders that are the recipients of too much public largess already. A reimaging of manufacturing policy requires looking again at innovation and what it means for the long-run viability of the neighborhoods and communities that constitute our regional economies. The question of how to shape science and innovation policies to incubate, support, and sustain emerging technologies and spur job creation has become the subject of extensive debate as the legacy of the global recession continues to produce serious unemployment. There is growing recognition that dominant policy models of the last two decades privileged innovation and competition and in the process failed to provide a framework capable of strategically engaging a real decline in overall demand. As a result these models—regional innovation systems, industry clusters, learning regions—are under renewed scrutiny. The form, function, and location of cooperative research centers (CRCs) have become central in this debate.

A criticism of established regional innovation policy models is that the cases which provided the underlying empirical evidence for them were cherry-picked narratives of exceptional regions and new technologies rather than more typical cases of places proceeding along a complex and cumulative industrial path. As a consequence of prioritizing innovation over production, much recent empirical work suffers from a tendency to “look under the lamp light” resulting in myriad studies of Silicon Valley and biotechnology clusters and a small (although significant) body of work on older industrial regions and “traditional” industries (Florida and Kenney 1990; Saxenian 1994; Cooke 2001; Rutherford and Holmes 2008; Gertler and Vinodrai 2009; Treado 2010). The now obvious cracks in the foundation of these regional development models have created a new urgency around understanding why some industries innovate and produce in place while others do not (Christopherson and Clark 2007).

This paper first places the question of the location of CRCs in the broader discussion of policy making at the intersections of economic development and innovation systems—at the regional and national scales. Next, using evidence from one research-intensive advanced manufacturing industry—optics and photonics—the paper describes the urban character of photonics and the persistent co-location of basic and applied research activities as indicated by an analysis of a recent survey of over 3000 US-based workers in the photonics industry. And finally, the article will conclude with policy implications for the spatial organization of CRCs in light of the advanced manufacturing SMEs they are increasingly asked to serve.

References
The Delaware Valley metropolitan region, which encompasses Philadelphia, Pennsylvania, was the first bio-sciences hub in the United States, with initial advantages in medical research complemented by strengths in distribution, marketing and, beginning in the 19th century, manufacturing. It continues to be a leading region in life sciences activity. Recently, however, faster-growing metropolitan regions such as San Diego and Raleigh-Durham have threatened its predominance, prompting questions among practitioners about how to regain competitiveness. This paper uses Integrated Public Use Microsample (IPUMS) data derived from the Census and (more recently) the American Community Survey to investigate trends in the occupational composition of the industry over time and to draw conclusions about what these trends mean for the development path of the bioscience sector in the region. Findings are:

- In NAICS 2354, Pharmaceutical and Medicine Manufacturing, research and technical employment and managerial employment have risen significantly as a share of total employment since 1980 while production employment has sharply declined (from 42% to 16.5% of the total)

- In NAICS 5417, Research and Development in the Physical and Life Sciences, managerial employment has risen while research and technical employment has remained stable; again, production employment as a share of the total has declined dramatically (starting at 14% and declining to 6%).

While it could be argued that this reflects a typical product cycle trend under which firms specialized in “knowledge work” outsource production to low-cost regions, a relative decline in production employment may also be a sign and symptom of Greater Philadelphia’s loss of competitive edge, as the region loses the advantages of a localized supply chain and the close control over the manufacturing process that allows innovative companies to accelerate time to market. Comparing industry/occupation trends for bioscience in Greater Philadelphia to similar data from San Diego and Raleigh-Durham underscore this possibility. Increasingly, it is argued, successful high-tech regions blend research and production work, with high knowledge content evident across occupational categories.

References
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Manufacturing is back in style. But with this renaissance comes a significant policy challenge: how to expand the production of manufactured goods in a way that also sustains employment growth in the United States. In recent decades, manufacturing growth has come mostly at the expense of the U.S. manufacturing workforce. This is not simply the result of increased off-shoring, but rather is due in large measure to the adoption of labor-saving technologies and productivity enhancing measures at U.S.-based manufacturing establishments themselves.

Still, this is not the only strategy available to (or even adopted by) U.S. manufacturers. Labor-intensive modes of growth are also possible and especially worthwhile given that they encourage manufacturers to make greater use of worker knowledge to support continuous innovation and new product development. Recognizing this, economic and labor market analysts increasingly recommend boosting the educational attainment level of both incumbent and aspiring manufacturing workers—with particular emphasis placed on their securing four-year college degrees. The underlying assumption is that a more educated workforce will inspire manufacturing employers to put more Americans to work and in turn, make better use of their enhanced knowledge. Accordingly, without this educational-fix, it is assumed that manufacturing job growth—and for that matter industry innovation as well—will greatly suffer, reflecting what is commonly described as an intensifying ‘skills mismatch’ problem.

In this paper, I take issue with this skills mismatch hypothesis and put forward an alternative policy challenge for U.S. manufacturing, that of skills reinterpretation. This, I define, as institutional interventions within regional labor markets that are designed to shape the way that employers interpret what skills they actually need, who within the local labor market possesses them and how these skills are acquired and further enhanced. In making this counter argument, I draw inspiration from studies of cognitive behavior which recognize sources of worker competence and skill that are participatory, ‘lived’ and context-dependent—that is to say, they are ‘situated’ in the work environment itself and result from a dynamic and on-going interplay between worker(s) and their work. As this implies, skill formation is not inherently dependent on knowledge acquired in a classroom setting, but rather can stem from the work experience itself and related on-the-job learning opportunities.

With this view of competence as my main point of departure, I draw from existing labor market studies to illustrate skills interpretation in action. Despite differing contexts, these examples share a common characteristic—institutional actors stepped in to alter employer perceptions about skill during tight labor market conditions. In essence, they used temporal lapses in labor supply to renegotiate definitions of and demand for skill by industry employers, which in turn expanded employment opportunities for previously overlooked or undervalued segments of the labor market. During these exchanges, institutional interpreters helped employers learn to recognize skills that could be transferred from one work setting to another, including from traditional manufacturing to more advanced production systems. They also learned to better articulate actual skill needs, which allowed them to break down skills into component parts that could be supported through incremental and more targeted forms of training. In turn, this made barriers to acquiring new knowledge less formidable.

But this raises several questions which this paper sets out to explore: In times of soft labor market conditions, as exist in the wake of the ‘Great Recession,’ are there still opportunities for skill reinterpretation? What leverage do labor market institutions, including labor unions, community colleges and workforce intermediaries, have for influencing what we mean by skill, who we associate with it and what role formal education plays (or not) in its development?

References

Abstract Index #: 608
THE CHANGING LANDSCAPE OF DEINDUSTRIALIZATION: MANUFACTURING GROWTH AND DECLINE IN THE 2010S
Abstract System ID#: 4175
Pre-organized Paper Session (Symposium) “Manufacturing Transformed? Implications for Innovation and Regional Development”

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The fledgling recovery that began in 2009 confounded the conventional wisdom about manufacturing jobs in the U.S. After decades of adding skilled manufacturing jobs at the expense of the North, the urban South had begun to shed jobs at a rate reminiscent of Youngstown, Ohio or Pittsburgh in the early 1980s. Surprisingly to many, the current manufacturing recovery has its center in supposedly moribund “Rustbelt,” where Cleveland, Pittsburgh, Detroit and Buffalo have begun to add manufacturing jobs, particularly in skilled industries.

In short, the geography of the current recovery has partially inverted the Rustbelt-Sunbelt dynamic that shaped urban economic development and economic development research for decades. At first glance, a Great Lakes manufacturing recovery based on highly skilled industries suggests that Watkins’ and Perry’s seminal description of the Sunbelt as “much more than just a low-wage carbon copy of the North” mischaracterized the nation’s major developmental shift over the past half-century. This paper advances a different argument: that intense restructuring of manufacturing industries over the past three decades has, on its own terms, worked. After aggressively reorganizing production, restructuring supply chains and embracing OEM-driven offshoring, the manufacturing jobs that remain in the Great Lakes regions are more place-bound, higher-skilled, and more firmly tied to their current locations than a generation prior.

This paper uses a unique, time-series dataset of metro-level industry and occupational changes to periodize and characterize the restructuring of U.S. manufacturing over the business cycles of the 1980s, 1990s and 2000s. Using microdata from the decennial Census and American Community Survey, we analyze occupational shifts within manufacturing industry employment and industrial shifts in engineering and production occupations across each cycle. These shifts reveal distinctive restructuring patterns and isolate regions that have minimized the negative labor market impacts of manufacturers’ continuing pursuit of a spatial fix, resulting in divergent regional production and innovation capabilities. Based on this analysis we assess the prospects for regional manufacturing growth in a post-Great Recession context.

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Abstract Index #: 609
THE ECONOMY, THE ENVIRONMENT, AND RURAL REGIONS:
Abstract System ID#: 4188
Pre-organized Paper Session (Symposium) “Rural Planning”

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One of the most difficult problems facing planning is economic decline in rural communities across the developed world. A U.S.-Japan comparative study found that in both countries poverty has become the norm in communities where the economic base is in primary production, agriculture and natural resource extraction. A study of 176 Australian regions found substantial differences in incomes and wealth across the rural-urban divide. In the U.S. the median household income in rural counties is less than two-thirds that of urban households, and the median value of a rural home is less than half that of an urban home. How to explain this?

Until the last half of the 20th century, rural communities were essential to primary producers as supply, milling and packing, marketing, supply, and shipping hubs. The emergence of commodity production – capital-intensive, industrialized primary production – forged direct links between primary producers and urban centers, bypassing rural communities and making them economically redundant. Some rural communities have transformed themselves into centers for tourism, recreation, retirement, and long-distance commuting; others have attracted call centers, server farms, and the like. But most are struggling. What can be done?

A promising development is the growing interest in ecosystem management – for example, restoring and maintaining intact and functioning ecosystems; adopting more sustainable agricultural and natural resource management practices; and mitigating and adapting to climate change. There is evidence that ecosystem management can produce favorable socio-economic outcomes for rural communities. For example, watershed and forest restoration require workers, material, and supplies; wildfire mitigation produces biomass with commercial uses; there is increasing demand for sustainably produced agricultural products and new forms of bio-based products, many of which entail substantial value-added processing. These sorts of activities, along with the “localization” of the supply chains for agriculture and natural resource products, may have the potential to strengthen rural economies and help reverse decline. We have labeled this set of activities the New Natural Resource Economy (NNRE).

Although there have been some case studies assessing the socio-economic outcomes of NNRE activities, it has been driven more by ideological trends than empirical analysis. Research on NNRE policies and institutions is especially needed. To begin to fill that gap we outline a comparative research agenda exploring the experiences of Australia and the United States, two countries that have been actively experimenting with NNRE activities. They have differing characteristics that make a comparison particularly apt. Most broadly, they have contrasting environmental contexts, differing greatly in climate, resource endowments, and agricultural conditions: the U.S. is much more temperate and better watered, so more timbered and more conducive to agriculture; Australia has enormous mineral resources that are in worldwide demand.

Beyond that broad environmental context are three important institutional differences that bear close examination. Governance frameworks: Both are federal systems, but the federal government plays a much stronger role in planning in Australia than in the U.S.; Economic context: government involvement in the economy is more accepted in Australia than in the U.S.; Land and resource ownership: Freehold, including ownership of subsurface rights is the norm in the U.S. Long-term leaseholds from the state or federal government are more common in Australia, with the government retaining control of subsurface rights.

Do these institutional differences yield different ways of thinking? Are there lessons about NNRE from the different ways of thinking? We organize our inquiry as follows: an historical review of the cultural, economic, and environmental pressures beleaguering rural areas; a discussion of the responses of planning to those pressures; and an analysis of the problems and opportunities posed by those responses and a research agenda to examine them.

References
TALENT MIGRATION: DOES URBAN DENSITY MATTER?

A great deal of theoretical and empirical work on urban agglomeration economies (beginning with Alfred Marshall, Jane Jacobs and extending more recently through Edward Glaeser and others) suggests that dense concentrations of people facilitate face-to-face interactions, speed idea exchange, and ultimately lead to increased productivity (Abel and Gabe, 2011; Baptista, 2003; Ciccone, 2002; Ciccone and Hall, 1996), higher wages (Andersson et al., 2007; Combes et al., 2008; Di Addario and Patacchini, 2008), innovation (Andersson et al., 2005; Carlino et al., 2007; Knudsen et al., 2008), and urban success. Face-to-face interactions are thought to be especially important for skilled and creative workers (Glaeser, 1999; Storper and Venables, 2004) given that their jobs involve the fast flow of information and complex processes of idea exchange. The theoretical and empirical work cited thus suggests that skilled and creative workers favor dense places.

Average population or employment densities for large geographic units such as metropolitan areas and counties used by most researchers however mask considerable sub-metropolitan variations. Using finer measurements for both residential and job densities at the smaller Public Use Microdata Area (PUMA) level, this study investigates three research questions. First, are denser places really more attractive to talented people? Second, is the density-talent migration nexus sensitive to the recent economic downturn? Third, does it vary by age, educational or occupational group?

Following Richard Florida (2002), this study defines talented people as individuals who are either highly educated or especially creative. “Highly educated” individuals include individuals with bachelor-and-above degrees (BA+) and masters-and-above degrees (MA+). This study also identifies two groups of “creative” people – the super-creative core (SCC) and bohemians (BOH). The SCC group includes individuals in the occupations of “architecture and engineering,” “computers and math,” “life, physical, and social sciences,” “education, training, and library,” and “arts, design, entertainment, sports, and media” and with the positions of analyst and engineer. The BOH group includes authors, designers, musicians, actors, directors, photographers, dancers, artists, performers, editors, technical writers, and other media workers. The empirical tests focus on three age groups – 25 to 34, 35 to 44, and 45 to 54, recognizing the different impulses that impact the migration decisions of different age groups.

The major data sources for this study include population and housing records from one-year Public Use Microdata Sample (PUMS) files from the American Community Survey (ACS). To answer the core research questions, this study begins by identifying the top-fifty PUMAs in terms of how many they received of the various migrant groups, for each year from 2005 to 2010. These simple tabulations reveal substantial variations among the population densities of the receiving places. (Smaller samples of PUMAs for which employment density data are available show similar results.)
These findings prompt further research which involves multivariate tests that add the proper controls for the socio-economic and geographic variables.

Many American cities have adopted or are seeking policies and plans to try to attract talented people, usually hoping to copy success stories like Silicon Valley. Many have tried to do this by favoring higher urban density development – even though Silicon Valley is mainly low density. By testing whether high density places are really more attractive to talented people, this study offers some clues for policy makers and urban planners in evaluating these and related urban planning policies.

References

DEFINING AND MEASURING RURAL LIVABILITY—IMPLICATIONS FOR FEDERAL INVESTMENT
Abstract Index #: 611
Pre-organized Paper Session (Symposium) “Rural Planning”

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In 2009 the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and U.S. Environmental Protection Agency (EPA) announced the Partnership for Sustainable Communities as a way to achieve greater coordination across their respective agencies, and they identified six livability principles to serve as guidelines for investments in regions and local communities:

• Provide more transportation choices;
• Promote equitable, affordable housing;
• Enhance economic competitiveness;
• Support existing communities;
• Coordinate and leverage federal policies and investment;
• Value communities and neighborhoods.

In theory, members of the partnership will be better able to maximize the impact of their programs and investment in promoting sustainable communities by working in concert with other federal agencies. The livability principles are therefore intended as guidelines to inform funding decisions, technical assistance, and capacity-building efforts.

If the six principles, as outlined by members of the partnership, are taken as a working definition of livability, then the study of livability has been plagued by two key problems. First, the livability discourse has been too fragmented and narrow, focusing on one or two of the principles rather than taking a more holistic and integrated approach (Dillman & Tremblay Jr., 1971; Dissart & Deller, 2000). Second, the existing livability literature and discourse almost exclusively focuses on cities and urbanized areas (Rogerson, 1999).

This research approaches the question of how to best invest federal funds in rural communities (Stauber, 2001; Atkinson, 2004) from a regional perspective (Hamin & Marcucci, 2008). By measuring rural livability, informed decisions can be made about the type of investments that should be made in a given rural community, and which are tailored to local needs. This paper helps to better articulate what livability means in the rural context and presents a
methodology for measuring livability at the county level. This methodology is applied to Illinois and North Carolina to facilitate even-handed comparisons both within and across rural regions. Principal component factor analysis will be used to reduce the number of variables identified to capture rural livability and the loadings will be assessed for consistency with the hypothesized six-dimensional understanding of livability articulated by the federal Partnership for Sustainable Communities in 2009.

Data from the Consolidated Federal Funds Reports, compiled by the U.S. Census Bureau, will also be analyzed to determine if current spending patterns are consistent with the results of the livability measurement component of the project. For example, rural communities that exhibit very low estimated livability scores coupled with persistent poverty or sustained population loss are perhaps best suited for funding that is primarily geared towards enhancing the human capital of its current residents, while rural communities that are score higher on the livability index are perhaps logical recipients of federal funding designed to strengthen their existing economic base as well as to build and maintain infrastructure necessary to support future growth (Daniels & Lapping, 1987; Reeder & Bagi, 2010). This work will also determine if fundamental distinctions exist in how livability is conceptualized and measured in rural and urban contexts.

References
programmes are intra-EU cross-border programmes while the remaining three are trans-national programmes promoting the cooperation of EU and non-EU regions. The paper conducts a comparative analysis of the ten cross-border cooperation programmes and ultimately it conceptualizes and extracts a taxonomy of the ‘visions’ and ‘strategies’ that underpin them. In drawing out the programmes’ fundamental development logics, objectives and expected impacts, the paper discusses their significance and limitations for the stipulation of the next round of Cohesion Policy. Characterized by the process of accession of the ten New Member States in 2004, the cross-border programmes are important not only in terms of their economic impact but also, and perhaps even more so, of their institutional impacts on the formulation of common development strategies and institutional arrangements across national borders.

References


MEASURING LAND USE/ LAND COVER IMPACTS OF MAJOR EMPLOYER LOCATION IN RURAL AREAS

Abstract System ID#: 4412
Individual Paper

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Location of a major employer, defined here as a manufacturing plant or facility employing 2500 or more workers, plays an important role in instigating local and regional economic development in rural areas with limited economic opportunities and infrastructure. The local and regional economy observes increase in number of jobs, earnings, and tax revenues following a major employer location which are commonly measured using economic assessment tools and indicators. Addition of new and expansion of existing infrastructure, utilities, services, and amenities often accompany the increased economic activities, instigating land use and land cover change over time. Such developments and resulting land use and land cover changes are spontaneous in rural areas because of lower land values, higher availability of vacant lands, and weaker regulations and controls. Although planners have been increasingly concerned about their social, economic, environmental, and ecological implications, the land use and land cover impacts of major employers in rural areas are rarely evaluated or measured.

Based on a detailed case study of the Toyota plant location in central Kentucky, this research examines the land use and land cover changes as instigated by the major employer in surrounding rural areas over time at two geographical scales – 1) local and 2) regional. The role of various socioeconomic, geographic, bio-physical, and institutional factors influencing land use and land cover change over time will be assessed in order to understand where developments have occurred and why. The research questions posed here are: 1) What type of land use and land cover changes are instigated by location of a major employer? 2) How does their distribution vary with time and/or with geographic scale? How are they influenced by variations in socioeconomic, geographic, bio-physical, and institutional factors within the region? How do we model and measure these changes at different geographic scales?

This research will develop two cellular automata based land use/ land cover change models – 1) land use change model at the local scale, and 2) land cover change model at the regional scale, using land use and land cover datasets from 1983 to 2010 in order to understand the process of change following the Toyota plant location, locally and regionally. The local scale includes the rural county (Scott County) where the major employer is located, whereas, the regional scale comprises a larger area with surrounding rural counties, which supply large number of workers to and benefit from the major employer.
In the ACSP conference, I will present the land cover change model at regional scale, a part of my research, showing changes in 10 different categories of land cover classification, and influence of socioeconomic (e.g. income change), geographic (e.g. accessibility), bio-physical (e.g. topography), and institutional (e.g. land regulations and taxations) factors driving these changes. This research will inform planners and policy makers about the land use and land cover impacts of large economic development projects in rural areas within a multi-dimensional framework. It will provide key insights about the process of development and adequacies of regulatory frameworks in hindering, or promoting development in rural areas and small towns so that valuable land can be efficiently managed or protected in sustainable manner.

References

Abstract Index #: 614
EXPLORING CAPACITY AS A DETERMINANT OF METROPOLITAN GOVERNANCE FOR SUSTAINABLE OUTCOMES
Abstract System ID#: 4498
Individual Paper

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Cities, counties, and special districts comprise many of the multiple governing jurisdictions in metropolitan regions. No single issue such as economic development, water, transportation, or climate protection has galvanized the way municipalities work together. Since 2002 and for the first time in history more people live metropolitan regions in the U.S. than rural areas (USDA, 2007). This may give impetus to a new level of governance –metropolitan- that could hold the promise to overcome the barriers to metropolitan cooperation that have existed for decades. The metro regional approach to governance on issues that benefit from collective action could be seen as a potential threat to local jurisdictional endeavors without the proper provisions or tools in place or said another way, without the capacity to engage collectively at the metropolitan level. Until now, no one has systematically explored which metropolitan regions have the capacity for regional governance and the way that capacity could shape metropolitan governance.

When trying to explain metropolitan commitment to climate protection Zahran et al. (2008) found that metropolitan regions contributing the most to CO2 emissions and regions most at risk to the adverse effects of climate change are least likely to participate in Climate Change Protection (CCP) agreements. However, metropolitan regions with high levels of environmental and civic capacity are the most likely to engage in CCP. Capacity in Zahran et al.’s study is occurring at the jurisdictional level and does not require joint effort to participate in the Climate Change Protection agreement. Similarly Mason (2009) and Mason et al. (2011) found that a city’s capacity to engage in green building can make a difference in the outcomes even if federal and state policies are not driving the outcomes. Capacity, in these two studies, was examined in terms of the having tools in place such as policies as well as administrative resources. The primary question that will be addressed in this research is what influences capacity to lead to metropolitan level action given the different levels of stress, risk and capacity for climate change outcomes both real and perceived? This research will also take a first step in identifying the types of capacity needed to bridge the often competing interests of jurisdictions or the reluctance of jurisdiction to engage in collective action around commonly shared resources.
Specifically this research explores survey data collected between October 2010 and March 2011 from seven metropolitan statistical areas (Boise, ID; Louisville, KY-IN; Miami, FL; Pensacola, FL; Salt Lake City, UT; San Antonio, TX; and Santa Rosa, CA) that rated differently on Zaharan’s capacity ratio. Simultaneously, additional factors identified by other researchers that may contribute to capacity will also be explored.

References


Abstract Index #: 615
STRANGERS IN OUR MIDST: THE USEFULNESS OF EXPLORING POLYCENTRICITY
Abstract System ID#: 4508
Individual Paper

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The existence and persistence of cities provide prima facie evidence of agglomeration economies, but does little to inform our understanding of the specific nature of forces that induce the concentration of economic activity, nor the spatial scale at which they occur. Though the theoretical literature on conceptualizes these forces without specific geographic scale, the empirical literature largely treats them as working mainly at the metropolitan level. We argue that agglomeration may work at different spatial scales. There is now extensive evidence that metropolitan areas are polycentric, with a significant portion of employment clustered in employment centers outside the CBD. This provides basic evidence of net agglomeration benefits at the sub-metropolitan level. We explore theories of agglomeration and consider how they may explain the presence, location, characteristics and growth of employment centers. We illustrate the usefulness of exploring polycentricity with a case study of the Los Angeles region. Our understanding of agglomeration economies can be enriched by investigating the nature of employment centers and the forces that produce and sustain them.

Abstract Index #: 616
URBAN REGIONS BETWEEN GROWTH AND SHRINKAGE – CASE STUDY ON THE INFORMAL ACTION PLAN “HOUSING 2020” IN THE ADMINISTRATIVE DISTRICT OF AHRWEILER IN THE BONN REGION, GERMANY
Abstract System ID#: 4656
Individual Paper

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Due to their spatial extent and the heterogeneity of its areas urban regions have to deal with contradicting problems within the same or at least adjacent administrative boundaries. One example is the parallel occurrence of growth and shrinkage within one urban region or city (Pallagst 2008, 8-10; Stein 2005, 158-159). In this case the tools for land-use control have to address either one specific problem in a limited area or be more general but also more ineffective.

In the area around the former capital city of Bonn in Germany, similar to the US growth is caused mainly by migration from the city centres or from outside the region (Blotevogel and Jeschke 2003, 35; US Census Bureau 2006, 10) whereas the reasons for population loss differ in Germany and the US. In Germany the main reason is the demographic
change due to low fertility rates and a high share of older people while in the US the effect of out-migration is much stronger (US Census Bureau 2006, 13).

Originally the plan was developed by the Regional Workgroup Development, Planning and Transportation Bonn/Rhein-Sieg/Ahrweiler to provide an analytical and conceptual framework for the future development of settlement structures facing the challenge of growing demands for housing in parts of the Bonn region (Regional Workgroup Development, Planning and Transportation 2008).

This paper shows the possibilities for the informal action plan “Housing 2020” and the difficulties of putting it into practice in areas dealing with shrinkage and is based on an evaluation of the implementation two years after finalising the plan. The paper aims at answering the following questions: What effects can an informal concept, such as “Housing 2020”, have on the regional urban development? How are the acceptance by the local politics and the population, and what problems occurred during the first years of implementation and why?

The outcome of the evaluation has shown that most local and all regional authorities have identified problems caused by either the demographic change or the ongoing growth. But only few of them take action on local level according to the informal action plan “Housing 2020”. Cooperative approaches involving two or more municipalities are, with one exception, not practiced at all. The reasons are on one hand the competitiveness of local politics but also the negative perception of shrinkage and the focus on growth as the predominant problem.

The paper shows, that planning for growth and shrinkage in parallel is possible but requires not only the strong involvement of stakeholders but also needs to address both problems and point out the disparities within a region which is difficult in a field like spatial development where competitiveness has a long tradition.

References

Abstract Index #: 617
MEGAREGIONS: OPPORTUNITIES AND CHALLENGES OF MULTI-JURISDICTIONAL COOPERATION AND ITS IMPLICATIONS FOR TRANSPORTATION AND INFRASTRUCTURE PLANNING
Abstract System ID#: 4680
Individual Paper

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Over the next several decades, transportation infrastructure within urbanized areas in the U.S. will face a wide range of challenges. Population growth and expansion of economic activities over the last several decades are already placing
pressure on roadways, airports, transit, and shipping infrastructure. If current trends continue, as projected, transportation infrastructure including roadways, railroads, airports and seaports will continue to deteriorate.

Planning for such transportation infrastructure is typically conducted by individual states, regions, cities or towns or it may be undertaken by the Federal government where multiple states are involved. However, transportation infrastructure forms networks both within cities and regions and between them, and as such is inherently a megaregion issue. Focusing transportation planning at the level of megaregion may more effectively mitigate or alleviate some of these challenges because planning and implementation at the megaregion level can be more coordinated and comprehensive than the piecemeal improvements that typically occur at the level of an individual jurisdiction. However, at present, there is no incentive for individual actors involved in local and regional planning to coordinate their efforts. Frequently, they instead compete against each other for resources, despite the presence of potential benefits of cooperation. Thus, in order for megaregion planning to be effective, a shift in how planning is conducted and perceived must occur. In addition, conceiving a framework for governing megaregion transportation planning requires a thorough understanding of the background of current megaregion and multi-jurisdictional planning initiatives.

In this context, the purposes of this paper are to provide theoretical concepts of governing structures for megaregions, review case studies of innovative approaches and conduct analyses of structures under which successful transportation and infrastructure projects were undertaken under non-traditional, inter-regional and trans-boundary geography. Lastly this research will provide policy implications for megaregion transportation planning.

The primary methodologies are a comprehensive literature review and an analysis of selected case studies. Case studies are categorized into three types: multiple MPOs, multi-state MPOs, and other multi-jurisdictional organizations/initiatives crossing state boundaries. Multiple MPOs includes collaborative efforts between neighboring MPOs. In multi-state MPOs we include transportation partnerships in the U.S. involving multi-state MPOs, which have responsibility for a region or metropolitan area that falls under the jurisdiction of two or more states. Finally, in the cases of multi-jurisdictional organizations, an organizational structure and the finance of multi-scale initiatives in other sectors, such as energy and climate change initiatives, are reviewed.

The results from this paper identify major issues associated with challenges and opportunities presented by the advent of megaregion planning and argue that the role of the federal government is important in providing leadership for megaregion planning efforts, while local and regional actors must develop the capacity and willingness to coordinate and undertake joint development of transportation and other infrastructure.

References

Abstract Index #: 618

FARMERS AND RURAL COMMUNITIES IN KANSAS: UNPLANNED OBSOLESCENCE?

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As U.S. cities in urban areas engage in varied, substantial planning efforts to assure productive, sustainable futures, rural America seems to suffer from a notable lack of such planning. In Kansas, for instance, 50 of the state’s 105 counties have neither planning nor zoning activities in their unincorporated areas. Since only 22 Kansas counties (all of which have planning and zoning) are experiencing population increases, this is perhaps not entirely surprising, but it does beg the question: what does the future hold for these areas? Deborah and Frank Popper’s seminal work on the Buffalo Commons idea (Popper and Popper, 1987), though accurate in its prediction of population decline in Great Plains states, raised considerable ire within rural communities. Residents of these communities, which are mainly agricultural, do not wish to fade away. Instead, they seek to be part of a positive, vibrant future, one for which planning could be an essential tool.

This paper investigates possibilities for rural planning by exploring two questions. First, what do we know about the mutual interactions between community conditions and farm activity (as the largest sector of the rural economy)? Second, how do Kansas farmers perceive their communities and what do they desire and predict for the future of those communities? Addressing the first question involves a review of literature on rural social capital (e.g. Falk and Kilpatrick, 2000; Alston, 2002) and rural planning (e.g. Audirac, 1997; Akroyd, 2003). To approach the second question, I draw on 150 farmer interviews conducted in Summer 2011 throughout the state of Kansas. These interviews included questions on farmer involvement in their communities, their perceptions of current community conditions, and their predictions of the future in those communities. By analyzing these materials and data, I will develop an initial analytic framework for understanding the possible role of planning, including its appropriate scale, in rural, agricultural areas of Kansas and other rural U.S. states.

References

PORTS AND REGIONAL ECONOMIC PERFORMANCE ACROSS US COUNTIES
Abstract System ID#: 4784
Individual Paper

The purpose of this paper is to research the relationships between sea transportation-related infrastructure and regional development in the United States (US). Since economic density in the US is greatly concentrated at its coastal area of ocean and of Great Lakes (Rappaport and Sachs, 2003), studying the relationship between ports/ports-related infrastructure and hinterland can give us better understanding on the dynamic of the US regional growth and development. While studies on the relationship between infrastructure/transportation and economic development have been proliferating since Aschauer’s (1989) seminal paper and Gramlich’s (1994) review essay, they mainly focus on inland road/networks transportation infrastructure, and largely ignore ports/nodes infrastructure.

This article assesses the economic effects of coastal ports and port-related infrastructure/logistics facilities in light of their interactions with local socio-economic conditions of US counties. Primary research question is under what conditions can ports promote regions’ economic performance? This research expects to observe a high degree of variety in economic performance across counties and coastal regions due to differences in port-related infrastructure and in the characteristics of the places. This research builds up a database that consist of more than 3,000 counties over 1990-2009 and classifies them into 10 coastal regions. Estimation strategies include ordinary least squares (OLS), spatial econometrics, and panel. Some initial findings are: 1) the economic performance of coastal regions differs with
the one of hinterland and within themselves; 2) port-related intermodal facilities matter for regions’ economic performance. The current/next stage of this research is to further explore other conditioning variables and to explore the issue of externalities as raised in Grobar (2008) and Crescenzi and Rodriguez-Pose (2008).

If planning is also about addressing “the absence of planning” and dealing with limited resources, this article offers an important planning application for regional economic development in the US. Since there is no such thing called federal port policy, planning regarding ports would be on the hand of state and/or local governments, which imply less available resources. In addition, this paper potentially has a broader impact, since it is relevant to various development settings, such as in countries with long shorelines, consisting of many islands, or with navigable rivers; especially the ones that engage with both international and domestic trade. This article will illuminate policy choices on development and trade strategies regarding logistics.

References

According to writers such as Salet et al. (2003), policy coordination includes both the process of coordinating and the substance of coordination.

Therefore, the element of policy coordination—as both process and substance—is primarily examined in the paper through a focus on stakeholder efforts to articulate a regional spatial strategy for the Midland Region by constituent local authorities in 2004 and 2010, and through work to develop the Midland Gateway as a functional polycentric, linked-gateway. The paper also seeks to illuminate how policy coordination in everyday practice has progressed, focusing on how policy coordination between tiers, across sectors and between local governments in the region and gateway has unfolded since the introduction of the NSS and shift toward strategic spatial planning in the last decade.

This paper contains material that comes from a larger study conducted by the author; it employs a case study approach using an examination of policy documents and semi-structured qualitative interviews. Twenty-one (21) interviews were conducted from February to May 2011 with a range of stakeholders represented by local planners, elected officials, local government management, coordinating agencies, regional representatives and one national representative. The interviews were transcribed and subjected to qualitative analysis associated with ‘grounded theory’ promoted by Glaser and Strauss (1967). The paper concludes with general observations and commentary based on the case study findings for those engaged in or considering similar efforts in the United States.

As American planners and policymakers grapple with the challenges associated with regional planning and development—such as effective policy coordination among multiple or disparate partners—the findings of this Irish case study should offer some useful insights and ideas for contemplation before undertaking similar work.

References


RESIDENTIAL HOUSING PLANNING IN AN ERA OF MUNICIPAL SHRINKAGE: SMART GROWTH VERSUS SMART SHRINKAGE

In many developed countries, certain regions have recently experienced significant declines in population, economic growth, quality of life or related metrics. These regions – neighborhoods, towns and cities or entire regions – have been referred to as examples of municipal decline or urban shrinkage. Related to municipal decline has been increases in the amount of vacant land in urban neighborhoods, resulting from housing foreclosures and subsequent abandonment and demolition. These phenomena have been the subject of scholarly inquiry (e.g. Popper and Popper 2002, Oswalt 2005, Weichman 2008, Hollander and Németh 2010) as well as popular and practitioner-focused reporting (e.g. El Nasser 2011). The architects of the shrinking cities movement argue for rightsizing places into something smaller and better.
Proponents of shrinking cities approach their problem with a key underlying assumption: that it is possible for a place to lose population while ensuring a high quality of life and enhanced aggregate social value.

This paper utilizes methods from management science, urban planning and regional economic development to provide guidance to planners who seek to design investment strategies to ensure the vitality and sustainability of neighborhoods and regions facing challenges to long-term population and economic growth. The research consists of a multi-objective mathematical programming model to determine neighborhood-level infrastructure and economic development investments directed towards increased residential uses, or, alternatively, investments that support alternative, non-residential land uses, such as urban farming and recreation. Our model generates alternative investment strategies across neighborhoods in a study area to jointly optimize multiple measures of social well-being, such as quality of life for residents as well as non-residents who make use of transitioning neighborhoods, economic efficiency of clustered investments, and social equity. We also discuss extensions to this model that address smart shrinkage planning issues at the parcel level, such as identifying collections of vacant and abandoned residential parcels for acquisition and redevelopment, especially to achieve goals related to green and sustainable development.

References


Abstract Index #: 622
SMART GROWTH: CAN IT CONTAIN EXPLODING INFRASTRUCTURE COSTS?
Abstract System ID#: 5029
Individual Paper
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The majority of new development activities taking place in the United States continue to be single-use, low-density type. This is true even in Maryland, known as the home of smart growth policies promoting more compact and vibrant built environment.

New development requires infrastructure for basic public services, and costs of these facilities are significant to build and maintain. In particular, road network and water/sewer system comprise the majority of total new investment required, amounting to hundreds of billions of dollars just in Maryland over the next few decades.

This is a serious problem for two reasons: 1) first, unlike parks and libraries, roads and water/sewer infrastructure are basic services that residents cannot live without, and 2) not only there is not enough money for construction of new infrastructure to accommodate future population, but operation and maintenance of existing facilities have been cut and deferred in past decades, and cannot be delayed for much longer. Unfortunately, state and local finances were troubled even before recent financial crisis, and GAO projects this problem to continue for decades into the future.

This paper first conducts fiscal impact analysis on a number of Maryland land use scenarios for year 2030, developed by the National Center for Smart Growth at University of Maryland. The infrastructure category includes roads, water/sewer, fire/EMS, schools, police, park, and public library system. The scenarios include business-as-usual scenario where current trends are expected to continue, as well as a number of imaginative ones including where energy prices jump to a very high level.
Next, the paper will examine selected neighborhoods at a more detailed level, estimating the level of road and water/sewer infrastructure demand. This will in turn be applied to a wider regional level, calculating how much difference the choice of development pattern can make in future expenditures for public road and water/sewer spending.

The contribution of this paper is twofold. First, it will show that in addition to numerous benefits of compact, walkable neighborhood such as lower VMT and energy savings, it can also reduce infrastructure spending significantly. And second, it will apply fiscal impact analysis at local level to compare different outcomes from proactive planning, benefiting not only the local jurisdiction but the entire state. Fiscal impact analysis at local level has been often criticized for providing analytical basis for excluding ‘fiscal burden’ (such as affordable housing), assuming they can simply be shifted to ‘other’ jurisdictions.

Providing infrastructure is one of the key element to maintain high quality of life and housing and transportation choice for residents, as well as the means to maintain economic competitiveness. Previous generations have sacrificed to build a platform for prosperity of current generations, and now it is time to find a sustainable way to maintain infrastructure essential for the next generation.

References

UPWARD MOBILITY? CLASSIFYING SUBURBAN POVERTY
Abstract System ID#: 5085
Individual Paper

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Data from the 2010 Census revealed the startling reality that more than half of individuals with incomes below the poverty line now live in suburban locations. A far cry from the monolithic vision of the affluent suburban bedroom community, today’s multidimensional suburbs are home to both the beneficiaries of and contributors to local social services such as food pantries and job training programs. Poverty in inner-ring or first-tier suburbs has received the most scholarly and media attention, but the far-reaching employment and housing impacts of the recent global financial crisis indicate that income declines will affect even the most distant metropolitan locations. Suburban poverty differs substantially from the concentrated urban poverty studied for decades, given the physical, economic, and social variations between many US suburbs and their central cities (Holliday and Dwyer 2009). Moreover, since suburbs diverge by region, dominant employment base, and demographic composition, the mechanisms leading to the growth of poverty are not necessarily the same across space. Planners and policy-makers would benefit from detailed information on types of suburban poverty and regional differences as they develop appropriate policy and programmatic responses.

Scholars have created categorizations of suburbs and of high- and low-poverty areas from a wealth of data sources, but these studies do not specifically address the phenomenon of suburban poverty in depth (Mikelbank 2004, Orfield 2002, Peters 2009). Murphy (2010) was the first to develop a classification scheme for poverty in suburbs, but her analysis was limited to eight locations surrounding Philadelphia and Pittsburgh, Pennsylvania. Building from the findings of these studies, I have posed the following questions: 1) What are the primary mechanisms driving the growth of poverty
in US suburbs? 2) How does suburban poverty differ across suburbs and across regions? The answers to these questions result in a spatially-oriented typology of poverty in suburban America.

The unit of analysis for this research is the non-central city minor civil division, a proxy for suburbs that includes incorporated and unincorporated places. The sample is limited to locations that have either maintained poverty levels of 20% or have seen a significant decrease in median household incomes since 1990. I use Census variables representing geographical location, income and poverty, level of employment, predominant employment bases, demographic composition, and age and condition of housing stock to conduct a hierarchical cluster analysis that facilitates the creation of similar unit groupings. The interpretation of the clusters is based on existing theoretical and empirical work on regional employment and incomes. The resulting typology of suburban poverty will further equip suburban planners to tailor their programs and policies to the needs of their growing low-income populations.

References
The surrender of the Memphis City Schools charter, and resulting forced consolidation of school systems, is a unique approach to addressing the impacts of fiscal inequity that have resulted from changes in urban form – especially in light of a failed campaign for broader consolidation of city and county governments that preceded the action. Ironically, the broader consolidation would have excluded the consolidation of schools.

Abstract Index #: 625
THE POLITICAL PROCESS OF REGIONAL TRANSPORTATION FINANCE
Abstract System ID#: 5118
Individual Paper
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What particular factors make it possible to conduct transportation financing and planning measures on a regional basis in geographically polycentric and politically fragmented region?

When traveling between Orange County and Los Angeles County in Southern California, the suburban jurisdiction’s massive, wide, well maintained freeways end at the county line, giving way to poorly maintained roads in Los Angeles. Conversely, Los Angeles County’s gleaming new light rail lines do not venture into neighboring Orange County. Rather than plan for the regional transportation needs of America’s second largest urban conglomeration, these counties have pursued their own policy priorities, evidenced by their local sales tax allocations: in Los Angeles County, 35% of collections go to roads, and 65% to transit; in Orange County, 75% go to roads, and just 25% to transit.

Fragmented governance and a decentralized power structure means there is no one agency that can develop a well-integrated regional transportation plan (Goldman, 2007). Over the last 20 years, transportation finance has, itself, become more fragmented. Researchers have identified the failure of state and federal gas tax rates to keep up with inflation—and have taken note of the resulting reliance, in many of America’s counties, on ‘local option sales taxes’ to pay for transportation improvements which the federal and state governments once funded and helped coordinate across counties and regions (Sciara & Wachs, 2007). As a result, the process of putting a local sales tax proposal on a county ballot becomes the planning process—and one with an absence of regional focus (Goldman, 2007).

This issue is especially difficult to resolve in fragmented regions that are polycentric in nature, as polycentric transportation systems have low ridership (Cervero & Kang-Li, 1998).

In the American political context in which fragmentation is the norm, and where existing regional governance structures like Metropolitan Planning Organizations (MPOs) and Councils of Governance (COGs) are quite weak (Goldman & Deakin, 2000), finding ways to knit regions together through better transportation systems is of urgent concern.

My case study looks at the process through which the San Francisco Bay Area approved a regional ballot measure (RM2) in 2002 in order to fund a series of transportation improvements. Many of these projects were too expensive, and the benefits too dispersed, for any one county transportation agency to consider funding on its own. I used a combination of interviews and archival research to identify the process through which RM2 passed, as well as key factors that made its success possible. As an important example of collaborative regional planning, which required state legislative authorization for implementation, I look at what this case says about currently accepted principles of collaboration theory.

In my final analysis, I conclude that RM2 expanded the pie, rather than redistributed it, providing a powerful incentive for county agencies to cooperate. Since there was no legally established process for regional collaboration, a particular politician played a crucial role in bringing the various actors together. This key role by one actor meant that some important results of the collaborative process were skewed in favor of his pet projects. Thus, in order to implement the results of a collaborative process in law, it was difficult for them to remain untainted by the political process. Finally, I
conclude that there are currently few regional transportation finance ballot measures because few MPOs have state authorization to put them on the ballot.

References

AN EXAMINATION OF SPATIAL ORGANIZATION AND INDUSTRIAL GROWTH IN US CITIES: 1990 TO 2010
Abstract System ID#: 5119
Individual Paper

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Since the 1980s, metropolitan areas in the U.S. have experienced rapid process of central city decline, industrial decentralization and population suburbanization with the changing time-distance relationships among the established activities (Cervero and Wu 1990; Giuliano and Redfearn 2007). As suggested by Richardson (1995), the spatial reorganization of economic activities within large cities reflects their ability to mitigate the congestion effects brought by size while still maintain the benefits of agglomeration economies, which arise from proximity to labor and other economic activities within metropolitan areas. Thus, it is not only the size of cities, but also the spatial structure of employment and residences and connectivity of transport network within the metropolitan areas that influences the urban economic efficiency and productivity (Prud'homme and Lee 1999).

In this study we will address the key question of whether difference in the metropolitan spatial structure influences the difference in the level of agglomeration economies, as indicated by the industrial growth of cities in the U.S. from 1990 to 2010. Traditionally, there is a large number of empirical literature on how localization economy and urbanization economy enhances labor productivity, industrial and urban growth, based on the production function, where agglomeration economies are usually represented by the aggregate size of cities or industries (Ebert and McMillen, 2004). There are not many empirical evidences on the relation between urban spatial structure and urban growth, due to the lack of appropriate spatial indicator for urban forms (Lee 2006). In this study we will adopt and extend the conceptual framework by Glaeser et al. (1992) by including three dimensions of urban spatial organization into the measurements of agglomeration economies: the level of industrial centralization, the average level of proximity to own industries and other economic activities and accessibility to labor skills. Specifically, a number of questions would be raised (1)how important is the effect centralization and spatial concentration of a particular industry at the intrametropolitan scale on the metropolitan industrial productivity/employment growth; (2) how important is the industrial growth effect of influence of average level of spatial proximity to other industrial activity within the metropolitan areas that are strongly forward and backward linkages to the industry; how important is the influence of spatial proximity to other industries that are less pecuniary linked to the industry; (3) how important is the influence of “effective labor market size” (Prud'homme and Lee 1999)- the average level of the number of labors in the industry accessible within a given commuting time; (4)what is the difference in the effect of spatial proximity to various economic activities and labors between manufacturing and producer service industries.
We will use the Census Transportation Planning Package (CTPP) data source to obtain small scale census tract level information of population and various employment activities for each metropolitan area in 1990 and 2000. We will also collect data on the number of Employees and total number of establishments, as well as the overall level of factor inputs and outputs for each metropolitan area in the year 2000 to 2010 based on data source such as Metro Business Patterns (MBP).

The examination of the industrial growth impacts of urban spatial organization may also provide a few insights on theoretical aspects, such as the spatial scale of agglomeration economies, and the integration of the two parallel strands of urban/regional analysis – regional spatial structure and regional growth studies (Parr 1973). It is also expected that this study may also provide some implication for regional planning on how intraregional spatial centralization, concentration and accessibility may affect economic efficiency and growth.

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Abstract Index #: 627

INFLUENCE OF URBAN FORM ON TRANSIT PASSENGER MILES TRAVELED AT THE URBANIZED AREA SCALE
Abstract System ID#: 5155
Individual Paper

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This paper examines the influence of urban form on transit passenger miles traveled (PMT) at the urbanized area scale, particularly focusing on applying policy-interpretable urban form measures and searching for a structural relationship among predictor variables. A series of cross-sectional analyses of 203 U.S. urbanized areas was conducted using the directed acyclic graph (DAG) and structural equation modeling (SEM). The study found that: 1) PMT per capita is greater in urbanized areas that supply more transit service hours and have more dense neighborhoods; 2) more concentrated pattern of regional development led a moderate increase of PMT per capita, but this effect may not be generalized throughout the U.S.; 3) while regional population density has been known as the strongest transit increasing factor, its effect might be spurious or only indirect; and 4) fare and road supply did not cause a difference in PMT per capita among U.S. urbanized areas because transit demand and supply is yet too low to be a substitute travel option to driving.
THE IMPACT OF LIGHT RAIL TRANSIT ON TRANSIT USAGES: EVIDENCE FROM THE HIAWATHA LINE IN MINNEAPOLIS

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Many metropolitan areas in the U.S. are interested in light rail transit (LRT) investments. Rail transits have been touted as an effective way to promote transit usage and hence reduce traffic congestion. The literature offers supportive evidence for the benefits (Cervero 2007). (Arrington and Cervero 2008) concluded “TOD [Transit Oriented Development] commuters typically use transit two to five times more than other commuters in the region. … The findings are similar for nonwork trips” (p. 2). However, rail transits often replace bus routes which feature high frequency and ridership. Therefore, it is flawed to compare transit usages between residents living close to rail stations and those living elsewhere in the region. There are two ways to overcome this limitation. One is to employ a longitudinal design to evaluate changes in transit usages of station area residents before and after the implementation of rail transit. The other is to use a cross-sectional design to compare transit usages between residents living close to rail transit stations and those living in similar corridors but without rail transit.

Further, although income generally has a negative association with transit usage, people with different incomes may respond to transit service improvements differently. For example, transit-dependent people might not increase their use of transit very much if a high-frequency bus route is upgraded to LRT; whereas people who do not care about transit before might substantially increase their transit patronage with such an improvement (TCRP 2004; Asquith 2011). A differential effect of the LRT on transit usage, if it exists, will trigger a discussion of Title VI (Civil Right) review of LRT investments. In particular, Federation Transit Administration (FTA) requires recipients of FTA-administered transit funds to show changes in routes and services should not produce discriminatory effects on the low-income and people of color (FTA 2007).

Using the 2011 data collected from the Hiawatha line and control corridors in the Minneapolis-St. Paul metropolitan area, this study will test the following null hypotheses.

Hypothesis 1: the implementation of LRT does not significantly increase transit usages of station area residents.

Hypothesis 2: the implementation of LRT does not have a differential effect on transit usages of residents with different socio-economic characteristics.

Moreover, this study will evaluate the extent to which an inappropriate control inflates the impact of LRT on transit usage, by comparing the Hiawatha corridor to different types of control corridors. In particular, this study will adopt both cross-sectional and quasi-longitudinal designs to address the questions. Bivariate analysis and multivariate regression will be used to identify the impacts of the Hiawatha LRT, controlling for confounding factors.

This study is expected to offer a more accurate estimate for the LRT impact on transit usages than previous studies. If the estimate turns out to be trivial, this study will challenge one of the primary benefits of rail transit investments – improving the mobility of station area residents. If the differential effect exists, it may bring about environment justice issues related to rail transit investments.

References
HIGH-SPEED RAIL IN MICHIGAN: AN INCENTIVE TO CHANGE TRAVEL BEHAVIOR?

Abstract System ID#: 4019
Individual Paper

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The effects of the stimulus package due to the economic downturn are largely unexplored territory when it comes to high speed rail (HSR). An ambitious plan to change people's travel patterns is the Midwest Regional Rail Initiative, a proposed high-speed rail network in the Midwestern United States, using Chicago as the hub. Planned routes stretch across Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. A milestone for Michigan's recovery, so the residents hope, could be upgrades to a high-speed railway line of the existing Amtrak route called Wolverine, connecting major Michigan centers, Detroit, Ann Arbor, Battle Creek, and Kalamazoo to the Midwestern train network. While Michigan alone had applied for $832 million in federal stimulus money for a high-speed rail link between Detroit and Chicago, it was allocated about 15% of its original request (White House, 2010). Planned investments include track upgrades and Amtrak stations in Dearborn, Battle Creek and Kalamazoo.

To shed light on how Michigan residents perceive these planned investments in high-speed rail infrastructure, I conducted a large-scale survey on the community level around rail stations in the top five cities in Michigan expected to draw the most passenger numbers: Detroit, Dearborn, Ann Arbor, Battle Creek and Kalamazoo. This paper explores the residents' expectations of the benefits the HSR might bring to their communities and predicts their ridership behavior once high speed rail service is operational. Broadly speaking, the survey identified residents' interests, preferences, and willingness to pay for high speed rail service between Chicago and Detroit. Using the frameworks of rail ridership incentives (Crockett and Hounsell, 2005), community impacts (de Rus and Nombella, 2007), neighborhood characteristics (Agrawal et al., 2008), and household preferences (Paulley et al., 2006), this paper lays out expected impacts of the HSR improvements in communities living close to Michigan's railway stations.

As the godfather economy in Michigan, the car is still the primary and preferred mode for Michiganders to travel, even if HSR would become a major player in the Midwest. The desire for having HSR-services, however, is evident. Communities living around railway stations strongly support investments in high speed rail service, in particular through federal funds. The strongest driver for increasing ridership on the Wolverine line would be a stop at the Detroit metro airport - as per the survey. If a choice has to be made, surveyed communities prefer investment in technology, infrastructure and services that increase train speed (rather than on time performance or frequency). Especially, investments in track improvements are desired compared to rail stations. Given these trends, planners should carefully consider options to extend HSR services to airports, focus on investments that reduce travel times, and leverage investments on the neighborhood level of local communities.

References


ANALYZING LAND USE EFFECTS ON VEHICLE EMISSIONS: ADDRESSING SELF-SELECTION AND SPATIAL AUTOCORRELATION
Abstract System ID#: 4035
Individual Paper
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This paper examines how residential density affects greenhouse gas emissions from vehicle use, which is associated with climate stabilization, by addressing the methodological problems of self-selection and spatial autocorrelation. Prior empirical studies of the connection between land use and climate change have focused primarily on how built environment factors influence travel behaviors, such as mode choice, trip frequency and travel distance (see, for example, Boarnet & Crane, 2001; Ewing & Cervero, 2001). Recently, a few studies have attempted to examine the effects of built environments on energy consumption and emissions from transportation (Ewing et al., 2008; Frank et al., 2006; Liu & Shen, 2011).

There are, however, two key methodological challenges in modeling emissions. First, emissions per person are often estimated using Vehicle Miles Travelled (VMT) and emission factors, but these emission factors do not fully consider variations in travel speed and vehicle type and age. Second, most statistical models developed to evaluate the effects of land use on emissions ignore possible biases caused by self-selection and spatial auto-correlation.

In this paper, we analyze the effects of land use on vehicle emissions by developing statistical models that address self-selection and spatial autocorrelation. Several data sources are collected for this empirical analysis. The Puget Sound Regional Council (PSRC) 2006 Household Activity Survey is used to measure traveler’s characteristics. It includes person, household and trip information over two days. The PSRC 2005 parcel and building data and the U.S. Census 2000 data are used to calculate net residential density and neighborhood characteristics around each traveler’s home location.

To control for self-selection and spatial autocorrelation among people living in the same traffic analysis zone (TAZ), a Bayesian multilevel model with instrument variables is employed. In addition, a Conditional Autoregressive Model (CAR) is used to consider the spatial autocorrelation among TAZs. These two spatial autocorrelations—at the intra-TAZ level and inter-TAZ level—are taken into account in the models.

Finally, link-based emissions are measured with emission factors from Motor Vehicle Emission Simulator (MOVES). Specifically, emission factors for Pierce County in the Puget Sound Region are calculated according to speed, vehicle type and vehicle age with local data. These resulting emission factors are then connected with the shortest time paths for all trips to estimate link-based emissions. As different congestion levels produce different link speeds, all trips are categorized into five different time zones and the shortest time path analysis is performed for each time period.

Our results show that increasing net residential density leads to significant reduction in both VMT and emissions. In addition, they suggest that there is a clear spatial autocorrelation among TAZs but relatively smaller self-selection impact when a rich set of socio-demographic information is considered.
References

Abstract Index #: 631
IMPACT OF TRANSIT SYSTEM DESIGN ON JOB ACCESSIBILITY OF CHOICE AND TRANSIT DEPENDANT RIDERS: A STUDY OF ATLANTA METROPOLITAN REGION’S TRANSIT SYSTEMS
Abstract System ID#: 4037
Individual Paper

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Background:
According to the economist Amartya Sen, social exclusion results not due to a lack of social opportunities but a lack of access to those opportunities, and to avoid social exclusion, an individual requires a set of accessible facilities and social contacts. Public transportation can play a very significant role towards decreasing social exclusion by providing access to these opportunities (accessibility) to those that do not have an alternate means of travel (transit-dependent riders).

Although there have been several studies that deal with accessibility issues, none have dealt with how transit system design affects accessibility or how these patterns of accessibility might then vary for transit-dependent and choice riders. In this study, I explicitly investigate this issue by looking at the relationship between transit system design, of both a traditional CBD-radial transit system and a contrasting decentralized multidestination transit system, and the accessibility these designs provide to both types of transit riders.

Study Area:
My study examines the five core counties of metropolitan Atlanta, Georgia (Clayton, Cobb, DeKalb, Fulton, and Gwinnett) as the study area. These counties are served by the Metropolitan Atlanta Rapid Transit Authority (MARTA) and Georgia Regional Transportation Authority (GRTA), which represent examples of two transit network archetypes. While MARTA serves throughout the region with 91 routes covering over one thousand route miles, GRTA provides high-speed, direct connections from the suburban counties in the region to one destination- downtown Atlanta.

Methodology:
Using a gravity model approach, including coefficients calculated from a direct demand model for transit ridership in metropolitan Atlanta, I explore the accessibility consequences of the two transit networks for two types of riders. Since accessibility not only depends on socio-demographics, land use, convenience, safety, parking availability, distance to final destination and several other variables at the production (households) and attraction (employment) ends of the trip, but also the transit service quality, these variables are accounted for in the accessibility calculations. I obtained transit origin-destination data for the two agencies, including information on rider characteristics, from the 2009-2010 regional on-board transit survey conducted by the Atlanta Regional Commission. I obtained transit travel times from the regional travel demand model. I also obtained additional data from the two transit agencies and the US Census. I used these data to calculate accessibility measures for each origin-destination zonal pair (defined using traffic analysis
zones) throughout the five-county region, for both transit systems, for both peak-hour and non-peak hour transit service. This approach allowed me to account for the fact that although the express bus provided shorter travel time and hence greater accessibility, it did so only during its peak hour of operation. To compare accessibility for each user group, a weighted mean accessibility for the peak and off-peak was calculated. This measure essentially represents the average number of jobs (an indicator of employment but also a frequently used proxy for other travel destinations) available to the particular group within the metropolitan area, after controlling for the riders in each group.

Relevance to Planning:
The results provide planning and policy guidance that allow transit agencies to better understand the travel needs of transit-dependent (as well as choice) riders, and these can be utilized to identify high priority areas for future transit service expansion. The transportation planners will gain greater insight about characteristics of transit system design that better serve the needs of its users and help transit agencies increase their transit ridership. The results also shed light on the difficulties encountered by the transit-dependent population living in the outer suburban areas and can also inform land use planners about development strategies that may increase the accessibility of the transit dependent population.

References

PROPENSITY TO USE PUBLIC TRANSPORTATION: THE ROLE OF PERCEPTION AND NEIGHBORHOOD TYPE
Abstract System ID#: 4038
Individual Paper

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The debate over how the built environment affects transit pedestrian access has recently been published (Agrawal et al., 2008; Cervero, 2007; Werner et al., 2009). Walking catchment areas are often defined as the area where potential riders are drawn from. A quarter mile around bus stops and a half mile around rail stops are commonly used to identify walking catchment areas. These simplified catchment areas assume that all transit users and trips are similar so that people are willing to use transit system if a stop is built within a walking distance (O’Sullivan et al., 1996). However, only creating transit stops does not guarantee that nearby residents will take public transportation. Beyond the distance to a transit stop, in reality there are many reasons that people do not take public transportation. These decisions are based on a set of factors relating to individual mobility, time and cost of service, reliability of transit service, and travel barriers along pedestrian routes. Among these factors, pedestrian accessibility has been identified as an important factor for integrating land-use with transportation planning (Hsiao et al., 1997).

This study examines how neighborhood characteristics affect the use of public transportation, with particular emphasis on the roles of perceptions of the walking environment near stations. Although evaluating access to public transport has been of particular interest in the planning literature, few studies have examined the role of perception. Two primary questions are posed in this study: (1) How does each perception combine to represent different neighborhood type? (2) Given that transit use varies with the attributes of neighborhood environment even when transit service level is constant, does perception also play a role? To answer these questions, the study examines 5,861 travelers of Los
Angeles County as described in the 2009 National Household Travel Survey-California sample. Following this logic, I apply theories of travel behavior to figure out the environmental constraints that affect transit access activities.

A framework is developed for analyzing individual travel behavior relating to four dimensions: pedestrian environment (including neighborhood types and risk factors), transit service, socio-economic status, and perception. A total of four perception factors are extracted picking up expected covariation between 10 perception variables, using a factor analysis with a varimax rotation. Four perception factors are physical safety from traffic, personal safety from street crime, perceptions about destinations and paths. The heart of this analysis aims to understand how each perception factor combines to represent different neighborhood type. Therefore, neighborhood types are measured in continuous dimensions that combine important urban form features and risk factors (e.g. crime) measured within a 1/4 mile buffer around each household location. To ascertain neighborhood type, a two step cluster analysis is employed, using census files and the 2008 land use dataset of the Southern California Association of Government. Seven types of neighborhood emerge based on the distance and similarity between the factor scores output for each of the 16 neighborhood variables that are assessed objectively. Finally, ordered logit models estimate the odds of being a regular transit user relative to a non-user, and examine how the effects of perceptions vary by neighborhood type, after controlling transit service and individual socio-demographic characteristics.

The results of this study show that perception variables are strong modifiers that directly influence individual travel behavior. Physical safety matters in dense urban areas. Perceptions about personal safety are very much correlated with the crime rate and industry land-use. Perceptions on destination-rich environment also appear to encourage transit activities in most suburban neighborhoods. However, perceptions on urban design factors (e.g. sidewalk) appear to play a very minimal role in low- or middle-income neighborhoods, while these have more significant effects on transit use in high income neighborhoods.

References

COORDINATE THE PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLANNING IN RICHMOND
Abstract System ID#: 4042
Individual Paper

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Following the passage of SAFETEA-LU (The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) in August 2005, the Federal Transit Administration (FTA) announced a requirement that projects selected for funding under Section 5310 - Elderly and Individuals with Disabilities, Section 5316 - Job Access and Reverse Commute, Section 5317 – New Freedom, be “derived from a locally developed, coordinated public transit-human services transportation plan.”

To meet FTA’s requirement and help develop such a plan for the Richmond, Virginia region, this study explores the coordinated public transit-human services transportation planning issues focusing on the following two key categories:
How to provide a better human services transportation to local senior citizens? How to improve the coordination between and among public transit providers and human service agencies throughout the region?

The overall methodology of this study includes the following three tasks:

Task #1: Describe the existing special transportation services provided by the Senior Citizens Capital Area Agency on Aging (SCCAA, a community-based organization serving senior citizens in the Richmond Community) and Greater Richmond Transit Company (GRTC, a local transit operator), to Richmond seniors and find out who have benefited from the services.

Task #2: Through conducting socio-demographic and geographic analyses, define the number and distribution of the target population, Richmond seniors, and their potential special transportation service needs. This needs assessment will help identify existing and future service gaps. Both statistical and geographic information systems (GIS) tools will be utilized.

Task #3: Develop a coordinated transportation service plan for Richmond seniors. This plan is intended to achieve several overarching goals, such as: improve the delivery of transportation services for the target population; generate efficiencies in operation that can lead to improved levels of service; encourage cooperation and coordination among transportation providers; and provide a framework for project development and the allocation of financial resources.

This study is directly relevant to planning practice and scholarship. Human services transportation is often a neglected, non-mainstreamed research area. How to coordinate human services transportation and public transit to better serve senior citizens is a very challenging and urgent task in an aging American society.

Key data sources include: SCCAAA annual report and performance data; GRTC Comprehensive Operations Analysis and various origin-destination survey data; and 2010 population census data.

Through this project, planners and policymakers will have a better understanding about the delivery process of special transportation services to senior citizens, existing issues, service gaps, and potential improvement strategies.

References

Abstract Index #: 634

DOES WALKABILITY MATTER? EXPLORING THE RELATIONSHIP BETWEEN WALKABILITY AND HOUSING, FORECLOSURES CRIME AND HEALTH
Abstract System ID#: 4043
Individual Paper

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The world’s most famous urban planner, Jane Jacobs, In the Death and Life of Great American Cities, argues that the ideal neighborhood is one that is walkable. In this study we propose to test these arguments in a study of 170
neighborhoods in a medium size city to see whether walkability matters in terms of measures of livability. For fifty years we never had a reliable measure of the social and economic impact of walkable neighborhoods. This changed dramatically when Walk score measures were introduced as a measure. Walkability measures how accessible daily living activities are by foot and not being car dependent in where you live. In general, inner city neighborhoods built before the mass production of cars are more walkable than a sprawling “residential only” suburban neighborhood that is isolated from basic necessities of everyday life. We developed a hedonic priced equation that controls for recognized independent variables that predict our dependent variables and add in our test variable walkability. We find that walkability is statistically significant in predicting an increase in neighborhood housing values and foreclosures. We also find that walkable neighborhoods are associated with reduced premature death rates. Finally, our initial results show no association between walkability and crime. However, when we take neighborhoods that are mostly black and rerun the regression we find that walkability is also associated with reduced crime in several measures.

Abstract Index #: 635

STATION TYPOLOGY AND THE DENSIFICATION EFFECT OF RAIL TRANSIT: THE CASE OF THE GREEN LINE IN WASHINGTON, D.C.

Ample empirical evidence shows that dense urban form can promote rail transit use and reduce car dependence (Baum-Snow and Kahn 2005). However, the reverse causal link—the impact of urban rail transit projects on neighborhood density — has been less studied, and mixed results were found in previous research (Huang 1996). The inconsistency in those findings suggests that the presence and the magnitude of the densification effect probably interact with the neighborhood context of specific rail transit stations—the typology of stations. To provide new evidence on the densification effect of rail transit and especially on how the neighborhood context influences the densification effect, this study investigates the case of the Green Line in Washington, D.C. Among all the five lines in the Metrorail system, the Green Line is the most recently built, with its stations opened between 1991 and 2001. This study evaluates the magnitude of densification effects of the Green Line stations and connects them to the station typology, offering new insights into the neighborhood impact of rail transit in the 21st century.

The case study proceeds in two parts. The first part focuses on estimating the on-average densification effect of all the Green Line stations. By using Census 1990 and 2010 data, I construct a difference-in-differences model to compare the population density change of station-area neighborhoods and that of the neighborhoods not affected by the stations. The neighborhoods located within a half mile from a Green Line station but farther than one mile from any existing rail station constitute the treatment group. The neighborhoods located within a half mile along selected radial bus lines that were comparable to Green Line become the control group. Controlling for other factors such as the pre-existing conditions of the neighborhoods, the regression results show that being close to a Green Line station has a significantly positive impact on the population density increase over time. The second part of the case study focuses on matching the station typology with densification phenomena in the station-area neighborhoods. The baseline measure of the station typology I use is a combination of neighborhood demographics retrieved from Census data and the land use patterns identified from historic satellite images. I assign all stations to one of four types within such typology: mixed-race urban, black-dominant urban fringe, mixed-race urban fringe, and mixed-race suburban. The findings demonstrate that the densification effect is strongest around stations built in mixed-race urban fringe neighborhoods.

This research sheds light on the understanding of how contextual factors relate to the densification effect of urban rail transit projects. The knowledge on the interaction between station typology and neighborhood change will help predict whether densification will occur around a new station site. Given the enormous amount of money being spent on constructing and expanding the urban rail transit systems in many metropolitan areas across the U.S., the likelihood of observing densification benefits may be used as evidence to justify those investments.

References

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Abstract Index #: 636

IMPROVING OPPORTUNITY ACCESSIBILITY FOR UNDERSERVED POPULATIONS: A SUSTAINABLE AND EQUITABLE ECONOMIC DEVELOPMENT (SEED) INITIATIVE FOR THE STATE OF MARYLAND

Abstract System ID#: 4062
Pre-organized Paper Session (Symposium) “Transportation, Opportunity and Equity”

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There is a substantial literature on barriers to access of underserved populations to employment, social and environmental services, and other sources of social capital (Danziger et al. 2000, Cervero, Sandoval, and Landis 2002; Shen 1998, Sanchez 2005; Morency, and Roorda 2010). The primary goal of this study is to get deeper understanding of the complex relationships among employment, housing, transportation, social services and environment by evaluating the spatial distribution of different opportunity/barrier accessibilities for the underserved population as a spatial equity analysis.

The study area covers the state of Maryland. The accessibility indicators include employment and labor force, education, social mobility, health care, crime, and environment. Data are gathered from various sources, including the National Center for Smart Growth (NCSG) data inventory, U.S. Census, Bureau of Economic Analysis (BEA), Environmental Protection Agency (EPA), many government agencies and private vendors. GIS mapping is used to visualize and identify the variations of opportunities/barrier for the underserved population at the most detailed level (e.g census blocks).

We hypothesize that there is significant spatial variation in accessibility to employment locations, schools, health care facilities, safe neighborhoods, and urban open space between low income and high income residents. Access to these locations is constrained by the distance between the locations and transportation availability, especially for the underserved population. We further hypothesize that there is considerable variation among different opportunity accessibility indicators. We are expecting to get deeper understanding of opportunity distribution for the underserved population. Such understanding will better inform policy makers as they consider policies and other service provisions intended to help economically disadvantaged populations.

References


Abstract Index #: 637
SUSTAINABLE COMMUTING IN A CAR-DOMINANT CITY: FACTORS AFFECTING ALTERNATIVE MODE CHOICES AMONG UNIVERSITY STUDENTS
Abstract System ID#: 4085
Individual Paper
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This paper studies university students’ commute and housing behaviors using samples from Los Angeles, a place notorious for car dependence and dominance. It finds that being embedded in this place does not make university students drive alone more than their peers in other places. Being multimodal and having a discounted transit pass increase the odds of alternative modes while holding a parking permit reduces the odds of these modes. Commute distance is positively related to carpool and telecommuting. Gender, status (undergraduate vs. graduate) and age are significantly correlated to biking, walking or public transit. Students living alone are more likely to commute by driving alone than other students. Having friends and classmates living nearby increases the odds of taking public transit. Due to data constraints, this study cannot prove whether there is any correlation between information contagion and the effects of living alone and having friends and classmates living nearby on alternative modes. But it proposes that the issue be worthwhile of further investigations. Base on the above, the paper recommends a comprehensive travel demand management program, utilization of information contagion effects of students and promotion of multimodal commute to better promote alternative mode of commute among university students.

Abstract Index #: 638
GENDER, SEXUALITY, AND TRAVEL
Abstract System ID#: 4091
Individual Paper
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In this paper, we examine the travel behavior of same-sex coupled households. We draw upon the extensive literatures on the gendered division of labor in the household, residential location choice, and travel behavior to develop a theoretical model of the joint choice of residential location and travel patterns.

Research on gendered differences in travel has consistently shown that women have spatially constrained travel patterns compared to their male partners (e.g. Hanson and Pratt 1995, Rosenbloom 2006, Crane 2007). Scholars suggest that this results from both the additional burden that many women have in carrying out household-serving labor and from discrimination in the labor market. With the exception of Rapino and Cooke (2011), this scholarship has focused solely on opposite-sex couples. Integrating sexuality into studies of gender differences in travel may allow us to disentangle the effects of within-household labor imbalance from the effects of labor market discrimination. Further, studying the travel behavior of same-sex households may reveal insights into the role of social arrangements in travel behavior and neighborhood choice.

We hypothesize that, because most same-sex couples have an equitable division of household labor (Kurdek 2007), they will exhibit more balanced travel patterns than opposite-sex couples. To test this hypothesis, we use a number of datasets. We first examine the differences in household-serving activities between opposite-sex and same-sex couples by using a multi-year sample of the American Time Use Survey. We examine travel patterns more specifically by
looking at the within-household parity for both commute and non-work trips using the 2009 National Household Travel Survey. Finally, we use individual-level data from the American Community Survey 5-year sample to test whether same-sex couples have more equal commute times. We expect that same-sex couples will exhibit a more balanced division of non-work travel within the household compared with men and women in mixed-gender households. For the commute trip, we expect that same-sex couples’ commute times will be longer than household-constrained straight women, and shorter than household-unencumbered straight men.

References

Abstract Index #: 639

HAS TRAVEL MOVED ONLINE? CHANGES IN THE ACTIVITY PATTERNS OF TEENS AND YOUNG ADULTS 1990-2009

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The activity-based approach to transportation modeling suggests that one’s activity patterns reflect the resources and constraints that one faces in actualizing the desire to participate in specific activities. For instance, while many may desire to participate frequently in out-of-home recreational activities, only those who have sufficient financial and time means will do so. A number of changes in recent years have shaped the resources for and constraints on young people in the United States to participate in activities. On the one hand, more restrictive drivers’ licensing rules have made it difficult for young people to use automobiles by limiting the time of day or conditions under which they may drive. At the same time, the increased use of digital communications technologies, such as the internet and cellular phones, has reduced the need to travel for socializing, recreation, and shopping purposes. Finally, the economic downturn that began in 2007 has affected young people—especially young people of color—more drastically than adults; this has likely significantly reduced the resources that young people have for actualizing their desires for diverse activities.

To examine the effects of these and other factors on the trip-making of teens and young adults, this research uses travel behavior data from the National Personal Transportation Survey and its successor, the National Household Travel Survey, for metropolitan travelers in 1990, 2001, and 2009 to examine the changes in youth’s activity patterns over the past two decades. Using a series of structural equation models, we analyze the interrelationships between youth’s income, car ownership, and activity participation. In particular, we test whether more internet use and living in a state with more restrictive drivers’ licensing regulations decreases the out-of-home activity participation of teens and young adults.

References


Abstract Index #: 640

PLANNING POLICY AND VEHICLE EMISSIONS REDUCTION: DO THE RESULTS MATCH THE HYPE?

Abstract System ID#: 4116
Individual Paper

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A multitude of schemes have been devised to reduce transportation sector related emissions, and with good reason. In the United States vehicular traffic is linked to 25 percent of all CO2 emissions and accounts for over 70 percent of the country’s petroleum consumption (Greene 2011). Strategies to reduce emissions have been developed along several lines including supply and demand management; all in an effort alter travel behavior in such a way that emissions are reduced to a sustainable level. However many of the proposed emission reduction mechanisms have never been modeled within an empirically calibrated model or tested to determine how they would perform in a true transportation environment. Further, there is very little literature related to the effectiveness of any one mechanism over another.

This paper examines four of the most cited methods developed for vehicle emissions reduction to determine if any of the primarily theoretical methods have the potential to achieve emission reduction objectives. The mechanisms tested are: 1) a first-best pricing mechanism where road users are directly charged for vehicle emissions (Johansson-Stenman & Sterner, 1997); 2) a second-best gas tax method (Fullerton & West, 2002); 3) policies aimed at reducing vehicle trips that fall under the category of Transportation Control Measures (TCM) (Hall, 1995); and 4) commuting efficiency through increasing the Jobs-housing balance (JHB) (Scott, Kanaroglou, & Anderson, 1997). Each of these policies have been independently tested in example problems or case studies, but never measured against each other, in a single application, to determine the most likely candidate to achieve substantial emission reductions.

This paper is develops models for each of the four unique emission reduction policies, applies each framework in a case study of a multimodal transportation network to estimate emission reduction outcomes and compares the model results. The complete framework is implemented in a joint travel demand and emission model. For travel demand and emission estimation, we develop pollutant specific rates based on a variety of highway and vehicle characteristics then apply the rates to congested speeds and vehicle miles travelled from a traffic assignment model. The traffic flow in the network is determined by solving the traffic assignment problem. The fundamental aim of the traffic assignment process is to reproduce on the transportation system, the pattern of vehicular trips/personal trips, which would be observed when the travel demand (represented by the trip matrix, or matrices) is assigned to the network satisfied by employing behavioral models. The traffic assignment model is based on the behaviorally sound principle of user equilibrium.

The models show that substantial emissions reductions are achievable, but within a limited geographic scope and at the risk of political or practical feasibility. Emissions reductions within a political boundary are best achieved through a pricing mechanism such as a direct emissions fee or a gas tax. However, the effect of such pricing encourages many drivers to avoid routes that enter the pricing boundary, resulting in higher emissions in locations round the boundary and for the state as a whole. More efficiency-oriented mechanisms like TCMs and JHB initiatives reduce emissions to a much smaller degree within the policy border, but have no negative effect on emissions outside of the policy area. Each of the mechanisms as they are developed in the literature and for this paper also face substantial implementation
limitations. The full pricing mechanisms likely face near insurmountable political opposition while the efficiency-oriented mechanisms may be difficult to enforce. The results indicate that there is no “silver bullet” for emissions reductions. Rather, the best policy must be a combination of several mechanisms implemented in a collaborative cross-border policy setting.

References

Abstract Index #: 641
A LICENSE TO WALK, BIKE, AND RIDE TRANSIT? EXAMINING THE EFFECTS OF INCREASINGLY STRINGENT DRIVERS LICENSING REQUIREMENTS ON THE TRAVEL BEHAVIORS OF TEENS AND YOUNG ADULTS

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A long and deep literature on elevated crash rates among young drivers prompted states around the U.S. to implement increasingly stringent licensing requirements for teens over the past two decades. The details of these new requirements vary to a surprising degree from state to state, and have collectively been widely attributed to (1) later licensing among teens, (2) reduced crash rates, and (3) increased teen travel by other modes. While there now exists a body of research on the links between the licensing requirements and crashes among teens, how these new licensing regimes have affected teen, and later, young adult travel has received far less attention. While these new licensing requirements were not intended to encourage teens to increase their travel by transit, biking, and walking, some have speculated that this may in fact be happening, and that inculcating teens to travel by alternative modes at an age when their parents and grandparents were developing driving habits may portend a generation of less auto dependent adults. Others speculate that driving habits will simply be postponed, rather than reduced.

This research combines state-by-state information on the increasing restrictiveness of drivers licensing requirements between 1990 and 2010 with travel behavior data from the National Personal/Household Transportation Surveys for metropolitan travelers in 1990, 2001, and 2009. We use these two data sources to examine the relationships between drivers licensing restrictions and travel behaviors of teens and young adults. In conducting this research, we control for a wide array of other factors thought to influence travel behavior, including socio-demographic characteristics, urban form characteristics, use of information and communication technologies, and so on. The fact that the licensing requirements vary significantly from state to state, and have been phased in on widely varying schedules allow us to employ a robust array of statistical tests of the effects of licensing on teen, and later, young adult travel.

The results of this study will have implications for policy efforts related to state graduated driver’s licensing programs and efforts to increase travel by modes other than the automobile.
References

Abstract Index #: 642
A MULTI-LEVEL INVESTIGATION OF PLANNING IMPLICATIONS OF THE NATIONAL BROADBAND NETWORK IN AUSTRALIA
Abstract System ID#: 4158
Individual Paper
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The Australian government is currently constructing a National Broadband Network (NBN), which at an estimated cost of $43 billion will be Australia’s largest ever infrastructure project. The NBN is expected to provide terrestrial fibre network coverage for 93% of Australian premises by the end of 2020, with the remaining 7% served by fixed wireless and satellite coverage. The NBN, if its full potentials are to be realized, raises a number of important but to date largely unexplored questions for planning in Australia. The paper is part of a continuing study and questions to what extent the current planning strategies and policies at federal, state and local levels respond to the urban and regional possibilities of the NBN, whether economic, social or otherwise.

At federal level, the paper acknowledges the resurgence of Australian Federal Government interest in urban challenges with infrastructure as particular area of policy concern. It also reviews the recent initiatives taken by the Federal Government to provide for nationally-significant economic infrastructures including telecommunication and to avoid the tendency towards ad-hoc infrastructure decisions. The paper then attempts to investigate what connections the Australian government sees between the upcoming telecommunication infrastructure (NBN), urban policy and urban development outcomes. The findings reveal that the main planning matters seen as relevant to the NBN were spatial equity in access to advanced services within the context of a highly uneven continental settlement pattern.

At state level, the paper investigates the implications of the NBN for Australian metropolitan planning, and focuses on Sydney, as Australia’s largest metropolitan city. It analyses the major strategies and policy documents shaping the future of the region during the rollout and post construction periods of the NBN. The assessment is according to the three key themes identified in the literature - economic competitiveness, infrastructure planning, and urban structure and processes, and reveals the weak stance towards the NBN and telecommunications generally. Some key findings include a segregation of infrastructure planning and metropolitan planning; a lack of consistency between different policies within the metropolitan area; and policy gaps regarding the role of telecommunications at the metropolitan level.

At local level, the paper offers a brief review of the NBN rollout plan so far and then examines the role defined for and played by the local governments in the first localities in Australia that have active NBN in place. It focuses on the first five mainland NBN release sites and attempts to analyse the policies developed to address the local opportunities and challenges raised by the NBN. The policy analysis will include three areas of interest identified in the literature - e-governance, socio-economic development and land-use planning.
Considering the growing worldwide interest in telecommunication infrastructure and broadband, this paper is appropriately timed and addresses policy issues that will impact upon future planning across the world. It identifies the main themes discussed in the international literature and uses them in a multi-level policy analysis. The results illuminate the need for a closer examination of planning strategies and policies and their stance towards the fast growing telecommunication infrastructure. The paper has to be understood as a prelude to further empirical and theoretical expansion when it comes to planning for telecommunication infrastructure.

References


BICYCLE COMMUTING IN THE WASHINGTON, DC REGION: THE ROLE OF BIKE PARKING, CYCLIST SHOWERS, AND FREE CAR PARKING AT WORK

Abstract System ID#: 4179
Individual Paper

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This paper analyzes cycling levels and bike commuting in the Washington, DC area. The analysis is divided into two parts. Part 1 presents cycling trends and policies during the last two decades in Washington (DC), Alexandria (VA), Arlington County (VA), Fairfax County (VA), Montgomery County (MD), and Prince George’s County (MD). The goal is to gain a better understanding of variability and determinants of cycling within one metropolitan area. Data on bicycling trends and policies originate from official published documents, unpublished reports, site visits, and personal interviews. This analysis is based on data from 5,091 workers in the Washington, DC area. Results of logit, probit, and rare events logistic (relogit) regressions indicate that bike parking and cyclist showers are related to higher levels of bicycle commuting—even when controlling for other explanatory variables. The odds for cycling to work are greater for employees with access to both cyclist showers and bike parking at work compared to those with just bike parking, but no showers at work. Free car parking at work is associated with 69.7% smaller odds for bike commuting. Employer provided transit benefits appear to be unrelated to bike commuting. Regression coefficients for control variables have expected signs, but not all are
statistically significant. Greater bikeway supply, shorter commutes, and warmer weather are associated with more bike commuting. Results indicate more bicycling among commuters that are white, male, own more bicycles and fewer cars, and have higher incomes. Moreover, results also supports the expansion of the bike network, since bikeway supply is a significant predictor of bike commuting. Overall, results are consistent with previous research and provide additional information about the role of free car parking and the differential impact of bike parking vs. cyclist showers.

References

IDENTIFYING AND UNDERSTANDING RAIL RIDERSHIP DETERMINANTS AND PATTERNS: INSIGHTS FROM A CASE STUDY OF ATLANTA
Abstract System ID#: 4183
Individual Paper

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Background
The ridership observed on American rail transit systems is usually substantially lower number than their potential capacity. Rail operations often do not yield the expected effects in reducing the amount of individual auto trips. Identifying successful methods of increasing rail ridership, and attracting more drivers to ride the trains, continuously intrigues transit agencies and planning theorists. Basing on a broader study that examines the entire multi-destination, bus and rail transit system in Atlanta, Georgia, in this paper we focus especially on the determinants and patterns of the rail ridership.

Objectives
This key research problem of the master study is investigating how multi-destination, multi-modal transit systems can better serve choice riders, and simultaneously continue to expand the travel opportunities of the transit-dependent population. As already proven in previous studies, multi-destination systems perform better that the traditional, centralized networks. These positive effects are exhibited with higher patronage per capita and per vehicle mile, and by lower average operating expenses. Within this paper, we explore more deeply how does the decentralized philosophy affects the usage of the rail mode, and how it influences ridership among different social and income groups. We investigate what factors are responsible for increasing rail patronage in multi-destination systems, apart from the network organizational scheme itself, and how could we attract further new patrons to these systems. We try to find out whether the rail could successfully serve both as an attractive, enhanced mode of travelling for the choice riders, and as a part of a city-wide transit system, serving the less affluent, non-motorized population. We are simultaneously examining the relationships between spatial features of station areas and rail usage, paying special attention to areas carrying characteristics of a transit-oriented development (TOD).

Methodology
The research methodology has been founded on travel demand models, which determine the number of transit trips in a particular origin-destination pair as a dependent of multiple explanatory variables representing socio-economic and
land-use features both at the start and the end of the trip. These models consider also the characteristics of different modes, including the general cost of making the trip in terms of travel time, an important determinant of the travel demand, which is often omitted in these types of models. Pulling in census data on commuting behaviors made possible to estimate the models, and consequently, to find out which factors are responsible for choosing a specific mode. We have distinguished separate sub-models for different ways of accessing the rail stations, and we created additional models for specific groups of destinations in the metropolitan area (CBD, city core, regional centers). Main data sources include US Census Bureau and the Atlanta Regional Commission.

Relevance to planning practice
The research provides interesting observations on rail ridership characteristics. Implications for further academic research are given: several peculiarities observed in the results could be investigated more extensively. The study outcomes suggest what decisions and policies could bring additional patronage to the rail system, increasing its efficiency and productivity. Specifically, we have observed that transfer and out-of-vehicle times have an especially significant influence on rail ridership; reducing these times by improving the connecting bus services should increase the number of rail patrons. The research also brings some additions to the discussion about relationships between land use patterns and transit popularity. Two out of four areas designated as TODs, when located at trip destinations, have a remarkable impact on the rail ridership, while none of them is relevant for increasing the originating ridership. It confirms the importance of TOD presence in station areas, but simultaneously suggests detailed investigation of the specific development characteristics, which are positively influencing transit usage.

References

Abstract Index #: 645
A SPATIAL ANALYSIS OF BICYCLE FACILITIES IN LOS ANGELES COUNTY - DO BICYCLE FACILITIES SUPPORT UTILITARIAN TRIPS?
Abstract System ID#: 4192
Individual Paper
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Bicycling has great potentials as an alternative transportation mode. Bicycling takes up very little space on the road and does not have adverse environmental impacts as with an automobile. Bicycling for utilitarian purposes can potentially have a significant impact because bicycling has the potential to bridge the gap between walking and driving. Most short trips such as shopping, dining, and getting to a transit station, which are too far for walking, would normally warrant the use of an automobile. However, with the use of a bicycle, foregoing the use of the automobile becomes a real possibility. The reduction in the use of automobiles should equate to lowered vehicle miles traveled (VMT) as well as the greenhouse gas (GHG) emission.

However, few Americans ride a bicycle as a means of utilitarian travel. The 2001 National Household Travel Survey (NHTS) found that bicycles accounted for 1% of all generated trips. The 2006 American Community Survey found that nationally only 0.5% of all workers commuted via bicycle. One of most important ways to support utilitarian bicycling is to provide bicycle facilities to areas where utilitarian destinations are located. Thus, bicyclists can safely and conveniently access pertinent destinations. The existence of bike lanes is one of most important decision factors for bicyclists’ route choices and trip decisions (Cervero and Duncan, 2003, Dill and Carr, 2003). Due to the reason, many
local governments put currently great efforts on implementing bicycle facilities. However, in many cases, local governments’ such efforts are done without research on whether bicycle facilities support utilitarian trips. In addition, the lack of clear guidelines on the importance of specific utilitarian based destinations in bicycle planning manuals or guidelines leads to the hypothesis that bicycle facilities do not support utilitarian destinations.

The purpose of this paper is to determine the efficacy of existing bicycle facilities in supporting utilitarian destinations. Unlike prior research taking into account both the origin and destination points to calculate bikeability, this paper only examines destinations for bikeability in everyday life. This paper primarily quantifies and classifies Los Angeles County based on numerous utilitarian destinations and existing bicycle facilities using state-of-the art geographic information systems (GIS). Based on the quantified data, this research seeks statistical evidences of spatial correlation between the destinations and the bicycle facilities. What this research ultimately seeks is to determine the factors that make a good bicycle facility in terms of connecting to relevant destinations while analyzing existing bicycle facilities.

References

Abstract Index #: 646
TWO CARS AND A GARAGE? THE EFFECTS OF DENSE SUBURBS ON CAR OWNERSHIP AND DRIVING IN MEXICO CITY
Abstract System ID#: 4186
Pre-organized Paper Session (Symposium) “Motorization in Large Asian and Latin American Cities: Trends and Challenges for Planning”

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Over the past half-century, millions of people have moved from rural to urban areas. The process of urbanization has been particularly pronounced in developing-world cities, which have accounted for the vast majority of recent global urban population growth. Rising incomes and increased car ownership have gone hand in hand with this urban transition. So too has urban sprawl; population is growing more rapidly in outlying areas than in central ones and most cities are expanding geographically. Whereas automobile ownership and single-family homes have characterized suburbanization in the rich world, crowded minibuses and densely populated neighborhoods are more characteristic of developing-world suburbanization. Little is known about how people will travel in these fastest growing parts of the world in the future. What will large developing-world suburbs look like when they are as wealthy as American and European cities?

Two bodies of existing empirical research provide some guidance about how people will travel. The first characterizes the relationship between income and travel within or across cities over time and provides evidence for a continued and rapid increase in automobile ownership and use. The second, which describes the relationship across individuals or households in one city at one point in time, suggests that density will have some marginal constraining effect on motorization. Both tend to focus on European or North American cities. Very little work investigates how rapidly changing urban environments and incomes in the dynamic cities of the developing world influence individuals’ travel choices over time. Theory and empirical evidence suggest that the urban landscape primarily influences travel and vehicle ownership decisions through its influence on relative prices and travel times and available alternatives. As demand increases over time, to what extent will the limited and sticky supply of roadway and parking spaces and the availability of public transit options in dense suburban areas tend to constrain car use and ownership?

I propose to investigate this effect through a mix of qualitative case studies and econometric analyses of household and individuals’ car ownership, car use, and mode choice decisions in Mexico City in 1994 and 2007. In particular, how and to what extent do parking prices and parking availability constrain vehicle ownership in dense suburban environments? To what extent have population and job density, informal transit availability, and other neighborhood
attributes constrained vehicle use, as per-capita income has risen? What have been the effects of a recent subway expansion into the northeastern suburbs on mode choice and the economic welfare of surrounding residents? In each case, do findings across two time periods differ from cross-sectional analyses of each time period? A better understanding of how rising incomes and changing infrastructure influence travel behavior in the densely populated urban periphery, so characteristic of the fastest growing parts of many of the world’s fastest growing cities, will help predict the transportation needs of these communities as well as the likely effects of land and transportation policy in a context of rapid economic growth and urban expansion.

Abstract Index #: 647
BARRIERS TO RESOURCE COORDINATION FOR MULTI-MODAL EVACUATION PLANNING
Abstract System ID#: 4189
Individual Paper

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Extreme events that require mass evacuation are a great concern for disaster planners and emergency managers. Most state and local municipalities are ill-prepared to handle mass evacuations from urban areas. A lesson repeatedly learned from previous disasters (such as Hurricane Katrina) is that residents without access to automobiles and residents in need of special assistance are more likely to lack the means to evacuate independently. Developing integrated plans for jurisdictions and agencies to share resources (vehicles, equipment, communication networks, drivers and other personnel) for high-capacity evacuation methods and modes is difficult because of insurance, liability, and other legal and contractual matters. For example, during the evacuation of New Orleans for Hurricane Katrina, unused high-capacity vehicles were left behind in the city because inter-agency cooperative agreements were not in place and there was a lack of drivers to operate buses. Disaster planners must learn from these experiences and implement policy changes to strengthen community resiliency against predicted and unpredicted events.

This research examines a unique combination of elements: disaster planning, large-scale urban evacuation, and coordination of volunteer transportation professionals. The project will identify, evaluate, and assess transportation management approaches for promoting enhanced resource coordination for multi-modal planning. The research will gather transportation providers and their legal representatives, transportation logistics experts, and emergency planners from the New York City metropolitan area and across New York State to explore alternative management approaches for transportation resources coordination for multi-modal evacuation. These key informants will participate in interviews and roundtable discussions with the research team to shed light on important issues related to multi-modal mass evacuation planning and resource coordination: First, the research will identify barriers to cooperative sharing agreements—among facilities, agencies, and governments—for vehicles and personnel. Second, proposed action steps and implementation strategies for overcoming those barriers will flow from the expert knowledge gathered during the interviews and focus groups. Third, the research will explore the feasibility of establishing a regional Transportation Reserve Corps—modeled after a Medical Reserve Corps that can assemble thousands of trained and licensed medical volunteers in the case of a catastrophic disaster—to mobilize trained transportation coordinators and drivers to conduct evacuations of buildings, neighborhoods, districts, cities or even entire metropolitan regions.

The research thus examines, integrates, and extends knowledge about three distinct and emerging fields of inquiry (transportation planning for “carless” households, multi-modal evacuation, and coordinated volunteerism) as they relate to disaster preparedness, response, and recovery.

References
Urban mass rapid transit (MRT) is widely considered an efficient and environment-friendly mode of transport to deal with deteriorating urban transportation conditions. With the high price tag and limited resources, innovative financing mechanisms are sorely needed to support the rapid development and sustainable operation of MRT systems worldwide. Capturing the land value increase attributable to MRT has become an increasingly examined alternative to funding the transit system.

However, previous studies often rely on simple hedonic price analysis to assess the land value effect of transportation infrastructure. Some critical methodological issues such as sample selection and spatial autocorrelation are not adequately addressed, which might lead to significantly biased estimation, hence misinform related policy design. This study aims to contribute to the literature by proposing a new method to estimate the value-added effect of MRT, and explore the potential and challenge of financing MRT systems through land value capture.

In this study, using transaction and stock data for single-family properties in the City of Boston from 1998 to 2007, we integrate a Heckman-selection model and spatial econometric techniques to account for sample selection and spatial autocorrelation, and estimate the willingness-to-pay for subway accessibility. We further apply the modeling results to assess the overall land value increases contributed by the subway systems. The results are compared to conventional simple hedonic price valuation approach. We find that failing to correct for sample selection and spatial autocorrelation leads to significant bias in valuing the accessibility advantage provided by the subway system. The bias might distort estimations of the value-added effect of transit infrastructure investment for land-value-capture programs and misguide policy recommendations for intervening urban development patterns.

References

A TALE OF TWO CITIES: IMPACTS OF ACCESSIBILITY AND CONGESTION ON PROPERTY VALUES IN JACKSONVILLE MSA AND ORLANDO MSA, FLORIDA

This paper aims to examine the relationship between accessibility and congestion, and their effects on the pattern of single family housing prices in Metropolitan Statistical Areas in Florida. Accessibility and congestion are considered to
be major transportation-related factors determining the property value of housing. Accessibility at the metropolitan scale has been the key variable in location models since Alonso (1964) introduced bid rent theories in the analysis of urban space. According to these theories, housing preferences are determined by a trade-off between high accessibility to job centers and the consumption of large lots. At the neighborhood scale, housing price can be affected by accessibility to local amenities such as retail shops, schools, or transit stops coupled with travel preferences. Congestion is another major factor that affects residential property values in terms of transportation cost and negative externalities. At a regional scale, congestion increases transportation costs, including time and money. To minimize the increasing commuting time and cost, people would try to avoid travel in congested routes and locations connected by congested routes. At the neighborhood scale, congestion affects residential preferences more directly because it generates tangible negative externalities such as noise, barrier effects, pollution, and high risk of accidents (Malpezzi, 1996).

To this end, this study operationalize four major variables like metropolitan (regional) accessibility, neighborhood (local) accessibility, metropolitan congestion, and neighborhood congestion for every census block groups in Jacksonville MSA and Orlando MSA, Florida. Independent variables will be quantified to control property characteristics like lot size and property age, neighborhood characteristics such as poverty, job density and housing density, and other related control variables. The key variables are operationalized by combining information from different sources including the Census’ American Community Survey, Property Tax Rolls, NAVTEQ data and congestion metrics from Florida Department of Transportation. The effects of these factors on property value will be estimated through spatial econometrics in which housing prices is defined as a function of accessibility and congestion at the metropolitan and neighborhood scales as well as of a selected set of variables representing different social and physical conditions.

It is expected that the results of this study will provide empirical evidence and the understanding of the spatial characteristics in a trade-off for housing price related to accessibility and congestion in the two MSAs. Since the two MSAs have different road patterns, land use plans, and governmental coordination systems, this research will present the unique differences in spatial structure throughout the housing market between the two metropolitan areas.

References
important because (1) Transportation sector is an important contributor to climate change and still no study has evaluated the transportation plans for their adherence to climate change policies, (2) Land use – transportation interaction is seen major reason for sprawl and hence the emission. Studies that investigate the current and future approaches of this interaction is much needed, (3) Transportation is the only infrastructure that is still planned at a regional scale and its evaluation at regional scale and its implication for CO2 emission is still limited.

However, before LRTPs can be investigated for their adherence to air quality standards and climate change standards, a protocol to evaluate these plans remains to be developed. Such protocol can help evaluate action, awareness, process and policies of LRTP across various metropolitan areas across the nation. Once it is developed a protocol can then be used as a guide or metric to assess or determine if a plan includes key component that should be found in a quality plan and how completely or well a given plan addresses critical planning elements associated with these components. It should also be noted that once a protocol is developed it can also provide an important guideline for planners, decision makers, and concerned citizens to develop high quality long range transportation plan in the future. To tests its validity and reliability, this protocol will be used to analyze the eight long range transportation plans for the state of Texas.

Such an assessment can (1) provide important insight to develop policies and strategic approaches to deal with CO2 emission from transportation sector, (2) compare the actions and process of communities proactive about climate change issues with communities that are not to provide policy recommendation and (3) standardize the plans to match the protocol thus helping the decision making stakeholders with policy formulation and inter and intra-governmental decision making.

References

THE ARRANGEMENT OF PARKING MANAGEMENT STRATEGIES BASED ON LOCALIZED PARKING DEMAND AND SPATIALLY-CATEGORIZED PARKING PROBLEMS

Abstract Index #: 651

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Many factors drive parking demand. While the main factor is the vehicle use because parking a car requires a parking space at each end of each trip, other factors, like land uses and their configuration as well as location also contribute to the demand. For example, commercial, residential and retail land uses have different patterns of parking demand and usage. These land use configurations and locations affect the parking demand; as such, parking demand in one area should be treated differently depending upon local conditions. Research about local variation (in this case, parking) may benefit planners who design and implement transportation plans (King 2009).

Existing methods to predict parking demand, for example the Institute of Transportation Engineer (ITE) parking generation, transfers standard from different locations, mostly come from sub-urban area, to other contexts. When these standards are adapted directly, cities and regions may have abundant and underutilized parking spaces at non-peak hours, and dispersed development, or sprawl (Shoup 2005; Litman 2006). To better manage available parking spaces, numerous strategies, such as commuter incentives, unbundle parking, parking benefit district and parking pricing has been developed. However, because parking management has various strategies and parking behaviors are different
among trip makers, researchers have tended to explore each strategy for a specific trip type or land use category. In fact, local demand for parking will be depend on the location of activities and the associated localized parking demand in the study area (Steiner et.al. 2011). Consequently, this paper identifies the importance of combining strategies spatially to understand localized demand and opportunities for pricing and other parking supply and demand management strategies.

The focus of this paper is to determine the spatial arrangement of parking management strategies at the local scale based on spatially-categorized parking problems. The Miami Central Business District (CBD) is used as a case study because a complete parking inventory data and GIS database was developed in a previous study (Steiner et. al. 2011).

This paper uses content analysis from previous research, and suitability analysis (see Zwick and Carr, 2007) using Geographic Information System (GIS) to define the nature of the localized parking demand. First, the content analysis is used to build the spatial indicators for parking problems and to connect the problems’ relationship into parking management strategies. Here, the problems are sorted based on local-scale land use characteristics (e.g. density and intensity of development, and type of land use: commercial, residential, and shopping). Second, suitability analysis in Geographic Information System (GIS) software is utilized to understand parking problems spatially in the study case area and to clarify the best location for parking management strategies based on the spatial criteria.

This paper is based on the research as a part of the doctoral dissertation of the presenter, Shanty Rachmat, whose dissertation supervisor is Ruth Steiner. Her dissertation proposal was approved in October 2011. She expects to complete her dissertation early in 2013. She currently collecting data and expects to be conducting analysis by fall 2012.

References

Freight Bottlenecks and the Border Puzzle

Abstract Index #: 652

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Although free trade agreements are intended to make border crossings seamless, the border between the United States and Canada appears to reduce trade significantly. Trade economics literature discusses the unrealistically high costs of crossing border, and refers to the issue as the “border puzzle” (Anderson, J.E. and van Wincoorp, E., 2003; Balistreri, E.J. and Hillberry, R.H., 2007). Meanwhile, planning literature indicates extra costs remain in cross-border trade despite various administrative improvements. Specifically, uncertainty of the border-crossing time makes the logistics inefficient (Taylor, 2010), and the Free and Secure Trade (FAST) program does not always improve cross-border freight operations (Klein and Goodchild, 2011). Our research examines the causes of the border cost, especially the
impact of transportation bottlenecks and indirect routing, and their transitions. We employ an aggregate statistical perspective based on data from the 1990s and 2000s.

As a preparation step, we examine the statistical methodology used in trade economics literature, and conclude it is more appropriate to use a new estimator based on nonlinear generalized method of moment rather than traditional estimators. Using this estimator, we find that (1) the border effect in the 1990s was significantly smaller than the effect calculated for the same time period by Anderson and van Wincoop previously, (2) the border effect has decreased over time, but (3) the classical specification fails to detect this reduction. We conclude that part of the border effect estimated in the economic literature is statistical illusion.

We then examine the effects of network connectivity and congestion from the aggregate trade point of view. We first estimate the effects of indirect routing by measuring the bilateral travel time from geographic information systems (GIS). We also account for congestion by incorporating average border crossing time. We find that indirect routing exaggerates the border effects because of the limited number of crossings. However, the border effects remain even after controlling the contributions of the indirect routing and border crossing time. We further decompose the remaining border effects vis-à-vis data of trade routing, and conclude that administrative costs and uncertainty in crossing time are important factors.

First, the congestion at major crossings encourages diverted routing and increases travel distance of the trade. Second, administrative costs appear to be the most significant factor even considering the logistical inefficiency caused by uncertainty in crossing time. Third, the FAST program may not significantly reduce bottlenecks even at the crossings between Michigan and Ontario, where 44% of the freight traffic at these crossings uses the FAST program.

References

Abstract Index #: 653
PRECISELY WRONG AND POLICY BLIND: THE CASE OF MULTIFAMILY HOUSING PARKING REQUIREMENTS
Abstract System ID#: 4229
Individual Paper

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Parking requirements languish in the texts of local zoning codes, often unexamined and disconnected from policy. Minimum parking requirements for multifamily housing are of particular concern because they affect housing affordability, density, and design. They also indirectly influence vehicle ownership rates and travel choices, and associated pollution and greenhouse gas emission levels.

Minimum parking requirements compel developers to provide a precise amount of parking in multifamily housing developments. The research finds that those amounts are precisely wrong, and that the error falls on the side of excess requirements. Quantitative evidence on the mismatch between parking occupancy and requirements is provided using studies of income restricted and market rate multifamily housing units in Southern California. Information on parking utilization is drawn from household surveys and occupancy counts. The results are compared with vehicle availability data from the American Community Survey.
Many minimum parking requirements are policy blind because they do not reflect the broader objectives of the respective jurisdictions. This is tested through a comparison of the policy intent outlined in General Plans with the outcomes generated by minimum parking requirements in three cities from the quantitative study. The paper outlines a series of implicit policy decisions embedded in minimum parking requirements, such as plans for future transit and non-motorized transportation, parking pricing, policies for using on- and off-street inventories, shared parking, and the like. This section also addresses those circumstances where policy goals support a deregulation of residential minimum parking requirements.

The paper concludes with a recommended process for reforming multifamily residential parking requirements, suggesting a move away from standardized rates such as those promulgated by the Institute of Transportation Engineers, and toward local requirements that are based on occupancy data and local policy preferences.

References

MEETING CHINA’S DOMESTIC INTERCITY TRAVEL DEMAND: MISMATCH BETWEEN YEAR-ROUND AND SPECIAL-EVENT CAPACITY REQUIREMENTS MEETING CHINA’S DOMESTIC INTERCITY TRAVEL DEMAND: SUBSTANTIAL MISMATCH BETWEEN YEAR-ROUND AND SPECIAL-EVENT CAPACITY REQUIRE

Intercity travel demand in China poses an unprecedented challenge. Spatial mismatch between workers and factories has led to rapid urbanization and changes in long-standing cultural traditions of staying in proximity to family. The Chinese people will need to answer a number of questions as the country continues to evolve as a free-market economy. Is China’s manufacturing urbanization desired culturally, or will firms do well to consider collocating where the workforce has traditionally lived? Can intercity transportation systems bridge the divide between rural families and the modern workplace?

Rapid expansion of China’s travel demand has spurred quick development of transportation infrastructure. The unprecedented rate of transportation-system expansion has resulted in some undesired consequences, such as the 2011 Wenzhou collision of high-speed rail that killed 40 people and injured 192. With the tremendous population of China, the potential magnitude of consequences from mistakes in transportation-system planning heightens the need to ensure a close match between societal needs and implemented solutions.

This paper will explore trends in long-distance spatial mismatch in China and their associated changes in travel behavior. The balance between intercity travel supply and demand will be examined, particularly as it relates to Spring Festival (Chinese New Year), which generated 2 billion trips in 2008. Literature on planning major events, such as the Olympics or World Cup, can offer insights into managing travel demand so disproportionate to daily needs, but China’s national-scale demand creates a unique situation. Haji pilgrimages have reduced pedestrian fatalities by building infrastructure to support the demand and offer transit systems; however, such infrastructure and systems on the scale of
Increasing public transit use is shown to reduce driving. Public transit is a viable option of alternative transportation for people who live far from their destinations. Travel behavior analysis has found that travel behavior is associated with the built environment as well as people's attitudes and preferences (Cao, Handy and Mokhtarian, 2006; Schwanen and Mokhtarian, 2005). The attitudes have been considered as important determinants of travel behavior. Researchers found that the attitudes have significant influences on travelers’ mode choice (Kuppam et al., 1999; Popuri, 2011). Kuppam et al. (1999) found that the attitudinal variables on traveler’s mode choice have more influence than demographic characteristics.

The objective of this study is to examine relationships between individuals’ transportation related attitudes and their mode choices with a focus on public transportation. Which significant factors affect people’s attitudes regarding public transit? Are there any significant differences in people’s public transit related attitudes based on their gender or employment? In addition, how neighborhood characteristics affect transit related attitudes and perceptions will be analyzed.

This paper uses the data from the 2012 Campus Transportation Survey from The Ohio State University. The survey questionnaires cover travel mode choice, attitudes toward auto, transit, cycling and walking; and perceptions regarding public transit such as reliability, safety, flexibility, convenience, and comfort; awareness of neighborhood characteristics related to public transit such as proximity to bus stops, accessibility of transit and transit levels of service; environment awareness and socio-demographic characteristics. Following the descriptive analysis of perceptions and behavior, discrete choice models are developed to determine the influences of attitudes on public transit use, controlling for socio-economic characteristics and characteristics of the built environment.

The results reveal the significant connections between attitudes and perceptions related to public transportation, characteristics of the local transportation system, neighborhood characteristics, and public transit use. The findings of this study will help the transportation planners understand how different attitudes towards public transit affect the
resulting transit use at a university campus. This will aid in developing plans for increasing alternative transportation use on university campuses as well as surrounding areas.

References

Abstract Index #: 656
WHY DOES IT TAKE MORE THAN 30 YEARS TO PLAN A TRANSPORTATION IMPROVEMENT AND WHAT ARE THE LOST OPPORTUNITIES?
Abstract System ID#: 4243
Individual Paper

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In 2011, a bipartisan coalition of elected officials said that congestion and capacity constraints threatened to impede America’s global competitiveness. They claimed that “stunningly, the United States has not made a significant strategic investment in the national transportation network since we finished building the Interstate Highway System decades ago.” The I-287 / Tappan Zee Bridge corridor typifies the nation’s failure to address its transportation problems. This corridor serves commuters in the New York / New Jersey / Connecticut metropolitan area and is also an essential part of the national transportation network. In the 1980s, New York started planning a High Occupancy Vehicle lane to relieve congestion along the corridor. In the 1990s, New York’s Governor canceled that project and for the next 14 years, the state spent more than $84 million on consultants to plan a replacement for the Tappan Zee Bridge along with a new commuter railroad and bus rapid transit system. In 2011, the Governor eliminated the transit portions of the project and the state is now trying to finalize the plans for a new bridge.

The American Association of State Highway and Transportation Officials attributes a large part of planning delays to “the complex maze of statutes, regulations, and multiple agencies with inconsistent mandates and variations in interpretation of policies and regulation”. In 2012, House of Representative leaders used this claim to bolster support for efforts to weaken federal environmental laws.

The planning process for the I-287 / Tappan Zee Bridge corridor was analyzed to determine why it took so many years to plan a transportation improvement, how these delays could have been avoided, and whether opportunities were missed along the way. The research methods included an analysis of internal documents as well as interviews with federal, state and county officials; advocacy organizations; consultants; elected officials; and their senior policy advisors.

The research findings reveal that the major reasons for the delays in finalizing plans along this corridor have not been environmental regulations, but rather three significant flaws in the decision-making process for large transportation projects. First, it may not be possible to identify the best alternative when there is a fundamental disagreement on a project’s goals and on the problems that should be addressed. This can lead to a seemingly endless debate especially when analyses rely upon suspect data and shaky assumptions. Second, hundreds of public meetings and web sites with thousands of pages do not constitute effective and meaningful public input when there is a lack of transparency about costs and benefits. Without such transparency, officials may keep studying a project rather than disclose controversial matters and make difficult decisions. Third, when planners are encouraged to ignore multi-state problems and needs,
Planners often advocate for compact development as a means to improve air quality, along with managing traffic demand and shutting down urban freeways (Stone et al. 2007; Frank et al. 2000). However, air pollution exposure studies suggest that increasing population densities and funneling vehicle traffic to local roads can increase, rather than decrease, sub-population exposure to vehicle emissions (Schweitzer and Zhou 2010; Clark, Millet, and Marshall 2011). We hypothesize that a temporary closure of a small segment of a highway can achieve a total net effect of reducing traffic activity and subsequently reducing exposure to air pollution despite a slight increase in local traffic. To test this hypothesis, we assess the changes in traffic flow and air pollutant concentrations during a two-day closure of Highway I-405 in California, known throughout the popular press as “Carmageddon.” Using the data obtained from Caltrans Performance Measurement System (PeMS) and California Air Resources Board (ARB), we conduct a time-series analysis to examine the changes in air pollutants (ozone, nitrogen oxides, particulate matter, and carbon monoxide) and traffic activities in real-time before, during, and after the highway closure. Southern California is classified as an “extreme” nonattainment area according to the Environmental Protection Agency’s standard for ozone. Thus, understanding the response of ozone and other pollutants to changes in traffic is critical for the development of effective air quality management plans in this region. Using the Carmageddon event as a natural experiment, we attempt to establish the empirical basis for assessing the impact of a highway closure on air pollution, providing valuable lessons for controlling emissions through demand-based transportation strategies.

References
TRANSFORMING HIGHWAYS INTO HEALTH INFRASTRUCTURE: INTEGRATING POPULATION HEALTH INTO LOCAL AND REGIONAL DECISION MAKING

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Taking a place-based approach to health seems to be an ideal way to improve population health. Important social and physical determinants of health such as transportation, education, and housing are all funded, governed, and consumed at the local level (within intergovernmental and market opportunities and constraints). Yet, creating place-based population health interventions, and ultimately communities of practice that integrate health concerns across the various urban policy sectors is challenging because these sectors work within a siloed framework. To take population health from theory to practice, what we need to know is: Under what conditions do formal and informal organizations form to take a comprehensive approach to health in cities and regions, and what institutional contexts do they need to successfully implement their place-based, comprehensive vision of health?

To answer these questions this research focuses on how health ideas become part of (or do not become part of) one non-traditional health sector: urban transportation and land use. The objective of the project is to learn: (1) how an urban arterial highway affects the quality of life of neighboring residents (this type of road is a ubiquitous environmental justice problem), and (2) how stakeholders, including the researcher, the local public health department, the state Department of Transportation, and neighbors, use science and advocacy to redefine local transportation infrastructure as health infrastructure.

The analytic approach used in this research combines two strands of related methods. To analyze the health and well-being effects of the arterial highway I worked with community members to interview neighbors, conduct participatory photo mapping surveys of the neighborhoods, conduct design workshops with neighbors, and analyze traffic noise, pollution, and other environmental factors. To understand the formation of communities of practice, I used participant observation to analyze my role in the group, group dynamics as a whole, and the relationship of the group and researcher to other communities that face similar challenges.

Themes that emerge from this ongoing project include: conflicts between regional needs and the local impacts of regional development, the development and support of individuals and groups who span policy sector and organizational boundaries, and the role of advocacy alongside and within policy making and research that supports policy decisions in population health.

VEHICLE OWNERSHIP IN MIDDLE-CLASS INDIAN HOUSEHOLDS: THE CASE OF MUMBAI

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As incomes rise in India, discretionary spending is going up, along with increases in transportation budgets. Households are investing in private vehicles such as motorized two-wheelers (TWs) and cars. On average, travel times are shorter using private vehicles rather than transit or non-motorized modes. Indian cities are seeing a mushrooming in vehicle fleets as people shift from transit, and intermediate public transportation modes such as rickshaws, to private vehicles. This is adding to negative externalities such as congestion, emissions, higher accident rates, and noise pollution.
This paper explores specific drivers of TW and car ownership in middle-class Indian households. The analysis is conducted using a household travel survey from the Greater Mumbai Region, where the unit of analysis is the household (N=38,346). Using a discrete choice model, where the choice set is households having no vehicles, only TW/s, or at least one car, the results indicate that utility from vehicle ownership increases with –

• per capita household income, number of rooms in housing unit, head of household’s (HoH’s) characteristics (college education/technical diploma, full/part/self employment, male), number of kids, number of persons in the household,
• farther location of the household from a railway station, HoH’s work location in the urban periphery, population density at HoH’s work location.

These findings illustrate the sensitivity of vehicle ownership not only to life cycle and socio-demographic variables, but also to land use variables such as density, proximity to transit, and jobs-housing locations in an Indian city-region. Policies that encourage both in-city and urban periphery node development, with strategic higher densities, along with provision of public transportation options, are indicated from this research.

References

Abstract Index #: 660

UTILITY-BASED APPROACHES TO UNDERSTANDING THE EFFECTS OF URBAN COMPACTNESS ON TRAVEL BEHAVIOR

Abstract System ID#: 4286
Individual Paper

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Automobile use is associated with significant problems such as air pollution and obesity. Decisions to use alternative modes of transportation, including walk, bicycle and transit, are believed to be dependent on land use. In particular, compact urban design is seen as an important determinant of travel behavior. At the same time, previous studies have found weaker than expected effects of urban compactness on travel behavior. These studies, largely built on microeconomic utility theory, are not sufficient for assessing the impact of compactness for several reasons: (1) the studies postulate that travel invokes only disutility, but travel may also provide intrinsic utility insomuch as people travel for its own sake; (2) the studies have traditionally focused on how urban compactness reduces the distance between trip origin and destination and accordingly reduces trip time, but urban compactness also increases congestion and reduces trip speed, and thus increases trip time; (3) the studies generally examine utility maximization in a single trip, but people attempt to maximize the utility in their entire travel behavior, across multiple trips; and (4) the studies have almost exclusively examined automobile commuting, but people travel for various purposes, using different travel modes, and the impact of urban compactness on the utility of non-automobile non-commuting travel has not been duly examined.

This research seeks to develop a richer understanding of the impact of urban compactness on travel-related utility and behavior by examining behavior associated with and utility derived from travel mode choices under varying conditions of compactness and for alternative purposes of travel. The research examines travel behavior within the context of
Seoul, Korea. Seoul offers a rich array of both levels of compactness and travel mode choices. The study obtains GIS and travel data from secondary sources, collects primary data on travel-related utility through a structured survey initially designed and validated by more detailed semi-structured interviews, and tests the hypothesized relationships using structural equation modeling. This research will provide fuller understanding of the impact of compact urban development on travel utility and choice, thereby enriching the application of microeconomic utility theory to transportation systems. Moreover, the research will assist urban planners in linking land use strategies, urban compactness, and travel purposes in their design and assessment of transportation dynamics.

References

Abstract Index #: 661
REGIONAL ANALYSIS OF TELEWORK ADOPTION AND PROVISION
Abstract System ID#: 4348
Individual Paper

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Telework, work conducted away from a traditional office setting, has interested scholars and practitioners from fields as varied as transportation, human resources, psychology and management. Researchers seek to understand how this form of work can provide solutions to peak-hour congestion and how telework can inform us of workplace shifts and evolutions. The body of research on telework is vast; however, the findings are inconsistent in terms of the contributing factors to its adoption by individuals and its provision by organizations. This inconsistency makes it difficult for researchers and policy makers to understand how broad demographic and workforce trends and changes will affect the demand for and supply of telework. Ultimately, the largest barriers to telework adoption are organizational- individuals do not telework mainly because they do not have the option. Little is understood as to why the supply of telework falls short, which organizations are at the forefront of telework provision and for what reasons. This research will contribute to the existing body of knowledge by performing a regional-level analysis on the percentage of teleworkers and percentage of firms offering telework options across metropolitan areas--an analysis which has not been performed before. The results of this research will smooth inconsistencies over the drivers/motivators and barriers to telework adoption and provision by pinpointing the key attributes in a region that contribute to its supply. This work will benefit researchers and policy makers looking to better understand telework as a strategy to reduce congestion and inspire competitiveness within a region.

Abstract Index #: 662
BIG CITY, BIG LIFE: ACTIVITY SPACE EXTENSIVENESS AND ACCESSIBILITY
Abstract System ID#: 4374
Individual Paper

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People don’t live in neighborhoods anymore. Drawing on the terminology of Banerjee and Baer (1984), many urban dwellers today live “beyond” neighborhoods, travelling long distances to meet their needs and wants. These extra-local trips are not just for work, which has traditionally been thought of as the primary long-distance trip, but for the wide
range of trip purposes that fill most people’s daily lives. The area in which a person conducts their daily activities can be called an “activity space.” From the latchkey kids that can’t leave their homes to the urban neo-explorers who proudly “check in” to social media anywhere and everywhere they go, the size of one’s activity space is an integral part not only of each person’s relationship to the city but also their place in society and potential economic prospects. An examination of the breadth of people’s daily activity patterns suggests that some utility may be drawn from extensive activity patterns and that those patterns are often associated with the most successful socio-economic groups. This research asks whether lives lived broadly are different from those lived within a smaller area. I find significant differences among activity spaces associated in part with differences in socio-economic status, but also with land use, suggesting that planners’ interventions in the built environment may have some ability counteract the desire to rove widely without reducing opportunity.

The analysis uses activity and travel data from the Southern California Association of Governments’ (SCAG) 2003 Travel Survey. Measures of activity space size can provide compelling evidence of relationships between travel, personal, and neighborhood characteristics. Employing a variety methods including geographically-weighted regression (GWR), I test the hypothesis that the size of activity spaces varies among groups defined by socioeconomic status and place. The results highlight the pervasive disparities between socioeconomic groups and the literal lengths to which people will go to accomplish a wide variety of activities. Those with means take advantage of their mobility options and travel widely, while low income populations tend to remain much closer to home. However, activity space extensiveness is also shaped by location. While population density does not explain activity space size, a more novel measure of a neighborhood’s concentration of activity sites, or “opportunity density,” does, and opportunity dense neighborhoods are associated with smaller activity spaces.

The importance of this finding for cities and planning is twofold. First, the built environment matters, and even in a largely auto-oriented region like Southern California, establishing neighborhoods that concentrate opportunities may engender more limited travel by high- and low-income residents alike. Second, because activity space extensiveness is, all else being equal, associated with socio-economic success, transportation policies that seek to curtail travel must be carefully designed so as not to disproportionately impact those with the most limited mobility options. Those at the low end of the socioeconomic spectrum are already constrained in their ability to take advantage of the city’s opportunities, and VMT-reducing strategies, whether pricing based or otherwise, should take into account the existing inequity in diverse populations’ activity patterns.

References

WHERE HAVE ALL THE JOBS GONE? JOB ACCESSIBILITY OF THE POOR IN CHICAGO

Research has shown that the poor has declining access to jobs because of two major supply-side factors: economic restructuring and urban spatial transformation. Based on the census tract level demographic and employment data in the Chicago metropolitan area, this paper aims to quantify distinctive effects of each of the two factors on the poor’s job
access, and to examine the changes of their effects from 1990 to 2010. Applying Shen’s (1998) relative gravity-based job accessibility model, I control each of the two supply-side factors and examine changes in job supply due to the other. Additionally, shifting in demographic composition affects job demand, and consequently job access. Results of this research can indicate consequences of spatial mismatch and economic restructuring in the metropolitan area, and suggest spatial or economic strategies to promote the economic prospects of the poor.

Abstract Index #: 664

YOUTH, AGE, AND URBAN FORM: INTERMETROPOLITAN COMPARISONS OF ACCESSIBILITY ACROSS THE LIFESPAN

Abstract System ID#: 4378

Pre-organized Paper Session (Symposium) “What Explains the Evolving Travel Patterns of Teens and Young Adults?”

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Transportation accessibility – the ease of reaching destinations – is influenced simultaneously by mobility and proximity. Younger and older travelers are well known to experience mobility disadvantages compared to their middle-aged counterparts and thus might be expected to endure accessibility hardships as well. Yet younger and older travelers, on average, also show distinct patterns in their residential locations that might offer proximity advantages relative to the rest of the population. To what degree do younger and older residents experience proximity to nonwork destinations in ways that offset their mobility disadvantages? Do some metropolitan regions offer patterns of urban form with proximity advantages to the young and the old?

This study evaluates accessibility in seven metropolitan regions in the United States. By merging accessibility metrics with data from household travel surveys, the study analyzes the distribution of accessibility over the lifespan in each metropolitan region and compares outcomes across the regions.

Findings suggest that accessibility is lowest at the younger (age 17-18) and older (65 and over) ends of the lifespan. At the young end, accessibility variation across metropolitan regions is slight, but this variation expands rapidly with large accessibility differences between regions at the middle-age ranges.

Policy towards the mobility of younger and older adults often focuses on increasing the availability of travel modes, whether a private vehicle, public transit, or paratransit. While all these affect the accessibility of younger and older people, results here suggest that the relative importance of travel speeds and modal availability in providing accessibility are distinctly different at the young and old ends of the lifespan compared to those in the middle. By contrast, people’s proximity to nonwork destinations increases in importance (as measured by its contribution to accessibility) at the younger and older ends of the lifespan, suggesting the importance of residential location in achieving higher accessibility for the young and the old. For older people in particular, policies to remove obstacles to relocation should be central to efforts at providing accessibility throughout the lifespan.

References
Abstract Index #: 665
TURNING HOUSING INTO DRIVING: PARKING REQUIREMENTS IN LOS ANGELES AND NEW YORK
Abstract System ID#: 4417
Individual Paper

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We show that residential minimum parking requirements are associated with higher vehicle density and lower housing and population density. In comparing the New York and Los Angeles urbanized areas, we demonstrate that differences in the supply of residential parking mirror differences in density, and that parking policy appears to explain these differences in parking supply. We further demonstrate that increased parking requirements have a relationship to vehicle ownership comparable to the relationship between vehicle ownership and personal income. These relationships are present even after controlling for rail transit access. Together the results suggest that minimum parking requirements convert resources nominally spent on housing into expenditures on vehicles. Thus to the extent minimum parking requirements reduce traffic congestion, they likely do so by reducing housing and population density, not vehicle density.

References

Abstract Index #: 666
DRIVERS' PERCEPTIONS OF BICYCLE FACILITIES
Abstract System ID#: 4423
Individual Paper

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Research examining the perpetually low bicycle mode share in the U.S. has typically asked bicyclists about their infrastructure preferences. Bicycle roadway facilities such as bicycle lanes are perceived to improve safety by separating bicyclists from drivers, potentially leading to increased cycling and actual safety as a result. However, little research has examined how non-bicycling roadway users (e.g., drivers) perceive bicycle facilities. Without knowing these perceptions, local governments have been less able to address the wants and concerns of a majority of their residents as they consider comprehensive bicycle plans. This paper presents the results of a recent online survey (n=550) of drivers and bicyclists in the San Francisco Bay Area. The survey explored roadway design preferences for non-residential streets among bicyclists, non-cycling drivers, and cycling drivers.

This paper elaborates on the perceived comfort level of various roadway designs, particularly perceived benefits and disadvantages of bicycle lanes, from the perspectives of bicyclists, non-cycling drivers, and cycling drivers. Initial findings support previous research showing that most people do not currently feel comfortable bicycling on most non-residential U.S. roadways. The findings also suggest that bicycle facilities benefit drivers in addition to bicyclists. For example, approximately 85% of bicyclists, non-cycling drivers, and cycling drivers indicated that barrier-separated bicycle lanes (a common facility in parts of the world with high bicycling mode share) were "moderately" or "very" comfortable for both bicycling and driving. When these lanes were located next to on-street parking, at least 77% of all
groups still described them as moderately/very comfortable. These results suggest that both drivers and bicyclists value the separation that bicycle facilities provide.

The survey results also indicate that drivers and bicyclists dislike a lack of separation between modes. Whereas 85% of all respondent groups were at least moderately comfortable with a barrier-separated bicycle lane, only 8% of bicyclists deemed the no-bicycle-facility option (the most common roadway design in the U.S.) to be at least moderately comfortable, and approximately 59% of all drivers described it as such.

This research contributes to a greater understanding of the potential effects of bicycle facilities within communities and on different user groups. This paper will further elaborate on these findings, in addition to describing the interaction between these findings and other variables such as experience, beliefs about bicycling, and demographics. It will conclude with policy prescriptions that could lead to improved roadway designs for all groups.

References

Abstract Index #: 667
UNDERSTANDING THE FACTORS THAT AFFECT LONG DISTANCE TRAVELER’S MODE CHOICE DECISIONS AND ITS IMPLICATIONS
Abstract System ID#: 4445
Individual Paper

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Traditional capacity expansions of existing transportation infrastructure are expected not to be able to fully accommodate the growing congestion and delay problems on both highways and airports. Therefore, both policy makers and researchers have acknowledged the needs for new approaches that can respond to current congestion problems and increasing future travel demand. In these circumstances, high speed rail (HSR) is considered as an affordable and reliable option to mitigate congestion and delay by diverting highway and air transportation demand onto its system. However, previous studies have limitations in how they evaluate whether or not the potential of HSR or another intercity option will be effective in a given transportation network. Therefore, a broad spectrum of measures are needed that allow policymakers to answer the following questions: what are the existing long distance travel patterns?; what factors affect individual and household to choose one transportation mode over another one for long-distance travel?; does mode choice behavior vary in different regions (or corridors)?; what are the desired service qualities for new alternative intercity modes to meet with travelers’ preference?; and what alternative mode has advantages to meet with that service quality?

Given this consideration, this study will develop mode choice models for long distance travel using the 2009 National Household Travel Survey (NHTS). The model will allow us to illustrate the reasons why people choose a specific mode over another mode depending upon traveler, travel and spatial attributes, to identify the potential for new alternative modes in a broad transportation network, and to define the service quality of the new alternative mode that can meet with travelers’ preferences. For that, this study will employ various logistic regression models such as multinomial logit (MNL) and nested logit (NL) models that have been developed in previous studies, and find a model that provides the best fit to the data and the region (or corridor). This study will develop separate mode choice models for the states and
major corridors that are related to the first stage of HSR investments in the US: the Northeast corridor, Southeast corridor, California corridor, South Central corridor, and Florida corridor.

In addition, this study will identify the service quality characteristics of alternative modes that can match with the preferences of intercity travelers to be served. The estimated models will not include HSR or another alternative intercity mode as a possible mode of transportation, and thus it will not directly explain how much modal shift will occur. Instead, the estimated models will allow the measurement of the threshold of service characteristics for alternative intercity mode such as travel time, travel cost, service distance, and frequency at which travelers may change their choice of travel mode depending on their economic constraints or personal characteristics. The service characteristics will allow for identification of a viable and feasible option among alternatives such as HSR, Maglev rail, upgraded conventional rail, intercity bus, or airplane.

Having better insight into the reasons why people choose one mode or another is the key to predict ridership that is critical to determine the viability of a new alternative intercity mode, such as HSR. In addition, by identifying different service quality characteristics that can change travelers’ mode choice decision, planners and policymakers will be able to provide a viable option among a set of alternative modes for intercity travel.

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Abstract Index #: 668
ADDRESSING EQUITY CONCERNS WITH THE USE OF SPECIAL ASSESSMENT DISTRICTS TO FUND PUBLIC TRANSPORTATION
Abstract System ID#: 4450
Poster

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Central theme or hypothesis: what questions are you trying to address?
The use of special assessment districts (SADs) to fund public transportation has grown in recent decades. While the transportation finance literature has extensively examined the equity impacts of user fees, taxes and tolls, scant attention has been paid to similar impacts of SADs established to fund public transportation projects.

Specific research question is: What attributes of a SAD, including its assessment calculation and collection methodology, help minimize horizontal and vertical inequities?

Approach and methodology: how will you address that question?
This paper first develops a theoretical framework to evaluate the vertical and horizontal equity impacts of a SAD established to fund public transportation projects. Next, it examines how recent real world examples of SADs address the equity concerns. The SADs formed to fund the following transit projects are examined: Central Streetcar in Portland, OR; South Lake Union Streetcar in Seattle, WA; and New York Avenue Metro Station in Washington, DC.
Relevance of your work to planning education, practice, or scholarship
Systematic analysis of horizontal and vertical equity impacts is critical while structuring SADs and developing assessment calculation and collection methodology. This research identifies common mistakes that can cause horizontal and vertical inequities, and suggests ways to minimize such inequities.

More specifically, the paper finds that the case study SAD’s performance is mixed. While the SADs use a variety of criteria, such as, property value, parcel area, and distance from the transportation project, to calculate assessments in a way that promotes horizontal equity, they fail on two key accounts. First, assessment methodologies do not take into account disamenity associated with certain elements of public transportation projects such as the rail line. Second, owner-occupied residential properties are often times exempt from paying assessments in order to garner support for the SADs, rather than out of equity concerns. The vertical equity is promoted by allowing low-interest, long-term payment of assessments, and can be further enhanced if assessments exemptions, or deferments, are consistently provided to seniors on fixed income and low-income households.

Key data sources
Primary and secondary literature discussing the transit projects, specifically, the SAD assessment calculation methodology. In-depth semi-structured interviews with the key staff involved in SAD formation, implementation or management.

References

LATENT DEMAND FOR PUBLIC TRANSIT: A SPATIAL ANALYSIS COMBINING SOCIOECONOMIC AND BUILT ENVIRONMENT CHARACTERISTICS
Abstract System ID#: 4455
Individual Paper

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Public transit in the American metropolis offers the urban resident a travel option that is both less expensive and slower, which explains its enduring attraction for those with lower incomes, who are more sensitive to the savings, and its rejection by those with higher incomes, who find it uncompetitive with the car. Despite this well-known connection, the bulk of research on improving transit ridership has focused on built environment characteristics like density, a connected street network, sidewalks, and mixed land uses. Although these characteristics are an important prerequisite for providing effective transit service, this research has demonstrated that it is the combination of built environment and socioeconomic characteristics that is the most consistent and reliable predictor of transit ridership. This paper maps the location of frequent transit lines (technology-neutral) in comparison with socioeconomic and built environment indicators of residential neighborhoods – including housing costs, income, density, rental units, and vehicle ownership – to determine if transit agencies are maximizing their potential ridership. The results show significant latent ridership potential in underserved affordable neighborhoods in many large metropolitan regions. It also highlights the challenge of extending the transit network coverage to keep up with changing suburban areas.

References

Abstract Index #: 670
LIVABLE STREET VS. SPRAWL STREET: WHICH ONE HAS HIGHER FUEL EFFICIENCY?
Abstract System ID#: 4469
Individual Paper

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Two interrelated factors are determinants of total fuel consumption in the transportation sector: 1) how many miles people travel with automobiles, and 2) how much fuel consumed per mile. There is a substantial body of literature that examines the connection between the built environment and total vehicle miles travelled (VMT) (Ewing and Cervero, 2001; 2010; National Research Council Committee, 2009). However, few studies have focused on the impacts of the built environment (defined as land use patterns and road configurations) on fuel consumption rate (Liu and Shen, 2011). For a given vehicle type/technology, fuel rate is primarily determined by driving styles, such as speed variations, acceleration/deceleration, idling, and cruising, which are in turn influenced by the built environment (Ericsson, 2001). For example, compact and mixed-use developments patterns along streets may induce low-speed driving and generate more frequent stops, all of which will decrease fuel efficiency.

The primary goal of this research is to determine whether and to what extent street environments influences fuel efficiency. We will characterize the street environments from multiple dimensions which include not only the characteristics of the environment en route (such as number of lanes, lane width, speed limit, and traffic lights) but also the immediate environment adjacent to streets (such as land use patterns, business types, and density). The study area covers seven counties in Southeast Michigan region. Using a rich Global Positioning Systems (GPS) dataset collected from the trips of 108 automobile drivers over 40 days with a data collection frequency of 10 Hz, this study will derive fuel efficiency for each street segment in the study area. The dataset that was used in this study represents 213,309 miles, 22657 trips, and 6164 hours of driving and the dataset contains fuel use information measured every 0.1 second. We will use structural equation modelling (SEM) technique to test the interactions of street environments, driving behavior and fuel efficiency, controlling for other factors. Specifically, driving patterns and fuel usage will be the dependent variables. Street environments, trip characteristics, and drivers’ attributes will be the primary independent variables.

We hypothesize that livable streets characterized by narrow streets, low speed limit, and high density of pedestrian-oriented retails may be associated with the decreased fuel efficiency; but such undesirable outcomes could be offset by the benefits associated with livable streets such as more non-motorized travel and less VMT. We further hypothesize that there might be countermeasures to improve the fuel efficiency of such livable streets. The authors are expecting to acquire better understanding of energy and environmental outcomes of livable streets and the results of this research will add to the discussions about the tradeoffs between the amount of driving and fuel efficiency of driving.

References
Facing major challenges related to energy consumption, global warming, environmental quality, and economic viability, metropolitan regions around the world are examining the consequences of alternative growth patterns on resource consumption. Several studies have analyzed the links between the land use characteristics and travel behavior over the last couple of decades (Bartholomew 2007; Handy 2004, Badoe and Miller 2000). These studies focus on the increasing concerns regarding the decline in air quality; increased congestion in both urban and suburban areas and negative impacts to the environment resulting from the development patterns which favor auto use.

As we plan for new land use policies and investments in the transportation system over the next decade, we will face a new set of challenges tied to the changing demographic and economic conditions, in addition to the rising costs of energy and related policies aimed at reducing the carbon footprint of our economy. The first step in understanding the possible implications of these changes is a deeper understanding of the current relationships between land use and travel behavior, and how these might be impacted by future land use, transportation and energy policies.

This study focuses on the land use and transportation patterns in Ohio. Using the household travel surveys conducted by the Ohio Department of Transportation (ODOT) and Mid-Ohio Regional Planning Comission (MORPC), we develop models to examine the determinants of trip making, modal distribution and trip lengths. These datasets provide detailed information on the travel patterns of Ohioans, including data from around 28,800 households and over 260,000 trips.

Existing literature states households living in different urban/ rural settings have different travel patterns. We first characterize the neighborhoods based on their land-use and built environment characteristics. This type of analysis has been increasing its popularity over the recent years. Cervero et al. (2006) used this approach to analyze the trade-offs between housing and commuting costs; Clifton et al. (2012) used a similar approach to examine the effects of different urban typologies on the use of alternative transportation modes. In this study, population density, employment density, intersection density, median age of the housing stock and percentage of single detached housing are used to identify different neighborhood categories at the TAZ level. The model results reveal the significant effects of these different neighborhood types on the resulting trip making, mode choice and trip lengths, after controlling for the household and personal characteristics. The estimated models are then used to test several scenarios to identify the impacts of Ohio’s changing economy and demographics, impacts of different land use policies, and changes in the transportation system characteristics.
Transit-oriented development (TOD) has been thought to have various impacts on the lifestyle and activities of individuals and the communities in which they are located. It has been hypothesized that people residing in more walkable communities, typical of TOD near transit stations, will form stronger social connections and be more engaged with their communities, compared with those living in more traditional sprawling suburban sub-divisions. Likewise, research has suggested that increased walking activity associated with TOD can have positive effects on health. Environmental impacts—in particular reductions in greenhouse gases associated with vehicle usage—are also hypothesized to be lower in TODs.

This paper will report on research, conducted in New Jersey, that examines these issues. Our research design involves administering a mail/internet survey to residents near eight rail station areas in New Jersey, most of which have TOD characteristics. Our survey protocol calls for an oversample of households within about ½ mile of the rail station (a typical walking distance) and a sample of households located further from the station, allowing an analysis of differences between these samples. The survey instrument includes standard questions on travel and walking behavior, but also includes questions to elicit self-reported information on individual health and questions used in studies of social capital. Additionally, we asked respondents about parking availability and cost, non-work trip behavior, characteristics of their residential housing, and standard demographic information. We also collected data from attitudinal questions to serve as a control on individual satisfaction with location specific amenities.

We estimate multivariate models to test the association between various TOD impacts and distance from the rail station with suitable control variables. We also estimate two-stage models that control for self-selection bias, or the desire of some residents to choose to live in more (or less) walkable communities due to their preferences.

While research showing the association between travel behavior and TODs is well established, this research will be the first (to our knowledge) to examine the impact of TODs on social capital in detail. In addition, we are unaware of TOD research that explicitly focuses on self-reported health.
The Canadian population is aging and seniors are highly reliant on the private automobile for mobility. Older drivers are more likely to be involved in an accident for every kilometer driven, and more likely to succumb to their injuries. Nevertheless, given the central importance of the automobile, many seniors delay or outright avoid the discussion of driving cessation. Seniors’ cessation of driving is associated with increased isolation and depression, lack of freedom, role loss, and the inability to care for oneself or others. Therefore it is imperative to understand how seniors perceive driving cessation in order to ensure their overall well-being in later years and the safety of the wider community.

The majority of seniors’ driving cessation studies focus on Caucasians. The views of ethnic seniors are left undocumented and unattended to. However, it is essential to understand ethnic seniors because they may have different perceptions regarding driving cessation when compared to Caucasian seniors and their needs, concerns, and challenges surrounding driving cessation may differ from our conventional understanding. It is the premise of this study to document ethnic seniors’ perceptions regarding driving cessation, and determine whether their perceptions differ from those of Caucasians.

In-depth, one-on-one interviews (1 to 2 hours per interview) were conducted with 351 senior drivers from the South Asian (44), Asian (127), Caribbean/African (59), and Caucasian (121) communities in Toronto and Vancouver and surrounding suburban locations. Seniors were contacted via community centers, senior’s recreational programs and community liaisons. No snowball sampling was used. In total over 400 hours of interviews with seniors were conducted and documented over a period of six months (Aug 2011-Jan 2012). Interviews focused on the role of automobile in one’s life, reasons to cease driving, the decision process of driving cessation, perceptions regarding life following cessation and challenges in meeting one’s mobility needs, and attitudes towards public transit, other mobility alternatives and public policy. Thematic analysis method was used to code the interview results and 14 dominant and reoccurring themes (including 43 sub-topics) emerged from the analysis.

Results demonstrate that ethnic seniors indeed perceive driving cessation differently from Caucasian seniors in many aspects. The greatest differences lie in their perceptions regarding reasons to cease driving, the decision process, public policies on the mobility of seniors, and the role of public transit in facilitating mobility following cessation. For instance, Caucasian seniors note that health-related factors account for the sole reason to no longer drive, whereby South Asian seniors perceive insufficient finances to maintain the automobile to be the primary reason. Asian seniors believe that one’s family physician has a role in advising an older adult to cease driving, while Caucasian and Caribbean/African seniors perceive that only they themselves have the right to make this decision. Caribbean/African seniors perceive that it is the role of the government to provide financial assistance to older adults to ensure that they are able to afford the automobile, while Caucasian and South Asian seniors perceive that the government should play no role in this.
Driving cessation poses distinct challenges to seniors of various ethnicities, which has not been well understood or addressed by transportation authorities or public health agencies. This work aims to bring to light the importance of addressing such challenges to ensure the well-being of ethnic seniors and recommend ways in which transportation authorities and public health agencies may address the mobility needs of ethnic seniors in a more culturally appropriate manner.

References


THE SUCCESS OF THE DOWNTOWN SEATTLE TRANSIT TUNNEL

Abstract System ID#: 4518
Individual Paper

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Seattle is an exemplar city with a transportation center at the heart of the city. The Downtown Seattle Transit tunnel (1.3 miles, 5 stations, the Tunnel hereafter) was designed to deal with rapid job growth and subsequent downtown congestion during the 1980s, and was opened in 1990. By 2010, the Tunnel has 120 million annual systemwide boardings, and is becoming the key multimodal regional transportation hub in the Puget Sound. It connects downtown Seattle to SeaTac Airport by Central Link Light Rail (CLLR), to Everett and Tacoma by Sounder rail system, as well as other parts of the City of Seattle and suburban cities by extensive Metro and Sound Transit bus systems. Moreover, the South Lake Union Streetcar, bicycle facilities and pedestrian friendly environments enhance the mobility for non-motorized transportation. The current CLLR ridership shows that two thirds of its ridership occurs at the airport and 4 out of 5 Tunnel stations. The paper will examine the symbiotic relationship between the Tunnel and light rail, rail, bus, and non-motorized transportation in Seattle and the Puget Sound Region. It also examines the roles of Seattle downtown land use policies including the bicycle/pedestrian Master Plans, and the 1990 Washington State Growth Management Act. We conduct this research via archive document reviews, ridership analysis, and in-depth interviews. It will conclude with the lessons learned, pitfalls to avoid, and future planning implications.

References

HOW FAR TO THE BUS? TRANSIT PROXIMITY, BUS RIDERSHIP, AND PHYSICAL ACTIVITY IN A
LOW INCOME COMMUNITY

Abstract System ID#: 4522
Individual Paper

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Improving access to public transportation is an important strategy for revitalizing and transforming distressed urban
neighborhoods into more compact, sustainable, and mixed-use communities, but we know very little about how much
and at what distance proximity to public transit matters for key livability outcomes, particularly for low-income
populations. Proximity to transit has been associated with greater transit ridership for some low-income populations
and may be associated with higher job accessibility and employment (Ong and Houston, 2002; Sanchez et al., 2004).
Investments in transit service could also support increased physical activity and improved health, particularly for transit
riders who walk to and from public transit (Lachapelle et al., 2011; Wener and Evans, 2007).

We provide the first assessment to our knowledge of the relationship between bus transit proximity, travel behavior
across multiple travel modes, and physical activity using data with a high temporal and spatial resolution for a largely
low-income and non-white community. For our study, all household members (ages 12 and up) in 350 households in
South Los Angeles logged their daily trips by mode and vehicle odometer readings for all household vehicles during a
seven-day period in Fall, 2011. During the same period, one adult in 143 of these household also carried a geographic
positioning system device (GPS, which tracks location) and an accelerometer (which measures physical activity) during
the study period.

Our study area is spatially confined, roughly two miles end-to-end, and allows fine-grained analysis of distance
gradient effects from transit in an urbanized area with many bus routes and stations and with varying service frequency
and connectivity to regional centers. Utilizing Geographic Information Systems, we determined the distance of
participating households to the closest bus stop and transit corridors. We constructed measures of bus station access
(based on route frequency, number of routes, and route destinations), and regressed travel behavior and physical
activity on distance from bus stops, controlling for the level of bus service at the stop. In addition, we examined
whether other nearby built environment factors which could impact neighborhood walkability (such as traffic volumes,
block widths, land use mix, and locally-serving neighborhood businesses) seem to enhance the potential positive effects
of transit proximity on bus ridership and walking.

By drawing from highly-resolved travel and activity data for multiple days, our study provides refined insights into the
potential importance of transit access for promoting livability and urban revitalization. Previous studies have
demonstrated that the effect of transit access damps with distance (Bailey et al., 2008), but available evidence regarding
bus transit access and travel is based on one-day rather than seven-day tracking, typically from data sets that give poor
spatial detail for any one neighborhood. Our GPS-accelerometer data provide substantial insights into paths along
which residents walk to access transit, the bus routes they utilize, the characteristics of their destinations, and how they
link trips to multiple destinations.

By gathering and analyzing geographically detailed data along a corridor that traverses economically disadvantaged
neighborhoods, this study provides valuable insights into how enhancements to bus service and economic development
in transit corridors can potentially encourage shifts towards more sustainable travel patterns and how policy can be
adjusted to maximize the benefits from transit.

References
As people’s socio-economic activities become more complex and connected thanks to information and communication technology among other contributing factors, how would the activity complexity be reflected in people’s travel patterns? We conjecture that as one of the behavioral indicators, trip chaining—the propensity to link a series of activities into a multi-stop tour, is likely to become more prevalent and complex over time. This paper aims to characterize the trip chaining patterns in London, examine their evolution over the past two decades and identify the socioeconomic factors that contribute to the trend. We utilize the data from three waves of large scale household travel survey in London: 1991, 2001, and 2006-2010.

In this paper, a trip chain or a tour is defined as a sequence of trips that starts at home, involves one or more intermediate stops, and ends back at home. It is classified into simple (with one intermediate stop) and complex (with two or more intermediate stops) chains. A series of discrete choice models are estimated and compared to examine how socio-economic factors affect the trip chaining trend across years and across trip types (work-tours vs. non-work-tours). The model variations include multinomial logit (MNL) vs. nested logit (NL), different nesting structures, and various ways of constraining the parameters. The likelihood ratio tests show 1) that the NL model does not offer significant improvement over the MNL model so the latter is used, 2) that there are significant differences between work and non-work tours, so that the two types of tours are modelled separately, and 3) that for certain variables significant differences exist across the three periods and their coefficients are allowed to differ across years.

Overall trip chaining in London is increasing over time, with the change for non-work tours more pronounced than work-based tours. Interestingly, transit-based tours are becoming complex in a faster pace than car-based tours. MNL models show that household size, living in inner London, being male, being employed and having access to car decrease trip chaining complexity, while having children and traveling in the AM peak increase complexity. Income increases trip chaining for work tours, and becomes more important over the years, but it does not influence trip chaining for non-work tours. Being old is not significant for work tours in any period, but was significant for non-work tours in 1991 and its importance declined over the years.

This study provides a better understanding of trip chaining behaviour in London and how it evolves over time. In contrast to previous studies which found that complex trip chains tend to be more auto-oriented and public transit is regarded as less fitting for trip chaining, London’s case suggests that transit service, if well managed, can support increasingly complex trip chaining behavior. Since trip chaining is likely to continue increasing in the future, and trip chaining may potentially result in greater system efficiency and customer convenience, transportation agencies should place more emphasis on facilitating trip chains in the transit systems such as improving interchange quality (for both multiple stages in one trip and multiple trips in one trip chain), information provision (trip chaining requires more...
challenging information gathering), and adjustment in fare structures. As trip chaining become more prevalent, increasing parking cost and limiting parking spaces may become more effective in deterring car use in the future. In terms of land use, concerted efforts are needed to promote mixed use land and multi-purpose activity centers along the transit network so that travelers can fulfill a variety of activity needs using transit services.

References

CAR USERS AS A SUPPORTING CONSTITUENCY OF CAR DETERRING POLICIES: PREFERENCE VARIATIONS IN SHANGHAI’S CAR LICENSING POLICY

Abstract Index #: 677

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The political economy of most car deterring policies shows that car users, in general, are the group that most oppose these policies. But the car license auction policy in Shanghai may prove an exception. Shanghai implemented a policy controlling car ownership growth by requiring new car purchasers to bid for their license through a public auction. This policy is effective in damping car growth but also raises concern on its public acceptability. Extending a prior study examining the public acceptance at the aggregate level (Chen & Zhao 2011) this paper examines the preference variation among local residents in their policy acceptance and its three determinants: perceived effectiveness, affordability and equity.

Based on a questionnaire survey conducted among 524 Shanghai employees, three dimensions are used to segment the population: car ownership and use, socioeconomic characteristics, and location and transit accessibility. Analysis of variance (ANOVA) test is used to evaluate the significance of the preference variation, and structural equation model (SEM) is developed to quantify the impact of the three determinants of policy acceptance among different population segments.

Among all dimensions, car ownership turns out to be the most important differentiator in terms of the policy acceptance. People are categorized into three groups: Shanghai car owners, non-car owners and car owners with nonlocal license (because of the high license price, many Shanghai residents register their cars in nearby cities to avoid the auction; the non-local vehicle issue will be described in a separate paper and is not focused upon here). In the aggregate analysis in Chen & Zhao 2011, the overall acceptance of the policy is negative. But Shanghai car owners, when separated from other groups, are actually neutral towards the policy, in contrast to greatly negative by non-car owners or car owners with non-local licenses. In addition, the acceptance level of Shanghai car owners has significantly increased over the time. In terms of effectiveness and affordability, Shanghai car owners perceive the policy as most effective and less unaffordable compared to other groups. As for equity concerns, both Shanghai car owners and non-car owners have negative views about the policy but their emphases differ. Equity concerns are measured by four components in this paper: fairness between rich and poor, fairness in comparison to other cities, government financed vehicles, and transparency in revenue usage. While non-car owners worry more about the fairness between rich and poor, Shanghai car owners show their biggest concern on transparency in revenue usage and government vehicles.
These results, seemingly contradictory to other car deterring policy studies, are not surprising because Shanghai car owners, by paying the high license fee, have invested in this policy and become an interest group to support it. They want this policy to continue so that other people will have to pay as they did in order to keep the transportation system less congested. This creates a unique positive dynamic for the policy: as income continues to increase, the more people who own a car, the more the policy will be supported. When this policy was introduced in 1990s, private automobiles were rare and most were owned by a small group of rich people and government officials. By the time the middle class family began to afford a car, a solid constituency supporting the policy, who has vested interest and is most influential, has already formed, making the policy almost irreversible.

References

Abstract Index #: 678
AN ANALYSIS OF THE TRANSPORTATION DISADVANTAGED IN AN AGING SOCIETY: FACTORS ASSOCIATED WITH OLDER MINORITY FEMALES’ MOBILITY
Abstract System ID#: 4546
Individual Paper
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Transportation mobility is a critical element that affects quality of life, regardless of age (e.g., Spinney et al., 2009). However, transportation mobility often decreases as age increases and there have been a number of studies showing that older females tend to have more serious mobility problems than older males (e.g., Rosenbloom & Weinstein-Bartlett, 2002). Also, existing literature shows that older minority females are facing a greater level of mobility problems among older females (e.g., Kim, 2011). This is largely attributed to the fact that and being able to drive a vehicle is one of the most important factors that influences older populations’ mobility in today’s built environment (e.g., Rosenbloom, 2009a; Rosenbloom, 2009b; Siren & Hakamies-Blomqvist, 2006) and older minority females are less likely to drive.

The paper will investigate various personal, household, and residential environment factors that affect transportation mobility of older minority females using the 2009 National Household Travel Survey (NHTS). The survey is one of the most comprehensive travel survey data available in the United States. The paper will employ structural equation modeling (SEM) to systematically analyze various factors that simultaneously affect older minority females’ mobility directly and indirectly.

The paper will contribute to better understanding of older minority populations’ mobility and various underlying factors associated with it. High impact factors will be identified and highlighted. Thus, planning and policy alternatives to tackle the mobility problems of this particularly vulnerable group of the transportation disadvantaged will be provided to better plan for an aging society.

References

Abstract Index #: 679
JOINT IMPACTS OF BUS RAPID TRANSIT AND URBAN FORM ON VEHICLE OWNERSHIP IN BOGOTÁ, COLOMBIA
Abstract System ID#: 4549
Individual Paper

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Bus Rapid Transit (BRT) has gained popularity in recent years as a means to provide reliable, non-automobile-based mobility and alleviate rising traffic congestion in cities around the world. To date, however, there is little empirical evidence supporting BRT’s potential to meet these objectives. Furthermore, there is limited knowledge regarding the urban form conditions necessary to support bus-based rapid transit, particularly in the dense cities of the developing world. The objectives of this research are to improve our understanding of BRT’s potential as an alternative to private vehicle ownership and to determine the role of urban form in supporting that potential.

I achieve these objectives by examining changes in household-level vehicle ownership in Bogotá, Colombia. Service on Bogotá’s Transmilenio BRT system began in 2000; by 2005 the system encompassed 84km of dedicated busways and a feeder service covering 95km2. Over one hundred cities around the world are currently building or planning to build BRT systems, many of them based on Bogotá’s model. Thus, this research has immediate global relevance. The two research questions I examine are: (1) What is the relationship between BRT access and household-level vehicle ownership, and (2) is that relationship dependent upon the degree to which neighborhood-scale urban form supports transit and non-motorized travel modes? I address these questions using a difference-in-differences research design, with data from city-wide household mobility surveys conducted five years before and five years after Transmilenio’s initial implementation as independent pre- and post-tests. Sample sizes for the pre- and post-tests are 13,709 and 13,291, respectively.

In addressing the first research question, I use logistic regression to model the odds that post-test households with access to the BRT system own one or more vehicles (versus owning none), compared to households without BRT access and controlling for pre-BRT levels of vehicle ownership and for household- and neighborhood-level socio-demographics. For the second question, I interact BRT-access variables with GIS-based measures of neighborhood-scale urban form to determine whether urban form and BRT access have a synergistic effect on vehicle ownership. Overall, the results indicate, on one hand, that BRT access decreased the likelihood of vehicle ownership for higher wealth households, relative to households without BRT access irrespective of urban form. On the other hand, vehicle ownership levels increased with BRT access for lower wealth households, relative to households without BRT access. This unexpected relationship among lower wealth households is reversed in neighborhoods with higher densities, greater access to destinations, and better support for non-motorized mobility.

The findings suggest that BRT access enabled some higher wealth households to delay or forgo vehicle ownership. For lower wealth households, BRT access was negatively associated with vehicle ownership only when supported by urban...
form, suggesting (a) that the shift from Bogotá’s previous transit system (a loosely-regulated network of private bus companies) to the BRT affected higher and lower wealth households differentially, and (b) supportive urban form may be more important for lower wealth households, which tend to have less flexible travel patterns, have travel patterns that are less likely to align well with mass transit corridors, and have greater reliance on non-motorized modes than higher wealth households.

This research contributes to the on-going debate about the transportation-urban form connection by demonstrating that urban form and transit access have a synergistic effect on vehicle ownership. From a research perspective, neglecting this synergy may lead to inconsistent or misleading results, not just in vehicle ownership studies, but in travel behavior research in general. From a policy perspective, it suggests that the benefits of BRT systems, such as greenhouse gas emissions avoidance, lower congestion, and improved air quality, can be enhanced by transit-supportive urban form.

References

WINNERS OR LOSERS: INDIVIDUAL PERCEPTIONS OF TRANSIT-INDUCED NEIGHBORHOOD CHANGE
Abstract System ID#: 4555
Pre-organized Paper Session (Symposium) “Transportation, Opportunity and Equity”

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Major transit investments such as new light rail or bus rapid transit lines often bring significant accessibility benefits to surrounding neighborhoods and lead to the physical upgrading of those neighborhoods. Much research has been conducted on land use changes associated with transit improvements (Cervero & Landis, 1997; Polzin, 1999). It is not until recently that researchers have begun to look into social changes and community upheaval that took place with the physical upgrading of neighborhoods (Kahn, 2007; Podagrosi & Vojnovic, 2008). However, existing research on transit-induced neighborhood change rarely goes beyond individual dimensions of neighborhood change to explore the broader neighborhood impacts of transit investments as perceived by neighborhood residents.

To fill gaps in knowledge, the authors surveyed residents of selected neighborhoods along four existing and planned fixed-guideway transit corridors in the Twin Cities of Minnesota. The survey produced 750 responses and the response rate was 35%—meaning 35% of households reached by door-to-door recruiting agreed to participate. Comparison of the demographic distribution of the sample to 2010 Census data and 2005-2009 ACS estimates shows that the racial/ethnic, income and gender distributions of each corridor’s sample were quite similar to the actual makeup of the study neighborhoods. A modest sample bias towards white and higher-income respondents consistently appears; however, the differences were less than five percentage points.

The survey questionnaire sorts respondents into “winners” and “losers” based on their responses to four key questions:
• Overall, has this neighborhood become a better or worse place to live over the PAST five years—or since you moved in—or has it stayed about the same?
• Overall, what is your opinion of any effects the [transit corridor] has had on the neighborhood so far?
Overall, will this neighborhood become a better or worse place to live over the NEXT five years, or will it stay about the same?

- Overall, what is your opinion of how the [transit corridor] will affect this neighborhood in the future?

Survey results show that residents of the study neighborhoods have generally positive perceptions of transit-induced neighborhood change. There are, however, significant differences between urban and suburban areas and between individual neighborhoods. In addition, African Americans, immigrants, current frequent transit users, carless residents, and new residents in general have more positive perceptions than whites, non-immigrants, infrequent or non-transit users, residents with access to a motor vehicle, and long-time residents. Asian urbanites have more negative perceptions. Implications of these findings are discussed.

References

FIXED-RAIL TRANSIT AND URBAN REVITALIZATION: ASSESSING TREATMENT OF SOCIAL EQUITY

Since their emergence in the 1960s and 70s, planners pursuing goals of social equity have seen particular success within the realm of transportation (Metzger, 1996). This paper explores the extent to which equity perspectives are present in one aspect of contemporary transportation planning – investment in fixed-rail transit (FRT) such as light rail and streetcars. Policymakers and planners increasingly view FRT as a way to catalyze redevelopment by attracting private investment, raising property values and taxes, and enhancing community vitality (Ohland & Poitcha, 2006). Indeed, the promise of enhanced accessibility and economic growth through FRT is particularly strong for low-income households living in established, central city neighborhoods. However, increased market demand and private investment related to FRT and associated revitalization efforts may spur gentrification and displacement – especially in neighborhoods with good access to the urban core – potentially leading to emigration of those residents who stand to benefit the most from transit investment. Although project development may promote benefits to low-income populations, there is often little assurance that these populations will continue to benefit if market-rate property values increase. Thus, the tendency to use low-income populations as a justification for a project without regard for actual outcomes represents a case of “symbolic inclusion” with “material exclusion” (Sager, 2011, p.180). In short, FRT investments present a new challenge to planners who negotiate on-the-ground tensions associated with economic development goals and social equity concerns, and codify resolutions through formal planning processes (Campbell, 1996).

To further explore how discourse around FRT, economic development, affordable housing, and social equity is being shaped in the planning process, we systematically review formal planning documents from over thirty federally-funded FRT projects proposed for established neighborhoods in U.S. central cities. We seek to understand if, and how, equity perspectives are integrated into the transit planning process. First, we identify the extent to which formal planning for FRT addresses equity issues across five factors: 1) intent to serve transit-dependent populations; 2) provision of access to jobs for less advantaged populations; 3) equitable project financing; 4) provision of affordable housing; and 5)
recognition of, and possible mitigation for gentrification effects. Second, we evaluate discourse in each plan around the economic benefits of FRT in terms of property value increases and more widespread local and regional effects. What results is a typology describing the relationships between our two variables of interest: treatment of equity and characterization of economic benefits. From this typology we select several key cases that yield additional insights into factors influencing the treatment of equity – namely, specific contextual issues, patterns of (dis)investment, environmental pressures, characteristics of influential actors and institutions involved in planning processes, funding schemes, and dimensions of participation. Although questions of equity associated with economic development, affordable housing, and FRT are increasingly being recognized, little empirical work has been conducted to assess whether, and how, equity issues associated with transit investment and associated urban revitalization are addressed. Our research fills this gap in the current scholarly literature, and provides new perspective and understanding around the challenges facing transportation planners as they negotiate tensions between enhanced accessibility, economic revitalization, and social equity concerns.

References

Abstract Index #: 682
THE INFLUENCE OF PEDESTRIAN PLANS ON PHYSICAL OUTCOMES
Abstract System ID#: 4576
Individual Paper
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Central Theme:
This paper will examine how the adoption of pedestrian plans influences outcomes on the ground. More specifically, I will examine whether new subdivisions within cities that have adopted pedestrian plans are more likely to have sidewalks and other key elements of a good pedestrian network.

Approach:
The unit of analysis for this research will be an individual street segment (i.e., a segment of road that is not divided by an intersection). The sampling of street segments to be used will go as follows:
1) A random sample of 5 new street segments will be taken from each of the 54 municipalities in the Charlotte metropolitan area (270 segments in total). New street segments are defined as those that appear in the 2011 Census tiger data that did not exist in the 2007 tiger data.
2) For each of the 270 sampled new segments, an older street segment of the same classification (i.e. local vs. arterial), in the same city, and in the same zip code will also be selected. Older street segments are defined as those that appear in the 2000 Census tiger data.

Each of the 540 selected street segments will then be observed using google streetview and a database of street characteristics will be created. This database will include information about basic elements of pedestrian design such as sidewalks, crosswalks, curb cuts, street trees and street widths. It will then be determined if and when each of the 54
municipalities included in this analysis have adopted a pedestrian plan. Using the collected data about street segments and pedestrian plans, a series of regression models will be used to estimate the degree to which pedestrian plan adoption has an influence on pedestrian design elements.

Relevance:
Walking is a sustainable form of transportation. It does not directly generate any carbon dioxide or other harmful emissions and it does not require the use of scarce fossil fuels. The necessary infrastructure is much cheaper than what is required for motorized vehicles. It is also inexpensive for individual travelers and, therefore, having non-motorized travel options can greatly benefit low income populations. Further, it promotes public health by engendering physical activity. Unfortunately, modern development patterns and transportation networks (particularly in the US) do not effectively accommodate non-motorized travel. Given the various benefits described above, it behooves planners to figure out ways to enhance pedestrian networks and encourage pedestrian activity. In recent years, many municipalities have begun to adopt pedestrian plans to formalize their commitment to the promotion of pedestrian activity. This research seeks to better understand whether the time and effort put into developing these plans results in actual changes on the ground.

Data:
- Data on street segment characteristics from visual inspection of Google Street View
- Data on pedestrian plans compiles from municipal websites and/or discussion with planning staff
- US Census/Tiger Data

References

Abstract Index #: 683
WALK OR DRIVE BETWEEN STORES? FACTORS SUPPORTING SUSTAINABLE TRAVEL WITHIN SHOPPING DISTRICTS
Abstract System ID#: 4585
Individual Paper

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Many communities seek to create more sustainable transportation systems by minimizing the negative impacts of automobile travel. One opportunity to reduce automobile use may be through shopping district design. Even if people drive to a shopping district, they often stop at several activities within relatively close proximity, so may they be able to park and walk rather than drive between each location. The choice to walk or drive between stores may be influenced by the design of roadways, parking lots, driveways, and buildings within a shopping district.

Several researchers have explored shopping-related travel behavior. Respondents who live closer to traditional shopping districts are more likely to walk to these areas (Steiner 1998). Carrying heavy goods and traveling longer distances are barriers to walking on shopping trips (Mackett 2003; Kim and Ulfarsson 2008). Trips generated by mixed-use developments are more likely to be captured internally when developments have a more balanced mix of jobs and population (Ewing et al. 2010). Automobiles are more likely to be used by people traveling to stores in
This study asks: what personal travel and shopping district characteristics are associated with people choosing to walk versus drive between stores? To answer this question, detailed travel information was gathered from customers who stopped at retail pharmacy stores within 20 shopping districts in the San Francisco Bay Area. The shopping districts represented urban core areas of San Francisco, “main street” shopping corridors in established neighborhoods, suburban thoroughfares with strip malls, and suburban shopping centers.

The analysis focuses on the 286 respondents who drove to a shopping district and stopped at the retail pharmacy store and at least one other location within one-half mile of that store. Of these people, 91 chose to walk and 195 chose to drive between activities in the shopping district. A mixed logit discrete choice model was estimated to identify factors associated with the choice of walking versus driving. Compared to automobile users, the respondents who walked tended to travel shorter distances, carry fewer bags, shop alone, and have fewer physical disabilities. After controlling for these factors, people were more likely to walk when the main commercial roadway had fewer driveway crossings, a lower speed limit, and metered parking and when the retail pharmacy store shared parking with several other establishments.

This study adds to the body of knowledge about travel behavior within shopping districts. The arrangement of buildings and parking lots as well as the characteristics of the main roadway within the shopping district can encourage a greater share of internal trips to be made by walking rather than driving. Results suggest two general strategies for encouraging walking within shopping districts: 1) design pedestrian-friendly commercial streets that have low-speed traffic, limited off-street parking, and metered on-street parking, and 2) create compact, walkable commercial hubs around shared parking areas.

References

Abstract Index #: 684
THE EFFECTIVENESS OF METROPOLITAN PLANNING ORGANIZATIONS IN REGIONAL FREIGHT PLANNING
Abstract System ID#: 4612
Individual Paper

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The globalized economy requires the constant movement of goods. While freight transportation provides an economic foundation for the United States, the freight network faces numerous threats from increased congestion, aging infrastructure, and limited public funds. In response to these challenges, governmental, private, and non-profit
organizations have all recently called for an expanded federal role in freight transportation. For about 50 years, the US Government has mandated transportation planning for urban regions. Metropolitan Planning Organizations (MPOs) were created to conduct regional transportation planning for both passengers and goods movement. Although federal law requires MPOs to carry out freight planning practices, multiple studies show that the ability to conduct freight planning varies widely among MPOs (e.g. GAO 2009). The explanatory determinants for these variations, however, remain unknown. The central question of this paper is: why are some MPOs better able to plan for freight than others?

To account for variations in MPO capability to conduct freight planning, this paper focuses on two potential determinants: 1) the decentralization of some transportation decision-making from the federal and state levels to the regional level, and 2) coordination of MPOs with local and regional freight stakeholders. The examination of policy decentralization focuses on the division of MPOs by the federal government into two categories based on regional population. This categorization results in differences of organizational authority, with larger MPOs possessing greater control over project selection and more autonomy from their state department of transportation (Katz et al. 2005). The examination of regional freight stakeholder coordination utilizes theories of urban and regional governance that help explain cooperation between organizations in multi-sector coalitions (Hamilton 2002). Urban planning research indicates that local advocacy groups can influence the policy direction and planning emphasis of MPOs (Handy and McCann 2011).

The research design employed by this paper consists of a quantitative analysis of nationwide data from MPOs. Data are primarily garnered from a national survey of the US’s 384 MPOs conducted in spring 2012. Survey questions include indicators of an MPO’s administrative capacity, technical capacity, and network capacity as they relate to freight planning processes. These indicators are combined into an index that comprises the outcome variable of metropolitan freight planning capacity. Explanatory variables such as type of MPO, presence of major port, regional population, and existence of a regional freight committee/organization derive from the national survey as well as supplementary sources, including the US Census and the Federal Highway Administration’s Freight Analysis Framework (FAF). The relationships between the hypothesized explanatory determinants and the index of metropolitan freight planning capacity are then statistically analyzed through regression analysis. While the research is ongoing, this study expects to find greater policy decentralization as well as MPO coordination with regional freight stakeholders to be associated with higher levels of metropolitan freight planning capacity.

Given the connections between goods movement, logistics, and economic competitiveness, freight transportation is increasingly emphasized in planning organizations, and this paper will add to the growing urban planning literature on freight transportation (e.g. Woudsma 2001). To help inform the current debates about the federal role in freight transportation, more research is needed to assess the relative effectiveness of previous policy initiatives. With an increased focus on partnerships between public, private, and non-profit sectors it is also important to evaluate how MPOs operate within multi-sector networks and coalitions to achieve their regional planning mandate.

References
Recently, transportation planning has placed great importance on active transportation as it offers a broad range of social, environmental, and health benefits. Despite these advantages, walking and bicycling account for only a small fraction of the total trips in the U.S.; this suggests that the benefits of active travel have yet to be realized. In searching for effective policy tools to reverse this trend, a number of researchers have focused on the role of the built environment in reducing vehicle miles travelled (VMT). While the connection between the built environment and VMT is still inconclusive, the general consensus from the travel behavior literature is that the built environment does play a significant role in modifying localized travel patterns. One missing puzzle in this area of research, however, is the role of destination. Previous research has shown that people may prefer to walk or bicycle more to certain destinations in local contexts (Handy, 1996; Moudon et al., 2006). Nevertheless, many travel behavior studies only look at trip origins or home accessibility as a function of trip distance and employment density, under the assumption that overall travel behavior is mainly influenced by characteristics of a residential location. Another missing puzzle with the previous studies is the lack of quality data collected at sufficiently large geographic scale to obtain detail information about the built environment. A number of studies have used parcel-level GIS data to ensure sufficient variations in the built environment variables. However, only a handful of studies examined both walking and bicycling comprehensively (Iacono et al., 2010). The majority of parcel-based studies examine clusters of data defined in a neighborhood unit (Frank et al., 2010). In this paper, we address these gaps in the previous research by specifically investigating the role of destinations, using high-resolution GIS data that cover the entire metropolitan areas. Using the data obtained from 2009 National Household Travel Survey and the Southern California Association of Governments GIS repository, we will first identify the clusters of destinations accessed by walking and bicycling trips in the City of Long Beach, California. After that, we identify individual travel behavior to first decide a clustered destination and then select a mode. This structure of individual choice requires a nested logit model because of high correlation between mode choice and destination decision (Fuji and Kitamura, 2009). By applying the nested structured model, therefore, we will eventually investigate the impacts of destinations on walking and bicycling through objectively measured built environment features conceptualized as 4Ds: density, diversity, design, and destination, controlling the socioeconomic characteristics between auto travelers and active travelers. Our goal is to help researchers better understand the socioeconomic profiles of active travelers and to provide a deeper understanding of the built environment characteristics that attract more walking and bicycling trips at destinations. Taken together, this paper will assist urban and transportation researchers in improving traffic demand model that accounts for spatial heterogeneity in mode choice behavior, and provide a useful guideline for developing targeted land use strategies for increasing active travel.

References

Pre-organized Paper Session (Symposium) “What Explains the Evolving Travel Patterns of Teens and Young Adults?”

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Central Theme
Media reports indicate sharp shifts in the lifestyle of young adults compared to previous generations. In a recent New York Times opinion, Todd and Victoria Buchholz characterized this group as the "go-nowhere generation" linking low levels of licensure with increased internet usage and lack of mobility. However, the economic decline of the late 2000s likely limited mobility of all Americans. The current research does not establish whether the observed shifts in the travel behavior of young adults are the result of economic conditions or reflect a shift unique to young adults. Our research assesses these assertions by examining changes in time use and travel patterns during the 2000s.

Approach and Methodology
We utilize two data sets with time use and travel behavior information: the American Time Use Survey (ATUS) and the National Household Travel Survey (NHTS). Both surveys capture activity patterns and travel mode, albeit in different ways, for nationally-representative samples. We compare time use and travel patterns for 23-30 year old and 31-50 year olds between 2000 and 2010. Our goal is to disentangle decreases in mobility affecting all Americans due to the economic decline from cohort-specific effects that are unique to young adults. We evaluate multiple outcomes including total travel time, time by mode, and activity participation in aggregate and with individual-level models to better control for confounding factors.

Relevance to Planning Scholarship
Most travel demand estimation techniques assume consistency in travel patterns across decades in terms of trips per day or per household. Significant reductions in trip making among a cohort throw this stability assumption into question. Our goal is to clarify whether a shift in travel has occurred among young adults and analyze the implications.

References

Concern about the pace of innovation in transportation has been voiced for several decades and in many countries. Transportation researchers have developed many innovative technologies, both products and processes, but there is a widespread perception that, with some exceptions, transportation agencies have been slow to adopt these new technologies. This paper examines barriers to the implementation of new technologies - planning processes as well as products and systems - by US transportation agencies. A literature review establishes a framework for considering processes of innovation and the role of producers, consumers, and organizations in facilitating or slowing innovation. Three transportation cases are investigated: intelligent transport systems, context-sensitive solutions, and advanced transportation-land use models. The case studies are based on review of agency documents and interviews with key informants. Key findings are that while shortages of funding and trained staff clearly slow the scope and pace of transportation innovation, as previously studies have identified, organizational behaviors that favor predictability and stability over new ideas are also a big part of the reason for slowness to innovate. Agencies that wish to increase their
capacity for innovation should conduct an assessment of their strengths and weaknesses, engage in strategic planning for innovation, use partnerships to accomplish what the agency cannot do well on its own, systematically consult internal and external users, develop strategies for the internal management of change, and engage independent evaluators to help assess performance.

References

Abstract Index #: 688

VEHICLE FOR A SMALL PLANET: OVERCOMING CYCLING’S CHALLENGES IN CITIES

Abstract System ID#: 4671
Individual Paper

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Across the globe, people from many walks of life are increasingly paying attention to cycling – the popular press, engineers, planners, politicians, activists and sociologists. The attention is well deserved; it draws our eye to cycling’s role in promoting urban livability, environmental benefits, and human health. New theoretical models cycling and cities are being developed, new frameworks have been proposed, and new review papers synthesize available research.

But how strong are arguments to advance the benefits of cycling? Is there consensus on the role that cycling could play in cities of varying sizes? How widespread are such findings? How do we know what assumptions and analyses stand up to scrutiny across different settings, cities and cultures? Notwithstanding cycling’s mostly virtuous and seemingly ‘untouchable’ characteristics (e.g., being an extremely efficient vehicle, emitting almost no pollutants, requiring less space than motor vehicles to park and providing physical activity), the burgeoning knowledge base is complex and disparate. This complexity and associated potential confusion stems from several factors.

Research typically focuses on specific issues in isolation; these may focus on specific facilities (types of lane provided and behaviors at junctions), programs (social marketing) or types of facilities. Furthermore, the focus on benefits misses potential drawbacks and taking account of these may well mute some bold claims. For example, cycling in areas with high traffic levels may be harmful to human health due to air pollution. Off-road paths are not as safe as many may think. The burgeoning phenomenon of bicycle sharing systems carries a high price tag with benefits that have not yet been clearly demonstrated (e.g., bicycle sharing systems).

Viewed in this light, knowledge about the role of cycling in cities is at a juncture of sorts. We—as a practice, research community, profession—have failed to offer a clear and realistic path for making it such, complete with agreed upon take-away points. It is difficult to effectively plan for bicycling when so many of the central challenges faced in cities are not fully understood, given full weight, or even known.

This paper processes the strengths of different arguments to articulate a sound and measured view on the potential role for cycling in cities; furthermore, it presents prescriptions for overcoming cycling’s challenges in cities. It does so by synthesizing recent research academic literature on cycling and cities/infrastructure, participating in frontline workshops and policy discussions, reflecting on advocacy initiatives, and culling “best of” ideas from guidelines, blogs.
or other. The views and prescriptions are holistic in nature, evidence based, and politically aware. In doing so, the paper pointedly identifies future research needs, approaches to robustly quantify specific benefits, and strategic methods of data collection.

References

A TAXONOMY OF COMMUTING PATTERNS FOR A SAMPLE OF 40 U.S. URBANIZED AREAS
Abstract System ID#: 4685
Individual Paper
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The search for a unified theory of polycentric urban structure remains elusive for good reason; namely, urban regions are incredibly complex systems. Thus, despite the widely held notion that modern urban regions are mostly polycentric in their structure, there is yet no such thing as a polycentric theory that can guide our understanding of travel behaviors within them. The ability to generalize travel behavior in and among urban regions would be desirable. This knowledge could be used for making more informed investment decisions, from better design of transportation networks to understanding when to expand or contract transit services. From a policy perspective, evidence of a generalizable travel patterns would be a useful input for the formulation of regional and federal transportation programs.

This paper takes a step toward enhancing current state-of-knowledge of city-level travel behavior through a comprehensive series of GIS analyses on a set of 40 Urbanized Areas. The analysis is comparative and permits the evaluation of all sample cities on normalized scales. The data used in the present analysis comes from the Census Transportation Planning Package (CTPP) Part I, Part II, and Part III for the year 2000. While the dataset is slightly more than a decade old, a comparable nation-wide comprehensive work-flow dataset for later dates does not exist. CTPP Part III contains census tract work flows for the entire United States. We subsequently constructed origin-destination census tract work flow matrices for each of the sample Urbanized Areas.

The datasets enable origin and destination based analyses. We conducted four sets of analysis for each city. Furthermore, each analysis is conducted on three population groups: the entire population, or all commuters of all tracts within the Urbanized Area, lower income groups, identified as commuters from tracts with first quartile median household incomes, and higher income groups, identified as commuters from tracts with fourth quartile median household incomes. This distinction helps us identify variations in travel behavior within the population and to determine whether these variations hold across cities.

First, average travel distance and travel times are analyzed for all trips leaving origins tracts and all trips entering destination tracts. Second, we document the density of origins and the density of destinations throughout the Urbanized Area. Third, we examine the direction and intensity of flows throughout the Urbanized Area using a novel methodology that classifies all trips into one of four categories: in-in, in-out, out-in, or out-out. We systematically employ 50 imaginary cordons in each city to study the four types of cordon crossings. The resulting visualization is a novel approach to understanding spatial patterns of commuting flow across cities. Fourth, we look at the density of commuting trips by public and private transportation modes.
Preliminary results suggest similarities in the spatial pattern of commuting trips for many cities as well as differences in the trip attributes of lower income and higher income groups. Several graphs permit the interpretation of how decentralized, or perhaps how polycentric, urban areas are compared to one another. These are more indirect than direct measures at the graphs show the degree to which cities have centralized commuting flows. We believe the analysis is important for identifying and understanding travel patterns among cities and that it has both theoretical and practical applications.

References


Abstract Index #: 690

DOES ACCESSIBILITY MATTER FOR THE ELDERLY? THE EFFECTS OF ACCESSIBILITY ON TRAVEL PATTERNS OF THE ELDERLY IN FLORIDA

Abstract System ID#: 4684
Poster

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This paper aims to explore the impacts of accessibility on daily trip distances of the elderly in Florida. With the advent of the post-industrial era, the driving population is aging. Demographic structures of driving populations present the importance of the elderly in public transportation policy. According to the 2010 Census, 5.3 million out of 308.7 million were 65 years or more, and 19.5 million were aged between 45 and 64 who are reaching retirement age in the next decade. Between 2000 and 2010, these two age cohorts recorded much faster growths of 15.1 percent and 31.5 percent respectively. Among the states, Florida is expected to face special transportation challenges because Florida has the highest share of its population over 65 (17.3 percent), which contributes to its relatively high median age of 40.7 (US Census Bureau, 2011).

As the large portion of the aging population is still actively involved in daily travel behavior, they have to confront hurdles in a given built environment. The aging process often leads to physical disabilities that make driving difficult, hazardous, or impossible (Giuliano, Hu and Lee, 2003). The elderly are expected to demand better access to alternative transportation modes, as well as urban services and facilities that meet their individual needs. Given these circumstances, it is important for policy makers and transportation planners to understand and improve the accessibility of the aging population.

This study will be an effort that explores travel characteristics of the elderly in Florida. This study will examine current travel patterns such as demographic structures of aging drivers, driving rationality, travel mode, travel purpose, and distance traveled using the 2009 National Household Travel Survey (NHTS) and its Florida add-on data. This study will develop a series of regression models that can illustrate the relationship between daily trip distances of the elderly and accessibility. For that, this study will measure the accessibility of the aging population defined as a measure of the time and distance of an individual to an activity or urban service facility based on the desired travel patterns. As measuring the potential role of land use characteristics, major independent variables like housing density, job density,
and connectivity will be operationalized. Other variables such as mode choice variables will also be taken into account. Finally, spatial statistics will be applied to predict potential daily travel distances depending on various geographical locations. By estimating and comparing each individual’s daily trip distance, this study will be able to investigate whether or not travel patterns of the elderly are clustered.

The findings will provide a deeper understanding of the travel behavior and challenges affecting the aging population. The results will provide a firm foundation to establish the effective land use strategies that can increase local accessibility of the elderly.

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SOCIAL EQUITY IMPLICATIONS OF INCREASED TRANSIT ACCESSIBILITY: A CASE STUDY IN TORONTO (1996-2006)
Abstract System ID#: 4695
Individual Paper

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Cities are in constant change. Transportation networks evolve, land use patterns shift, and people relocate. New public transit infrastructure, by providing new or faster connections to desired destinations, can have profound and long-lasting effects on neighborhoods. The many positive impacts of new transit infrastructure have been well established. These would include: property and home prices (Knapp, Ding, & Hopkins, 2001) quality of life (Michalos & Zumbo, 1999) environmental, health, and activity outcomes (Wilkinson & Marmot, 2003), and accessibility and social inclusion, particularly for those without a car (Grengs, 2001; Lucas, 2006). However, in recent years, important social equity questions regarding these same processes have begun to be more closely examined in transportation planning and research contexts, for example, whether these positive effects are equitably shared among neighborhoods and income groups. This study measures the social equity impacts of changes in the transportation system over time in the Toronto Metropolitan region. It also explores an important and emerging topic—how major transit improvements can be beneficial to current residents but also play a role in neighborhood change and population displacement. Capitalizing on the richness of the available data—a detailed travel time matrix by all modes for 1996 and 2006 and census data from the same years, including the home and work location of all employees by 11 job categories in the Toronto region—we are able to examine transport equity on three levels, spatially, temporally and by job type. This research addresses two important and interrelated questions:

• Are socially disadvantaged neighborhoods benefitting equitably (in terms of increased accessibility and decreased travel time to desired destinations) from the infrastructure and land use changes in this time period?
• Are changes in transit accessibility correlated with changes in neighborhoods? For example, have increased property values and the desirability of neighborhoods led to the displacement and/or further social isolation of some residents?

Several important network changes occurred between the years covered by the data including a new subway line and a number of new commuter rail stations. In addition, this was a period of rapid growth in the region with significant land use and population shifts that impacted regional accessibility levels, making this an ideal time period to study. Indicators of neighborhood change (housing tenure, displacement of residents, education and employment rates, and
income) are examined to determine whether areas which have benefitted from increased transit accessibility are also undergoing neighborhood change at a rate that differs from the region as a whole. Understanding who benefits from transit improvements is crucial in developing transportation policy that leads to equitable outcomes. The methodology proposed is a useful way in which to bring issues of social equity directly into the planning process.

References

Abstract Index #: 692
COMPARATIVE STUDY OF HIGH-SPEED RAIL’S IMPACT ON AGGLOMERATION ECONOMIES BETWEEN EUROPE AND ASIA
Abstract System ID#: 4696
Individual Paper

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The arrival of high-speed trains brings an unprecedented shrinkage of time and space, which is called “the shrinking continent” (Spiekermann and Wegener, 1994). Usually, agglomeration economies as referring to the size and density of cities have been considered as a key factor to measure the level of productivity for cities. As theory suggests, significant investments in public transport infrastructure could lead to higher-density employment clusters, increased firm productivity and consequently enhancement of agglomeration economies. A considerable travel time reduction from high-speed rail (HSR) investment could therefore redistribute the location of economic activities and increase agglomeration economies. However, these important economic impacts of HSR investment are still in dispute in empirical studies.

Adding to existing knowledge, this paper is going to explore three fundamental research questions: 1) what is the magnitude of HSR’s impact on agglomeration economies at various scales of urban areas? 2) what are the different outcomes of HSR investment between Europe and Asia? and 3) what is the implication for America? In literature, most scholars have proved that HSR investment can generate positive impacts on agglomeration economies (Graham and Melo, 2011), but the strength of these impacts have not been clearly defined. Especially, for the second and third questions, nobody has systematically discussed and analyzed this topic yet. Therefore, the findings of this study are going to not only add knowledge to current literature in this research field, but also use evidence from Europe and Asia to help policymakers and funders to make decisions on high-speed rail investment in the United States.

To do so, my research begins to define study areas, including cities from United Kingdom, France and Spain in Europe, China and Japan in Asia. Then, using the multi-variate regression (before/after and with/without), this research is going to explore the general relationship between high-speed rail service and agglomeration economies in 100 cities of Europe and Asia, holding constant the level of other transportation service and economy’s growth factors such as network of transport service, the number of air flights, social-demographic characteristics, financing budget, industry characteristics and city land use characteristics. This research expects that high-speed rail investment creates positive benefits on agglomeration economies and relative smaller cities enjoy more benefits than bigger cities, for example, if there is a travel time reduction between Philadelphia and New York City, Philadelphia benefits more. Based on results of this analysis, my research will further give recommendations for HSR investment in America and point out the areas
that are suitable for HSR investment, while others may be better for airplane mode. Extensive discussion and conclusions will be available by the time of conference in November.

References


Abstract Index #: 693
THE ROLE OF HISTORICAL INSTITUTIONALISM IN PUBLIC TRANSPORTATION POLICY: A CASE STUDY OF TALLAHASSEE, FLORIDA
Abstract System ID#: 4697
Individual Paper

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Institutions are often defined as rules that structure behaviors. Three types of analytical approaches – rational choice institutionalism, sociological institutionalism, and historical institutionalism – have been developed to explain the role of institutions in political and social outcomes (Hall and Taylor, 1996). Rational choice institutionalism describes individuals as rational decision makers who follow rules, whereas, individuals are “satisficers who act habitually” for sociological individualism (Steinmo, 2008). Historical institutionalism, on the other hand, positions itself between these two approaches by identifying individuals as “both norm-abiding rule followers and self-interested rational actors” (Steinmo, 2008, 163).

Historical institutionalism employs an understanding of path dependency that highlights the importance of causal sequences in the past. The concept of path dependency suggests that future decisions are limited and embedded by the decisions made in the past, and the changed conditions are not always enough for a shift in policy decisions. Path dependency creates a policy situation where the organizations are weak and have limited options that they cannot create their own preferred policy agendas, and responding to changing public preferences becomes difficult when public policies are institutionally embedded (Low and Astle, 2009).

This research uses a case study of Tallahassee, Florida, a classic, decentralized, sprawling community to investigate its public transit path dependency from an historical-institutional approach. Star Metro, the local transit agency in Tallahassee, Florida, has been considering a redesign of the bus transit network to make it better fit the area’s decentralized pattern of population and employment, and it has recently restructured its bus network from a CBD-radial pattern to a decentralized multi-destination network structure with multiple transfer centers in summer 2011. The transit restructuring process took so long that it is worth to investigate the reasons for resistance, if any, from an historical institutional perspective. I hypothesize that path dependency explains the actions of different stakeholders involved in local transit policy, and the ultimate outcome is determined by institutional history.

Through this research, I address three research questions: (1) how does historical institutional structure in Tallahassee shape and cause particular sets of preferences for the present and the future? (2) Is there any resistance to adoption of new transportation policies by different transportation institutions that creates a transport policy environment that has not changed for so long? (3) Do local government officials, policymakers, and major stakeholders in transportation field agree with the key story lines of transport policy in Tallahassee?

This research investigates the public transport policy in Tallahassee using the research method developed by Low et al (2003): an interview of local government officials, policymakers, and major stakeholders in transportation field asking one open-ended question “In Tallahassee a high priority in government infrastructure investment is given to funding improvements to roads. In your view, what is the primary reason for this?” followed by statements about transportation
policy and planning in Tallahassee. The results of the interviews help to link the story lines in the cultural record and the beliefs of key players in the transportation policy arena (Low et al, 2005).

This research explores the transit restructuring process of Tallahassee with an emphasis on institutions. By asking empirical questions within the historical context, it explains specific outcomes in local transit policy by questioning why particular paths were taken by decision makers. This research shows how institutional structure shapes the political process and outcomes, and why local transit policy actors behave within the institutional framework they find themselves in. The findings of this study also provide broad insight into the role of path dependency in public transit decision making beyond this one case.

References

CAN THE MAXIMUM OFF-STREET PARKING STANDARD ELIMINATE EXCESSIVE SUPPLY?
EVIDENCE FROM LONDON, UK

The cornerstone of off-street parking policy has been the minimum standard that requires developers to provide at least a certain amount of parking spaces on site. This policy has been criticized as irresponsible to parking demand and over-supplying off-street parking spaces, contributing to the worsening traffic congestion, urban sprawl, and housing affordability. The main policy alternative is to either remove this minimum requirement or replace it with a maximum requirement. According to Shoup (2011), at least 129 local governments in the US removed their minimum parking standard in some areas of their jurisdictions by 2009. A certain form of maximum standard has been adopted by many major cities in North America, such as New York City, Los Angeles, San Francisco, Washington DC, Seattle, Portland, Ottawa, Vancouver, Toronto, Atlanta, San Diego, Chicago, Minneapolis, and Phoenix, and worldwide, such as London, Amsterdam, Paris, Zurich, Sydney, Brisbane, Seoul, and Singapore. However, except for some sporadic studies on individual developments, scholars have yet to prove that the switch from a minimum to a maximum standard is indeed effective in terms of eliminating the excessiveness of off-street parking.

This research presents probably the first systematic evaluation of the maximum standard impact on off-street parking supply. It uses London, UK, as an example, where a maximum standard has replaced the minimum one after 2003 for all developments. The data includes 11,428 building permits for new and non-policy residential developments in 30 boroughs from 2004 to 2009, collected from the London Development Database. We first compared the new maximum and the old minimum standards, and found almost half of them stay the same while the other half actually reduce, especially for those in outer London.

We then compared the actual number of off-street parking spaces with the maximum standard. The average ratio between the two is 0.77, which means that on average these developments provide 0.23 percent below the maximum allowed level. A total of 127,728 off-street spaces are eliminated due to the parking policy change. About 90 percent of
them are due to the removal of the minimum standard and 10 percent due to the cap of the maximum standard (for developments that provide exactly at the maximum level).

Not surprisingly, there is a big variation among developments. 25 percent of developments provide zero parking spaces, 24 percents provide exactly at the maximum level, and 20 percent exceeds the maximum level due to exceptions. Without the zero parking developments, the ratio between actual supply and maximum standard equals almost one, which suggests that the maximum standard alone might be less effective without the car free housing initiatives adopted by many boroughs, which partly contribute to the many zero parking residential developments.

We also found that the relationship between supply reduction and distance to urban center is not linear. Instead, it takes a slightly U curve, less reduction in central and outer London and more reduction in the areas surrounding the urban center, despite the high density and convenient transit in the urban center. This is probably caused by the concern of spill-over to already crowded street parking. Actually, the maximum standard is also slightly higher in the urban center than in the surrounding areas. The relationship between transit accessibility and supply reduction is almost linear. We also observed a trend to develop large housing units from 2004 to 2009, which could be caused by the gradual nature of the parking standard in London, which allows more parking spaces for large units. This move could partly off-set the potential parking reduction caused by the maximum standard.

All in all, the research shows the complexity in the market response to the parking standard. A maximum standard is not a panacea in itself and is only effective when designed appropriately and in combination with other policies.

References

EXPERIENCING ACCESSIBILITY: LOW-INCOME WORKER TRAVEL IN POST-KATRINA NEW ORLEANS

Access to jobs is one of transportation’s most important benefits, but traveling to employment locations can prove challenging for low-income workers. Efforts to improve job accessibility emphasize mass transit for reverse commuting, in part due to the influence of the spatial mismatch hypothesis. Blumenberg (2002) argues that such programs have limited benefits for low-income women, whose employment choices reflect household and other responsibilities. Furthermore, travelers may have fixed-location or time-constrained activities, in addition to home and work, that limit the opportunities available to them (Schwanen, Kwan, & Ren, 2008). Yet, most measurements of job accessibility consider only direct travel between home and work. The field of planning can develop a more nuanced understanding of job accessibility, drawing both on space-time measures (Schwanen, Kwan, & Ren, 2008) and exploratory research on low-income worker and household mobility (Boschmann, 2011; Clifton, 2004). This research adds to the latter and examines the perceived accessibility and experienced mobility of low-income workers in New Orleans.

Findings indicate that perceived accessibility differs substantially from conventional measures. Low-income workers face more constraints than such measures account for, but also develop strategies to increase mobility despite heightened challenges in Post-Katrina New Orleans. Findings are based on semi-structured interviews with low-income workers who travel to work using a mode other than a single-occupant vehicle. Post-Katrina New Orleans provides a unique context, due in part to a dramatically reduced transit system, but insights on the complexity of accessibility are...
applicable to other metropolitan areas. Findings will be useful for researchers and practitioners seeking to understand and enhance job accessibility.

References


Abstract Index #: 696

MODELING FREIGHT MODE CHOICE: AN INTEGRATED FRAMEWORK FOR ANALYZING TRAVEL BEHAVIOR USING AGGREGATE AND DISAGGREGATE DATA

Abstract System ID#: 4708
Individual Paper

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In an increasingly competitive national and global economy, shippers, carriers, and other business / industry stakeholders rely on a safe, efficient, reliable, and cost-effective freight transportation system (Samimi et al. 2011). As a result, there is a growing awareness of the importance of freight transportation and a corresponding thrust at Federal, state, metropolitan, and local level (Nam 1997). However, there are some major challenges of modeling freight activities due to the inherent complexity of freight travel. First, modeling freight demand needs to consider multiple dimensions of measurements (e.g. volume, weight, number of vehicle trips). Second, freight movements are the result of complex interactions of shippers, carriers, and receivers. Third, it involves extremely diverse commodities with a wide spectrum of opportunity costs. Fourth, there lacks freight demand data that causes freight demand with disaggregate discrete models is considerably less than passenger demand research.

This paper discusses how freight mode and route choice is made to analyze travel behavior of shippers for a varying range of commodities, dollar value and weight of shipment. A discrete choice analysis methodology is adapted with critical factors such as the time value of money by type of commodity movement, attractiveness of a rail mode for long distance freight trips, sensitivity of a freight trip to tolls. Freight Analysis Framework (FAF) data is used to analyze existing shipment, and a multinomial logit model is proposed consisting of seven freight modes and a number of FAF data derived independent variables.

The paper further discusses the challenges in working with aggregate data like FAF, and outlines the need for using disaggregate data. Aggregation over heterogeneous commodity types can cause a bias in the estimation of models. Therefore, disaggregation over commodity groups can result in better understanding of freight mode choice. In some cases, however, aggregate models might be preferable because they are less costly and may be adequate for prediction. The model is applied in the state of Maryland and the result shows that the proposed methodology can be used for macro and micro level policy decision making objectives, such as project planning, corridor studies, and freight tolling.

References

RELATIONSHIP BETWEEN URBAN SPATIAL CHARACTERISTICS WITH VEHICLE EMISSIONS AND CARBON DIOXIDE

Existing studies on the relationship between urban form and the amount of vehicle emissions argue that the total amount of greenhouse gases such as carbon dioxide (CO2) and tailpipe gases is affected by physical conditions such as population density, land use of an urban area, and citizen activities and social interactions. Most results of the studies are based on demographic analysis, one of the most important factors deciding urban characteristics, and generally show that higher urban population densities could diminish the total amount of vehicle emissions. Yet these studies do not explain in enough detail the consequences of demographic characteristics such as relative spatial location, density, and population distribution on vehicle emissions. Rather, they highlight only broad effects with areawide density measures on whole metropolitan areas. Those measurements cannot adequately explain real-world phenomena because modern cities are becoming more complex and varied, changing their forms frequently.

This investigation starts with the idea that we need to understand more clearly the causality of the relationship between major urban spatial characteristics and emissions, because an enormous portion of both air pollution and greenhouse gases comes from vehicles used in urban spaces. In addition, reduction of conventional vehicle emissions has become a social issue due to an increasing interest in environmental problems, especially how to decrease greenhouse gases throughout the world in response to the effects of global climate change.

The purpose of this study is to clarify the relationship among vehicle emissions, demographic characteristics, and various urban spatial characteristics (residents’ location and employment, retail facilities, etc.) in urbanized areas, using comprehensive perspectives. This approach should overcome the limitations of previous studies that usually considered only partial and fragmentary urban characteristics.

In practice, this study examines changes in the total emissions of CO2 and three conventional vehicle emissions — carbon monoxide (CO), volatile organic hydrocarbons (VOC), and nitrogen dioxides (NO2) — according to population density, relative spatial distribution of population and employment, commute time, average distance between residents and workplaces, and average distance from residents to central and main retail facilities for 95 urbanized areas in the United States. In terms of calculating the amount of vehicle emissions, Average Daily Vehicle Miles Traveled (ADVMT) in urbanized areas is used because vehicle emissions and CO2 are strongly tied to it. ADVMT is determined by size, density, and spatial distribution of the population, along with other spatial characteristics in urbanized areas and their spatial correlation. The main sources of data are Census 2000, Census Transportation Planning Products (CTPP), and TIGER/LINE shape files. The relationships are scrutinized by multiple regression analysis. All targeted emissions of each urbanized area are then estimated by MOBILE 6, considering ADVMT and average vehicle speed in urbanized areas because they affect vehicle emissions. Finally, the effects of demographic and urban spatial characteristics on vehicle emissions are considered according to this estimation. In addition, this study quantifies the economic value of reduced or increased vehicle emissions, along with CO2 from the change of urban spatial characteristics, to decide whether an urban spatial structure change or planned population arrangement would be economically feasible.

In terms of academic contribution, this research is significant because it investigates the effects of urban spatial characteristics on vehicle emissions and CO2 using more detailed and sophisticated methods than in past studies. Practically, the effectiveness of air quality controls and CO2 reduction from development projects or related policies can now be estimated. To be more specific, we can assess the approximate amounts of vehicle emissions and CO2 according to the development scenarios.

References
GROWING A REGION DESPITE CONGESTION: CONTEXT MATTERS

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Abstract System ID#: 4732
Individual Paper

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While many transportation planning interventions continue to be justified on the basis of congestion alleviation, practitioners and researchers are shifting their attention to policies which enable individuals, firms, and regions to adapt in order to function at high levels despite congestion (Mondschein, Brumbaugh, & Taylor, 2009). Many have identified the potential for congestion to be an economic drag on metropolitan areas (Boarnet, 1997; Graham, 2007; Hymel, 2009), but less research has highlighted the conditions under which different planning policies can moderate congestion’s diseconomy and contribute to “better” regional adaptation: congestion resilience.

Using case studies and panel data models, this study identifies potential policy contributions to regional adaptation to congestion under different contexts. This research employs a metric of congestion resilience which focuses on the capacity of a regional economy to grow at a relatively lower “cost” in congestion growth. First, by estimating sources of congestion resilience for 88 U.S. Metropolitan Statistical Areas (MSAs), this study identifies common policies which enable employment growth (1993 to 2008) or productivity growth (2001 to 2008) despite less congestion growth across the spectrum of regional congestion levels. Next, using a case study approach, this research focuses on four of the five most congested MSAs in the U.S. to explore regionally-specific policy portfolios which distinguish congestion resilient Los Angeles and Washington, DC from congestion unresilient Chicago and Houston. Data sources include the Texas Transportation Institute’s 2011 Urban Mobility Report, the U.S. Census Bureau, the U.S. Census of Governments, the Current Population Survey, the Bureau of Economic Analysis, the Federal Transit Administration, and the Federal Highway Administration.

Results indicate that policy contributions to congestion resilience vary significantly for different MSAs. When pooling metropolitan areas across the range of congestion levels, sources of congestion resilience parallel “good” economic policy, more generally. This suggests that the most promising policies for enabling a region to prosper despite congestion are to primarily focus on economic competitive advantages such as a highly-educated labor pool and efficient municipal governance. In contrast, results using the four case studies suggest that the role for transportation and land use planners in fostering congestion resilience is much more important for the high-congestion MSAs. Significant differences in road transportation policy, public transit policy, and urban spatial structure appear to be distinguishing characteristics between congestion resilient Los Angeles and Washington, DC and congestion unresilient Chicago and Houston.

References

There is a great deal of research documenting the myriad factors impacting active travel (i.e., bicycling and walking), particularly objective measures such as built environment factors and individual characteristics (Pucher, et. al., 2010; Saelens & Handy, 2008). However, research suggests that subjective preferences, perceptions, and attitudes may play an important role in individual mode choice and use of active transportation modes (Dill & Voros, 2007). Using repeated cross-sectional data from five cities in the United States, this paper addresses the questions: how have attitudes and perceptions of active travel been impacted by policy and infrastructure investments to promote such modes? What types of interventions to promote active travel may have the greatest impact on attitudes toward such modes? What is the relationship between attitudes and use of active travel modes?

This paper uses community surveys from five cities around the United States collected by the Non-motorized Transportation Pilot Program (NTPP). The NTPP was enacted under the federal transportation bill SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), providing $25 million each to four pilot communities in the United States (Columbia, Missouri; Marin County, California; Minneapolis, Minnesota; and Sheboygan County, Wisconsin). Utilizing a quasi-experimental pre-test/post-test research design, with control, surveys were administered to a probability-sampled population in each of the four pilot communities (as well as in Spokane, Washington: the control group) in 2006 (Phase 1), at the start of the program, and then again in 2010 (Phase 2), to track changes in travel behavior and attitudes across the communities.

The NTPP community surveys tell a nuanced story about attitudes toward neighborhood features, as well as the barriers to walking and cycling (and how they have been influenced by NTPP interventions). By examining correlates of specific attitudes or attitudinal factors we find that in certain cases, attitude change may be correlated with underlying national trends and likely unaffected by local interventions, while in other cases, city-specific interventions may be correlated with changes in specific attitudes or attitude factors. This paper stops short of causal arguments, rather we focus on evaluating plausible logic models informed by existing conceptual and theoretical models drawn from the active travel literature (Krizek, et. al., 2009); we also discuss opportunities for future study of the relationship between attitude, behavior, and active travel interventions.

Substantive findings from this research are relevant to planning practice, while methodological findings are relevant to planning researchers. This paper draws on the public health literature on intervention evaluation to provide conceptual and theoretical guidance (Schweigert, 2006). We employ lessons from the evaluation literature to address two topics: (1) how are attitudes and behaviors impacted by specific policy and infrastructure interventions, and (2), what are the most appropriate methods for evaluating such interventions (e.g., when, and using what sampling strategy can we best assess impacts of a policy versus an infrastructure investment?). Our aim is for the former topic to provide evidence-based guidance to practitioners, while the latter may further intervention evaluation in transportation planning.

References


Abstract Index #: 700
MINIMUM STREET WIDTH AND ON-STREET PARKING REQUIREMENTS IN RESIDENTIAL NEIGHBORHOODS: A DEVELOPER SURVEY
Abstract System ID#: 4749
Individual Paper
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Residential streets in many places across the country include on-street parking lanes on one or both sides. The provision of on-street parking is often required by local governments within a broader regulation of minimum street width and street layout guidelines. This regulation, usually set up to secure safe and efficient traffic flows, has become de facto a minimum requirement for on-street parking.

While the linkage between street width and traffic safety remains controversial, there is reason to believe that the provision of on-street parking is excessive in many residential neighborhoods. Given the abundance of off-street parking in low-density neighborhoods, the overall parking supply far exceeds demand. That is to say, homeowners could be paying more than they want for constructing and maintaining these under-utilized parking spaces, even though they often (mis)believe that street parking represents a “free welfare” from the governments (or developers).

A national survey of public officials conducted in 2011 revealed various practices and mixed opinions of local street width/on-street parking regulations. It was found that, although most of the cities surveyed have minimum street width and on-street parking requirements, many of them allow private communities to build narrower streets without parking lanes. What, apart from ownership, makes private streets different? Do people living in private communities have lower demand for street parking, or are they deprived of the “free welfare” of on-street parking as well as the safety protection guaranteed by wider streets? Ben-Joseph (2004) argued that, being subject to less strict regulatory requirements, private communities allowed developers to adopt more efficient, and sometimes more environmental friendly, design features. Are private communities an escape from the excessive standard of minimum street width and on-street parking?

The present study examines these questions through a survey towards land developers who develop residential subdivisions and construct local streets. Specifically, three issues will be explored: 1) do minimum street width and on-street parking requirements impose any extra burden on developers and/or home buyers? If yes, to what extent? 2) When and why do developers choose the “private community” option? Is it a viable means to avoid excessive government regulations, including the minimum street width standard and the on-street parking requirement? 3) If the street width standard were relaxed and on-street parking were to become optional, how would developers react? How would it affect housing affordability, density or land use efficiency?

The study appeals to revisit the longstanding minimum street width standard and on-street parking requirement. The oversupply of residential on-street parking may not only restrict density, accelerate urban sprawl and impair housing affordability, but also contribute to the often criticized phenomenon of free parking at a large scale, which subsidizes and encourages car ownership and car use. Findings of this study would shed light on the effects of current regulations on subdivision development and house affordability, as well as provide suggestions for planning and policy innovation on local street regulations.
In this paper, the authors present an integrated land use and transportation model representing a set of visionary growth scenarios and infrastructure developments. These scenarios are developed to serve as guidelines to the state of Maryland in formulating future plans. The land use component consists of five scenarios: Constrained Long Range Plan (Baseline), Build Out, Transit Friendly Development, Market Driven Change and High Energy Price. Four transportation scenarios include diverting long distance trucks from highway to rail, improving transit service by decreasing headways and lowering fares, and adding a network of toll roads. The land use model is a three layer econometric model which incorporates changes in households and employment at national, state and statewide modeling zone level. The transportation model is a four-step travel-demand model with input provided by the alternative land use scenarios, designed to produce link-level assignment results for four time-of-day periods, nineteen trip purposes, and eleven modes of travel.

The analysis consists of four steps (1) Land use only scenarios, where changes to the land use patterns can impact the transportation system; (2) Transportation only scenarios, where a fixed land use pattern (i.e. CLRP) is assumed and changes are made to the transportation network. This analyzes the potential for the transportation system, acting alone, to influence Maryland’s future; (3) Combinations of transportation and land use scenarios, where alternative combinations of land use and selected transportation network changes are tested to determine how they might act in consort to promote a desirable outcome. The land use model results are reported in terms of changes in households and employment. The transportation model results are reported at systemwide level using measures such as Vehicle Miles Traveled, Vehicle Hours of Travel, Vehicle Hours of Delay, and Congested Lane Miles. The combined land use and transportation scenario impacts are examined in further detail by trip purpose and by income groups. The scenario planning results show numerous insights on land use growth patterns and their corresponding transportation impacts. The proposed modeling suite can be used as a tool to aid in statewide and regional planning and decision making.

References

INSTITUTIONALIZING BICYCLE AND PEDESTRIAN MONITORING PROGRAMS: CHALLENGES AND STRATEGIES

Abstract Index #: 4758
Individual Paper

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Information about use of non-motorized infrastructure such as sidewalks, bike lanes, and trails is needed to support planning and improve management of transportation systems. However, state and local transportation officials across the United States generally lack traffic volumes and other data about use of facilities. This paper describes progress and challenges in establishing programs to (1) collect and report non-motorized traffic volume data and (2) integrate these programs with federal and state traffic volume monitoring programs. Following a review of the literature on traffic monitoring, the paper reports the results of a survey of state transportation agencies on their efforts to institutionalize non-motorized data collection. The survey reveals that only a small number of state departments of transportation are engaged in collection of non-motorized traffic data or are collaborating with efforts by local governments or non-governmental organizations to monitor bicycle and pedestrian traffic. Then, using the state of Minnesota as a case study, the paper compares the scope of its vehicular traffic monitoring with non-motorized traffic monitoring and assesses strategies for institutionalizing non-motorized traffic monitoring. Although Minnesota regularly monitors vehicular traffic at more than 32,000 sites across the state, the State does not maintain any sites for monitoring non-motorized traffic volumes. A few municipal and non-governmental organizations collect bicycle and pedestrian data, mainly through field observations. Technological, financial, and administrative challenges to increasing monitoring are reviewed. Feedback from members of a technical advisory committee is used to assess the viability of different approaches to strengthening non-motorized traffic monitoring. The paper concludes with a discussion of policy changes that might lead to more comprehensive bicycle and pedestrian traffic monitoring, including strategies for institutionalizing non-motorized traffic monitoring.

References
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ANALYZING TRANSIT EQUITY AND CONNECTIVITY IN MULTIMODAL TRANSPORTATION NETWORKS

Abstract Index #: 4760
Individual Paper

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One of the most important roles that public transit serves is bridging the mobility gap between captive and choice riders. To adequately work in this capacity, groups that lack private transportation must have access to high quality transit service. For many urban residents, transit operates as their only conduit to employment opportunities (Blumenberg & Ong, 2001). A lack of access to good quality transit for these individuals can result in low employment participation and long-term cycles of poverty (Sanchez, 1999; Sanchez, Shen, & Peng, 2004).
While many measures of accessibility exist, due to the complexity of transit networks and the scale of the urban areas they typically serve, the literature shows limited research has been conducted on developing a tool to measure how equitable the distribution of transit access is in a region. We propose a method to quantify the quality of service at each transit node in a network, combined with an index to measure the inequity (concentration of quality service) at several geographic scales.

This paper takes a unique approach to measuring transit connectivity and accessibility to high quality transit service in a region. We first construct an index of transit connectivity that incorporates a graph theoretic approach to determine the performance of large-scale multimodal transit networks. The purpose of the index is to quantify measures of connectivity within a transportation network at the node level. The connectivity index is constructed with an assessment of service quality that incorporates the unique characteristics of each transit line and stop including frequency, speed, distance, capacity, required transfers and activity density of the underlying land use served by a transit node. The result of the index is a measure of transit service quality at each stop, along every transit line. This nodal connectivity index is then applied to a functional form of the Gini coefficient, a variant of the Lorenz Curve, to measure the distribution of quality transit access in the region. The Gini coefficient measures the rank distribution along a linear Lorenz equity line, which represents the cumulative population share of a given attribute (Marshall & Olkin 1979). Typically, Gini coefficients are a measure of income distribution so that a score of 0 represents perfect equity where income is evenly distributed and a score of 1 is perfect inequity where wealth is concentrated in a few hands. The same principle applies to transit service equity in this paper; geographic areas are ranked based on the distribution of transit connectivity scores to determine how well access to quality transit is distributed. This paper applies the methodology to the several transit service areas in the Washington-DC metro area to measure transit equity across the region.

The indicators developed in this paper provide planners with a set of tools that can be used to measure transit accessibility at a variety of geographic extents. The indicators offer an approach to incorporating the unique characteristics of transit networks, that is often difficult to quantify. With this tool, transit service planning can better approach the issue of equitable access.

References
transportation and the relatively meager level of investment is directed toward targeted populations only (such as poor, disabled and elderly). In this research we test whether cultural barriers truly exist and if yes, are they representative of such an attitude due to relative lack of provision for public transportation. We conducted a mail-out survey of a sample of two thousand households in Jackson Metropolitan Statistical Area. The survey findings reveal a few surprising ideas. Although the respondents overall have a far more positive notions about their private cars and trucks, when asked only about public transportation, a significant majority of the respondents view it positively. This is a very interesting finding in that it is probably not true that people are culturally biased against public transportation and therefore view it negatively. It is only when compared with private cars/trucks that people may view public transportation as an inferior modal choice. The survey also points to the comparative cost of private automobility. In spite of the respondents driving almost twenty miles per day, for a large majority of them the cost of private automobiles in terms of traffic congestion and the direct coast of gasoline are affordably low. Therefore, in spite of the majority of respondent maintaining a positive impression of public transportation, modal choice for travel tilts in favor of private automobiles.

References


NEW URBANISM, NEW SUBURBS AND OLD TRADITIONAL NEIGHBORHOODS: A COMPARISON OF TRAVEL TRENDS ACROSS NEIGHBORHOOD TYPES

Abstract Index #: 705

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Nationwide, it has become apparent that there is more to building neighborhoods that promote walking, cycling, and transit use than simply following minimum density requirements or New Urbanist-style design tenets. As communities continue to invest in new construction intended to approximate our older, denser, and more established neighborhoods, the data suggests that we may be missing key ingredients in fostering non-automobile travel behaviors through neighborhood development. For example, Denver, Colorado has gained a great deal of attention nationally for the recent Stapleton and Lowry New Urbanist style developments on the Eastern edge of Denver. Although better than most conventional developments along a variety of metrics, these developments have thus far failed to live up to expectations in terms of promoting walking, bicycling, and transit use. This is vexing, since more established Denver neighborhoods – with a number of similar characteristics (such as street network density, demographics, transit accessibility, and regional accessibility – show significantly lower levels of driving. The question then becomes, why are these more established neighborhoods more successful in fostering non-automobile trip behaviors than newer neighborhoods specifically-designed with such goals in mind?

While it has been shown that a myriad of factors impact individual travel behavior (Ewing and Cervero, 2011; Mokhtarian and Cao, 2007) – such as street networks, local and regional accessibility, demographics, self-selection, housing characteristics, and mixed-uses – what is of particular interest is why the New Urbanist developments in the Denver region lag behind older, more established neighborhoods in non-automobile travel? The Denver metropolitan region is representative of many Western and “sun-belt” areas, in part due to its geographical isolation, but also with a central urban core, a second-generation light rail system, and decentralized employment centers. Denver is also one of the few major cities with multiple large-scale New-Urbanist developments located largely within city limits, and the relative success or failure of these developments to live up to expected transportation goals could have far-reaching impacts for future developments.
This research first examines travel behavior across “New” and “Old” Urbanist neighborhoods and finds significant differences across a wide variety of performance measures. For instance, non-automobile mode shares in the New Urbanist developments of Stapleton and Lowry are not as high as would be expected based on the existing literature. At the same time, Denver’s older neighborhoods, which share similar design characteristics, do in fact support significantly higher levels of non-auto travel. These trends are then compared to Denver’s outlying suburban developments to assess the impact of New Urbanism on travel behavior compared to “status quo” development.

We use a regional travel survey collected in 2010 includes over 12,000 households along the Front Range. We employ GIS spatial analyses to assess differences in neighborhood characteristics and travel trends. Our findings reveal certain key differences between Denver’s two New Urbanist neighborhoods and Denver’s older, established neighborhoods: household income is generally higher in the former, regional accessibility is generally lower, transit access is limited (at least for the time being, until crucial spurs of the light-rail system are constructed), the provision of mixed-use development is limited to certain areas, and both New Urbanist developments are surrounded on all sides by high-traffic arterial roads, which may further discourage external trips by foot or bicycle. We incorporate existing literature measuring the impact of the built environment, self-selection, and evaluations of New Urbanism (Handy, 2005; Newman and Kenworthy, 2006) to understand why these communities function the way they do and how future New Urbanist developments can be advanced.

References

A COMPARATIVE STUDY OF ALTERNATIVE METHODS FOR GENERATING ROUTE-LEVEL MUTUALLY EXCLUSIVE SERVICE AREAS IN GIS

Forecasting transit demand is one of the major and necessary tasks in urban transportation planning. Direct demand modeling, one of the approaches commonly used for forecasting transit demand, relies upon regression models. This approach requires the input of very detailed variables in the regression for determining transit ridership within each transit-route service area. Therefore, delineation of the service area of each transit stop is critical in a direct demand modeling as it defines the geographic area where each variable should be measured and spatial data integrated. Since it is often assumed that land use patterns are highly correlated with ridership generation, direct demand model requires an accurate estimation of mutually exclusive service areas within walking distance of each transit stop. This study aims to investigate the willing-to-walk distance in measuring spatial accessibility of bus stops and examine the effectiveness of alternative methods for generating mutually exclusive transit service areas at the route level.

Warning: The abstract index number cannot be generated due to the nature of the content and the absence of data.
the Network Distance-based Service Area (NDSA), are designed to examine the effectiveness of alternative strategies for generating mutually exclusive service areas. Next, this process is validated with on-board survey using a spider diagram. These methods are applied to a case study using three data sources: Google’s General Transit Feed Specifications (GTFS), on-board survey data from Metro Transit (operating in the Minneapolis/St. Paul metropolitan area), and street network data from US Census.

Previous studies indicate that the network distance-based approach is better than the straight-line distance-based one in delineating the service area of a transit stop/station. The main argument has been that a circular buffer with a radius equal to a predefined access distance is unrealistic in the straight-line distance-based approach and it ignores indirect paths and obstructions where the actual walking distance can be much longer than a theoretical straight line or the stop becomes inaccessible to pedestrians. While a NDSA has been a popular GIS method for service area analysis, it also has limitations in terms of both applying distance parameters and defining the service area, which may fall into either underspecified – inaccuracy and lack of connectivity or overspecified – not accessible to pedestrians. This is due to the basic assumption that service areas are generated along available paths only, which is very complicated when the spacing between facilities is very narrow.

The validation with on-board survey data reveals that the two approaches have their own strengths. It is obvious that NDSA in Downtown Minneapolis with small spacing as well as perpendicularly generated to roadways can capture the actual service areas in a more accurate manner. On the contrary, CTPB can be better situated in locations with short cuts, parking lots or open spaces. This suggests that two approaches complement each other and it is possible to combine both (e.g., hybrid models).

The overall conclusion of this paper is that the NDSA approach is not necessarily a better strategy for generating certain catchment areas, especially for mutually exclusive service areas at the route level. Rather, the CTPB approach makes it possible as a better alternative for creating certain mutually exclusive service areas when using consecutive transit stops. These findings may be used to help transit agencies improve the capability of spatial data integration in direct demand modeling.

References

Abstract Index #: 707
THE IMPACTS OF LIGHT RAIL ON RESIDENTIAL PROPERTY VALUES IN A NON-ZZONING CITY: A NEW TEST ON THE HOUSTON METRORAIL TRANSIT LINE
Abstract System ID#: 4831
Individual Paper
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The impacts of rail transit system on residential property values have been examined in many metropolitan areas crossing the world. But there were few studies on the effects of light rail in a non-zoning city. Many studies have pointed out the positive impacts of rail transit due to its improved accessibility of proximity to transit service and its
nuisance effects from noise, pollution, crime, and unsightliness, etc. However, the combination effects of rail transit system can be mixed and it has not reached an agreement which ones dominate. There were few studies As the rail transit in a non-zoning city, that examine the effects of the Houston’s light rail transit (LRT) line, or so-called METRORail, has not received much attention in planning research society ever since it opened to public in 2004. A previous study of the author utilized 2007 household data sets to analyze the impacts of the Houston’s METRORail line and found the net effects of rail transit line on residential property change significantly at different distance ranges from the rail stations. A limit of the study is that the physical environment and neighborhood characteristics in the station areas may not have notable changes after a relatively short time span, i.e. three years after the opening of the light rail. This study employed the most recent 2010 InfoUSA household data to reexamine the effects of Houston’s METRORail line on residential property values. Similar to the previous study, the author adopted a traditional ordinary linear regression (OLS) to investigate the contribution of a set of variables representing the physical, neighborhood, and accessibility characteristics of properties, and also employed a multi-level regression model (MLR) to examine the hierarchical structures of spatial data explicitly. Due to the spatial dependence of the variables in the models, this study also examined the spatial autocorrelation in the modeling process and analyzed its effects on the results. The modeling results suggest that the METRORail line has had significant net positive effects on some residential property values. MLS model captures the difference of the effects with more spatial details. Spatial regression model also improves model fit but spatial autocorrelation cannot be completely eliminated.

References

fares, dramatically reduced transit service and access for city residents. Shortly after the cuts went into effect, the New York City Taxi and Limousine Commission (TLC) announced Group Ride Vehicle Pilot Project to bring commuter van (jitney) service to areas left without regular bus routes. The TLC expected that the Group Ride Vehicle (GRV) project mimic the success of the existing jitney services and provide transit access for people who lost service. The pilot project targeted five service areas in Brooklyn and Queens and the TLC received commitments from many existing operators of commuter vans for the pilot. Once announced, the project was controversial for multiple reasons, including the City’s willingness to privatize transit service with licensed van service and equity considerations for passengers who had to pay more for service and van drivers who are not part of the Transit Workers Union. The first GRV licensed vans began service in September 2010.

Though the Group Ride Vehicle project was a failure at attracting riders, it highlighted the overall importance of commuter vans for certain transit dependent population. Using the TLC Group Ride Vehicle project as our starting point, we explore the value of commuter vans for transit dependent populations. Specifically, we evaluate the equity implications from commuter vans in New York City for riders and operators. We find that commuter vans are highly valued by many riders, and they often act as a complement to conventional transit service rather than a substitute. Riders often choose to take vans over conventional buses even though the vans are more expensive. Riders make this choice to save time, take advantage of higher-quality service and other cultural reasons. Overall, this research suggests that extending van service can positively influence equity of transit riders, and does so at very little cost to the city. In the current era of extremely constrained transit budgets, commuter vans and jitneys offer potential benefits to transit users.

References


The forecasting processes of metropolitan planning organizations (MPOs) are under increasing pressure to address policy concerns such as air quality and climate change. In particular, many policy-makers are demanding better forecasting models that represent the interconnected relationships of activity-making, travel, and land use. MPOs make a step in this direction by expanding the representation of pedestrian and/or non-motorized modes in their travel forecasting models. Such improvements can make modeling tools more sensitive to predicting the mode-shift effects of external changes and policy interventions such as higher energy prices, densification, and non-motorized infrastructure investment.

The practice of pedestrian modeling in regional travel forecasting has evolved since the introduction of the “pedestrian environment factor” in the mid-1990s (see 1000 Friends of Oregon 1993). Since then, many MPOs have begun to explicitly consider non-motorized or pedestrian modes in their travel models by including this or other measures of the built environment. By 2007, the Transportation Research Board reported that more than one third of large MPOs include a separate “walk” mode in their mode choice models, and that more than one half of large MPOs consider non-motorized trips at some point in their modeling processes (TRB 2007, VHB 2007).
At the same time, research about the influences on pedestrian travel has advanced in leaps and bounds, particularly regarding the influence of the built environment (e.g. Ewing and Cervero 2010). Yet the implementation of such relationships in MPO travel forecasting models has been limited at best, in part due to the difficulty of capturing such influences using regional-level data but also because approaches must fit within existing modeling frameworks. A better understanding of how pedestrian travel is currently modeled is needed to improve research methods that can be practically implemented.

This research reviews the state of the practice with respect to the representation of pedestrian travel in regional travel demand forecasting models, with a focus on the fifty largest MPOs (those with a population greater than one million). To do so, it uses both reviews of MPO model documentation and correspondence with MPOs and their model developers. Specifically, this review of the practice describes: 1) the prevalence of modeling pedestrian travel in MPO travel forecasting, 2) the modeling structures in which pedestrian travel is expressed, 3) explanatory variables used to model pedestrian travel, and 4) opportunities and challenges facing further improvements in regional pedestrian travel modeling. Both trip-based and emerging activity-based modeling frameworks are examined. Finally, recommendations are made on the types of research approaches that may be most valuable for the continued improvement of regional forecasting of pedestrian travel.

This study is valuable to practitioners and researchers alike. Practitioners at MPOs or consulting firms who are looking to improve their own region’s representation of pedestrian travel can adapt the most promising modeling approaches. Similarly, researchers can gain insight into the more crucial needs of MPOs and learn how best to tailor their research to improve pedestrian planning and modeling practice.

References

THE IMPACT OF NEIGHBORHOOD-LEVEL BUILT-ENVIRONMENT CHARACTERISTICS ON VEHICLE MILES TRAVELLED: A CASE STUDY OF METRO-BOSTON

A growing body of empirical urban transportation and land use studies suggests that demographic characteristics and accessibility externalities are important determinants of the different patterns of travel activities across cities and regions. At the same time, little is known about the importance of various neighborhood-level built-environment characteristics for the actual travel behavior of individuals. This is crucial since theories of using new design approaches to reduce the negative impacts of urban sprawl, such as New Urbanism, Neo-Traditional Development, and Transit Oriented Development, are rooted in the relationship between the built-environment characteristics and travel behavior. In a case study of the Boston Metropolitan Area, we analyzed spatially detailed data to determine the extent...
to which vehicle miles travelled (VMT) are dependent on micro-level built-environment characteristics and neighborhoods factors when controlling for demographic characteristics.

Many recent empirical studies provide strong evidence that built-environment factors have significant impacts on VMT if the built-environment variables can be evaluated at a convenient level of spatial detail (Kockelman, 1997; Bento et al., 2003; Bhat and Guo, 2007; Ewing and Cervero, 2010; Diao 2010). Particularly, a recent regional-level study of the Boston Metropolitan Area shows that spatially explicit urban structural and demographic factors can explain more than half the variation in observed annual VMT for private passenger vehicles aggregated (by place of garaging) to 750×750 meter grid cells (Diao, 2010). Focusing on the same geographic area, the present paper contributes to this discussion in two ways. First, this paper uses the full sample of the odometer readings from annual safety inspections for all private passenger vehicles registered in the research region to develop annual mileage estimates at finer spatial resolution (250×250 meter grid cells with 15.4 acres each). Second, we introduce neighborhood factors, including school performance and crime rates alongside traditional demographic characteristics and Diao’s built-environment measures. By including additional exogenous neighborhood factors, approximately 82 percent of the variability in VMT estimates could be explained. In addition, our analysis of the relationship between VMT and neighborhood-level built-environment characteristics reveals that there exists a synergetic impact of various built-environment characteristics on travel behavior. Specifically, the travel impacts resulting from the local street patterns, especially for the road structure and walkability factors, differ based on the built year, land use density and access to local shopping centers of a neighborhood. We interpret this as evidence for the existence of location-based social and urban structural factors influencing travel patterns. While such a cross-sectional analysis cannot resolve causality issues, the study does suggest ways in which urban design can influence travel patterns, car ownership, and mobility.

References

Abstract Index #: 711
TRANSIT ACCESSIBILITY & JOBS: COMPETITIVE CLUSTERS, TRANSIT SYSTEM CHANGES, AND ENHANCING REGIONAL ACCESSIBILITY
Abstract System ID#: 4888
Pre-organized Paper Session (Symposium) “Transportation, Opportunity and Equity”

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In the Twin Cities metropolitan area, significant, long-range transit planning activities have been ongoing since the late 1990s. Recently completed and planned changes to the area’s transit system include the six-year old Hiawatha light rail line, the Northstar commuter rail line, the phased implementation of bus rapid transit on Cedar Avenue and I-35W, the Central Corridor light rail line that is now under construction, and several other transitways in planning and development stages. By 2030, the region is expected to have a network of fourteen transitways converging on the Minneapolis and St. Paul downtowns.
Given the changes that the region's transit system is going through, an analysis of the capabilities and limitations of the current system, as well as forward looking changes that can enhance regional accessibility to a spectrum of jobs, including those in the regional competitive clusters, using the future system is necessary. In this presentation, the accessibility provided by the current transit system to different clusters of jobs is investigated. In addition, the relationship between accessibility and neighborhood level socio-demographic variables is explored. Finally, given the anticipated changes to the metropolitan transit system, a number of potential land use growth scenarios are investigated. In these scenarios the 2030 forecasted regional jobs and population are redistributed along (i) the future transitway corridors, (ii) in the central core of the metropolitan area, and (iii) in suburban locations, respectively, at low, medium, and high levels of intensity, and the impacts of these growth scenarios on regional transit accessibility are investigated. We find that, along with the new transit system, there are significant payoffs to be had from a future growth pattern that concentrates jobs along transitway lines than any of the other alternatives investigated.

Abstract Index #: 712
WHY SHOULD WE CARE ABOUT THOSE SILLY PEDESTRIANS AND BICYCLISTS? BARRIERS TO ADOPTION OF COMPLETE STREETS ORDINANCES IN COWBOY COUNTRY
Abstract System ID#: 4895
Individual Paper
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In what we might deem the “wild west” of Texas and Oklahoma, the car is often viewed as essential as water. We are so in love with our cars to the point of jealousy if there are other modes of transportation on the road or even near it. Land use patterns and transportation certainly have been reflective of a love affair with our private automobiles. However, changes in attitudes towards transit and towards walking and bicycling are evident in planning efforts in many of the cities in both states.

The Safe and Complete Streets Act of 2011 was introduced to House and Senate (H.R. 1780/ S. 1056) to encourage new roadway projects to address a more holistic approach to designing for transportation (National Complete Streets Coalition, 2012). The intention is not to just give lip service to alternative modes but in fact integrate choice into our designs for transportation. This further addresses transportation choices but also helps to address opportunities for physical activity and improved health.

The Complete Streets policy change is slowly making its way through city councils in Texas and Oklahoma with the adoption of supportive plans or resolution in: San Antonio, TX, Austin, TX, Edmond, OK, and Guthrie, OK. The hope is more cities will follow suit and this reemphasis on planning for beyond just the automobile will make a significant difference in the quality of life and overall transportation system for our cities.

Built Environment, Physical Activity & Complete Streets Policy

Public health professionals are engaged in working on multi-level solutions to address negative health outcomes related to sedentary or inactive lifestyles. These health concerns are also a call to action for planners. Researchers continue to establish the correlations between built environment elements such as land use mix or destinations, density, and design (e.g. Aytur et al., 2007; Cervero and Kockelman, 1997; Handy et al., 2002; Lee and Moudon, 2006; Lopez-Zetina et al., 2006) and physical activity. This paper will discuss barriers to implementing the Complete Streets policy which acts as a tool to facilitate improved planning and design of public infrastructure for active transportation. Integrating physical activity as part of daily life through the built environment is one way planners can assist in addressing the obesity epidemic.

Methodology
This study will include surveying planners in selected cities in Texas and Oklahoma to identify the political and possibly professional conflicts that are barriers to adoption of Complete Streets resolutions and/or ordinances. The survey will include planners working in cities where the policy has been adopted as well as in cities where the concepts are being considered by staff but are meeting resistance. This information will assist in tailoring the approach to promoting Complete Streets in this region to reflect concerns by the community, policy-makers and others. Furthermore, the goal will also be to identify roadway projects for future comparison studies. The purpose will be to track the evolution and design of these projects and evaluate the success of Complete Streets in ‘cowboy country’ to address integrated multimodal design and ultimately increased usage by pedestrians and bicyclists on these roadways.

References

ILLUMINATING THE UNSEEN IN NEIGHBORHOOD TRAVEL: A FRAMEWORK FOR EXAMINING THE INFLUENCE OF ATTITUDES, NORMS, AND PERCEPTIONS ON TRAVEL BEHAVIOR.

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Travel behavior is a complex phenomenon that is affected not only by characteristics of the built environment, but also by economic, social, and psychological factors. Understanding and modeling this behavior requires a robust methodological approach that takes all of these aspects into account. Recent research has begun to explore the role of attitudes and perceptions in travel behavior and decision making (e.g. Joh et al., 2011), but the attitudinal questions in travel surveys are often introduced in an ad hoc fashion – based on factors that the researchers feel are relevant, but lacking a theoretical framework. This makes systematic evaluation of the attitude-behavior relationship difficult and policy directions less clear.

Our research builds on recent work on the effects of land-use and attitudes on neighborhood-level travel behavior, and provides a more robust framework for assessing the influence of attitudes and perceptions on travel. We expand on previous research by employing a transdisciplinary theoretical framework of travel behavior (Havens, 1981; Sallis et al., 2006) incorporating attitude-behavior relationships, neighborhood perceptions, and fear of crime into a model that includes previously identified socio-economic and built environment determinants of travel behavior. The central aspect of the framework is an expanded version of the Theory of Planned Behavior (TPB) (Ajzen, 1991). The TPB has gained strong empirical support in health behavior research and in a limited number of travel behavior studies. The theory posits that the intention to perform a behavior is determined by attitudes, social norms, and perceived control over the behavior. Our expanded version of the TPB takes factors into account that have been found to impact travel behavior specifically, such as habit and personal environmental norms (Hunecke et al. 2008).

For this study, we collected data from approximately 300 households in the Los Angeles area during the Fall of 2011. Neighborhoods that comprised the study area included a high proportion of minority residents and households with low and middle incomes. Participants were asked to complete a survey that included socio-economic, attitudinal, and crime-
related questions. Questions were chosen to operationalize the constructs of our theoretical framework, focusing on attitudes toward different travel modes, the environment, social support, fear of crime, and control over personal travel behavior. To measure travel behavior, each household member over 12 years old kept a 7-day log of the number of trips taken by travel mode, minutes walked or bicycled, and miles driven by car.

This paper employs principal components analysis to reduce the multiple overlapping attitudinal questions into underlying factors, which are then used in regression models of mode choice and vehicle miles traveled. Preliminary factor analysis indicates that the theoretical constructs hypothesized in our model do correspond with participants' responses to our questions on attitudes, norms, safety and neighborhood perceptions. Our complete analysis will examine the impact these factors have on both mode choice and vehicle miles traveled. This will be accomplished through regression analysis using a rich set of socio-economic and built environment variables alone and in conjunction with the psychological factors derived from our data.

The goal of this paper is to identify the ways that perceptions, norms, and attitudes influence travel, and the ways they hinder or encourage behavior change - particularly among minorities and those of moderate financial means. Illuminating these “invisible” aspects of travel behavior allows planners and policy makers to target them – through personalized travel information, social support, and feedback on environmental, financial, and health-related benefits attributable to behavior change. These targeted approaches, used in conjunction with changes to the built environment, may help to maximize the impact of investments in sustainable and healthy transportation alternatives.

References

Abstract Index #: 714

PROMOTING ENVIRONMENTAL AND SOCIAL CONNECTIVITY WITHIN CITIES THROUGH TRANSPORTATION
Abstract System ID#: 4906
Individual Paper

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Transportation continues to be associated with and play a major role in the connectivity of urban areas both within dense urban cores and between these urban centers and their surrounding regions. Connectivity enables people to relate to their communities and lifestyles and transportation plays a key role in this. This paper is based on measures of both the physical structure of road and rail transportation systems and population that are interconnected in ways that support connectivity. The databases include the U.S. Department of Transportation National Transit Database and Highway Statistics, the U.S. Census of Population, and the analyses include unique features of these and other population and transportation data.

First, as background, the nature of urban area population growth relative to the type of transportation support is presented by analyzing population trends and patterns in areas with higher growth rates and heavily populated areas.
with the prevalence of road-based travel, road networks, and public rail transportation. According to the U.S. Census, there is little overlap between fast-growing and heavily population areas indicating that very different dynamics are operating in each of these areas. Attributes of these areas are examined in light of an extensive literature, for example, the work of Cervero and Murakami (2010) on density and automobile travel for road travel and a similar literature for public transportation ridership. Continued reliance on automobiles is occurring in fast-growing but smaller areas (Romero-Lankao and Dodman 2011) and this is compared with public transportation access in these areas or the regions surrounding them. Furthermore, these population patterns and trends are related to poverty status revealing the movement of those in poverty into suburbs where there is poor access to public transportation.

Second, measures of two important attributes of connectivity – concentration and flexibility – are developed using unique measures for rail systems in the U.S. based on node and link relationships from network theory (Newman 2010) and applied to characterize heavy rail, commuter rail and light rail transit systems and their users (Zimmerman 2012 forthcoming). These measures are developed and applied specifically to understand concentration and flexibility of transit system networks across the US relative to the populations they serve. Paralleling the findings across transit systems, spatial patterns within selected transit networks are then analyzed also in terms of the degree of flexibility and concentration at a finer geographic scale.

Third, forces disruptive to connectivity include equity issues in transportation, environmental conflicts, and escalating natural hazards and their consequences that have produced untold periods of isolation for many remote areas. The relationships of these disruptive conditions to transportation are addressed.

Finally, a rich set of cases are presented that provide ways for cities to support re-integration or re-connection, for example, through pathways for biking and pedestrian travel, enriching transportation infrastructure for environmental compatibility and connectivity through greenways and ecological corridors, and new technologies to rapidly restore transportation networks quickly after disasters. These support the flexibility and adaptability of roadway grid systems over time (Ballon 2010) and rail lines to changing transportation modes and patterns of usage.

References

Abstract Index #: 715
PREDICTING TRANSIT RIDERSHIP AT THE STOP LEVEL: THE ROLE OF SERVICE AND URBAN FORM
Abstract System ID#: 4913
Individual Paper

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Land use and design around transit stops or stations are very important factors in influencing transit demand, however, few studies exist on this topic. Most previous empirical studies focus on transit ridership at the route-level and largely
assume homogeneous service levels and land use along each route (Chu, 2004). However, these assumptions are not valid, especially the routes that cross areas with dramatic changes in land use as well as social-demographic characteristics, for example, from central business districts (CBD) to suburban areas. Therefore, stop level transit demand models are needed to take into account stop-level land use characteristics, such as the surrounding pedestrian environment. Stop-level models are particularly useful to connect transit demand with demographic and land use characteristics (Peng, 1997).

This research aims to better understand the relative influence of transit service characteristics, demographics, and urban form on transit ridership at the stop level. Secondary objectives are to see how these relationships vary depending upon: (1) the type of region (e.g. large urban vs. small urban); and (2) the scale of analysis, in particular the definition of the buffer areas. We use stop-level ridership data from 7,214 TriMet stops in the Portland, OR region (large urban) and 1,400 Lane Transit District (LTD) stops in the Eugene-Springfield, OR (Lane County, small urban) as the dependent variable for regression models. Independent variables are defined using both circular and network buffers. Categories of independent variables tested include: (1) socio-demographics; (2) transit service (headways, hours of service, transfer stops, park-and-ride lots, bus vs. light rail, etc.); (3) land use (employment, population, land use type, land use mix, pedestrian destinations, parks, etc.); and (4) transportation system (e.g. street connectivity, bike lanes, etc.).

The final model results using circular buffers indicate that the TriMet model does a better job explaining the variation in ridership at the stop-level; the adjusted-R2 is 0.69, compared to 0.61 for the LTD model. Transit ridership was higher at transfer stops, transit centers and stops with park and ride lots, however it was lower as the number of nearby stops increased. Longer headways decreased ridership, and longer coverage time increased service. The magnitude of the variables was similar between the two models, with a few exceptions. Transfer stops had a greater effect on ridership in the Portland region; this likely reflects the larger transit network, providing more opportunities to transfer. Longer headways appear to have a slightly larger effect for TriMet ridership. Each extra minute of headway is associated with a four percent drop in ridership, compared to a two percent drop for LTD. If TriMet riders are more time sensitive, this may indicate that they are more likely to be “choice” riders.

As expected, as total employment and population near a stop increases, so does ridership – but only in the Portland region. The portion of land used for multi-family residential and commercial uses is significantly and positively associated with higher ridership in both locations. The proximity to pedestrian-oriented destinations is significant in both models; for each additional destination within the ¼-mile buffer, ridership goes up by 1-2%. The significance of this variable likely explains why the land use mix entropy index is not significant in either model. This indicates that the pedestrian destination measure is more appropriate for predicting transit ridership. Street connectivity is positively associated with ridership.

The model using network buffers was slightly better for the Portland region (adjusted R2= 0.71), but about the same for Lane County. The final paper will examine the differences in the coefficients between the models (large v. small urban area, network vs. circular buffer, and size of buffer) and the relative contribution of the different categories of variables, e.g. transit service vs. urban form.

References

Abstract Index #: 716
TRANSITWAYS AND ACTIVE TRAVEL: THE IMPACTS OF THE HIAWATHA LIGHT RAIL LINE ON WALKING AND BICYCLING
Abstract System ID#: 4939
Individual Paper

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Existing research has established that both transit use and the built environment are related to increased walking. However, in many cases, “walkable” neighborhoods and “transit-rich” neighborhoods are one in the same. This paper fills a significant gap in the literature on transit, active transportation, and the built environment. Findings from this paper will also provide insight for practitioners on the expected travel behavior outcomes of transit investments and smart growth development.

Numerous studies have identified increased levels of walking associated with public transit use (Besser & Dannenberg 2005; Lachapelle & Noland 2012). Lachapelle and Noland (2012) found a stronger relationship between walking and commuting by rail than bus, but without addressing built environment effects, it is unclear whether this difference is really a product of the built environments that typically contain rail infrastructure or bus networks. Demographic differences in rates of walking to transit, even when controlling for income, are suggestive of a built environment and/or transitway effect (Besser & Dannenberg 2005). Studies of the role attitudes and residential self-selection play in predicting active travel have mixed results (Handy, Cao, & Mokhtarian 2007; Joh, Nguyen, & Boarnet 2011). These studies invite questions about the interaction of transitway facilities, the built environment, and attitudes on engagement in active transportation.

This study’s central objective is to disentangle the effects of transitways, attitudes, and the built environment on incidence and duration of active travel. Our research paper uses a matched pair case study of 1303 survey respondents from the Hiawatha Light Rail corridor, two urban control corridors, and two suburban control neighborhoods to identify the relationships between light rail transit, walking, and biking.

Travel preferences and sociodemographics are controlled for using survey responses. We also controlled for the built environment by constructing a set of spatial variables around each respondent’s home address to objectively measure density, transportation network, land use diversity, housing mix, and local destinations (shopping, restaurants, etc.). The inclusion of four control corridors with similar sociodemographic profiles and no major transitway enable us to control for corridor-specific effects and isolate the impacts of transitways.

References

AN EXPLORATION INTO THE INFLUENCE OF GEOGRAPHIC SCALE AND LAND USE MIX ON NONMOTORIZED TRAVEL
Abstract System ID#: 4946
Individual Paper
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While considerable attention has been directed toward analyzing the influence of the built environment on travel behavior, there has been less research concentrated on defining the appropriate geographic scale to measure this relationship. General consensus seems to be that the utilization of a disaggregate scale (e.g., block group) is superior to past practices that measured built environment variables at a more aggregate geography (e.g., traffic analysis zone). Moreover, recent work has sought to discredit the use of fixed neighborhood representations in favor of sliding neighborhood scales that incorporate circular buffers or street network bands. The latter geographic scales may vary in their extent from the unit of analysis and, unlike the fixed neighborhood representations, place the decision maker in the epicenter of the surrounding neighborhood.

In addition to this question of how to operationalize the concept of neighborhood when examining the transportation-land use connection, recent research has suggested that a symmetrical relationship between residential and nonresidential land uses is reflective of a perfectly accessible neighborhood. However, there is limited theoretical support to clarify why this balance is exemplary and should be found in all neighborhoods within a metropolitan region seeking to promote nonmotorized travel. In fact, the more appropriate land use mix for a downtown neighborhood may have an imbalanced land use ratio favoring an uneven proportion of commercial land uses. There is no reason to believe that the existence of such land use inequity leads to a higher share of automotive travel.

This proposed research meets at the intersection between geographic scale and built environment measurement selection. As mentioned, these two areas within the planning literature have notable shortcomings. The contribution of this research will examine the influence of such land use diversity measures on nonmotorized travel behavior at varying geographic scales in the Portland metropolitan region. The statistical analysis required by this research will utilize data from the recent Oregon Household Activity Travel Survey for socioeconomic and travel measures, the 2010 United States Census for population data, the 2010 Longitudinal Employer-Household Dynamics for employment data, and Metro’s Regional Land Information Systems data for transportation infrastructure and land use data. Once this data is collected and assembled for the different geographic scales, a series of multiple regression models will be produced to estimate the significance and magnitude of numerous built environment measures on travel activity for various geographic scales. The resulting models will also employ both economic and structural controls on the household; including household size and income, as well as housing type and building value.

Ultimately, this research will provide an extensive review of literature on neighborhood scale selection and existing land use diversity indices, which will culminate in a comparison of these different indices and their influence on nonmotorized travel in the Portland metropolitan region. The findings of this research will better inform researchers as to the appropriate scale to collect land use data in addition to the knowledge of what land use diversity index may be best to employ when examining nonmotorized travel.

References

CAN LAND USE REDUCE THE GENDER GAP IN NON-WORK TRAVEL? THE CASE OF SOUTHERN CALIFORNIA

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This paper focuses on gender differences in non-work travel and its association with land use. Research shows that non-work trips are more responsive to land use changes at the local level and women make more non-work trips. In this paper we examine whether land use has greater impacts on women’s non-work travel behavior than men’s, and whether the effect of land use differs between men and women and across women’s household roles. If land use has greater impacts on women’s non-work travel behavior, then land use planning may provide opportunities to alleviate women’s travel burdens which stem from the gender division of household labor.

Using travel diary data and 4D land use data at the neighborhood level for six counties in Southern California, we compare travel differences between men and women in three types of household structure (single persons who live alone, two-adult households without children, and two-adult households with children) for six kinds of non-work trips (chauffeuring, shopping, errands, social, entertainment, and exercise trips). We also use standard land use – travel behavior regressions to examine how sociodemographic and land use characteristics interact to affect non-work trip frequency and the magnitude of any significant effects.

We find evidence that women take more non-work trips than men, but the female-male trip-making gap widens considerably when children are in the household. We also find that land use has greater impacts on women’s non-work trip frequency than men’s, and the effect sizes vary by women’s household roles. For instance, for women in two adult households without children, living in a neighborhood with a rail station within a half mile can reduce their non-work trip frequency by 31 percent. Moreover, we find that the biggest travel gender gap is the difference in chauffeuring trip frequency between men and women in the same household with children; women make 131 percent more chauffeuring trips than comparable men in this type of household structure. But we find no evidence that neighborhood-level land use characteristics are associated with the within household gender gap in chauffeuring trip frequencies.

We also address the endogeneity problem between female employment status and within household gender gap in chauffeuring. The results of the instrumental variable regression suggest that some factors other than those included in the model influence both female employment status and chauffeuring gap. One possible candidate might be wage earning ability. It is because when spouses negotiate the division of household labor, lower wage earners (usually women) are more likely to be assigned more chauffeuring responsibilities in order to allow higher wage earners (usually men) to focus on their paid work, which in turn affects the work status of lower wage earners. Therefore, our next step is to incorporate relative partner incomes into the model. By doing so, we can better understand how gender and wage earning ability interact to affect chauffeuring trip frequency, and to what extent the gender gap in earnings explains the gender gap in chauffeuring.

References

Abstract Index #: 719
FULL COST ACCOUNTING FOR PUBLIC SCHOOL SITING
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The location and condition of public schools have a significant impact on neighborhood safety, stability and preservation, traffic congestion, air quality, student health, and child development. From an economic perspective, public schools are typically the single largest category within the operating budget of most states and within the capital budget of many state and local governments, depending on how schools are financed, and a significant impact on the economic value of properties surrounding schools. School quality has an important influence on family household and business location decisions.

Despite the importance of schools in cities, McDonald (2010) found “Only six papers in the 75-year history of the Journal of the American Planning Association have directly addressed school planning” (184), excluding “articles on school transportation or comments on articles on school planning” (197). In her sketch of the influence of city planning on public school siting during the early 20th century, she says the professional planning field “largely ceded school siting to school districts in the 1950’s and 1960’s” (189). Members of the professional planning community have expressed an interest in reconnecting school planning and city planning (Kuhlman 2010, EPA 2011, Carey 2011). Planning the location of school facilities is a particular concern for both school systems and local government, given the large sums of public dollars spent on land, construction, and infrastructure (Filardo 2010). Interest in reconnecting schools and community planning is part of larger movements within organizational life and public administration. There has been a movement away from silo-like decision making to more integrated and strategic approaches to planning and management due to global and other competitive forces (Vincent 2006, Fuller 2009).

This paper will explore the concept of full cost accounting for public school siting and present examples using data from Tennessee. Full cost accounting generally refers to the process of collecting and presenting information about environmental, social, and economic costs and benefits (often referred to as the "triple bottom line") for each proposed alternative when a decision is necessary (Schaltegger & Burritt 2000). Traditional public accounting for school siting focuses on “capital outlay” for building construction, acquisition of land and existing buildings; educational and other equipment; and interest on long term debt (Filardo 2010). Kuhlman (2010) says “A lack of full cost accounting of siting decisions leads to schools being located far from the residents they serve” (34). She suggests a full cost accounting of school siting would include the following costs: comparison of renovation and new construction options, the cost of extending infrastructure, such as roads, sidewalks, and sewers, impact on land-use patterns, and student transportation costs, including number of vehicle miles traveled and greenhouse gas emissions.

This paper will address the following questions (Learning Objectives)
• What is full cost accounting?
• What costs are typically considered in school siting decisions?
• How might full cost accounting be applied to public school siting decisions?

The Tennessee Advisory Commission on Intergovernmental Coordination will use the results of this study to better understand the costs of school siting with the aim of developing education, research, and policy options for achieving livable communities and high quality of life in Tennessee.

References
TRANSIT INVESTMENTS AND AGGLOMERATION ECONOMIES: AN EMPIRICAL STUDY OF US METROPOLITAN AREAS

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It has long been argued in the academic literature that improvements to transportation could lead to easier interactions between firms, more centralized and higher-density employment clusters, and larger cities. These changes could increase the productivity of firms and workers by making labor markets more accessible, increasing information exchanges between firms, and enabling more specialization. Understanding under what circumstances transit investments have such benefits could inform planning and funding decisions.

Despite the well-established theory, empirical research on the link between transportation investments, agglomeration, and productivity increases is limited. This is particularly true for transit projects, which are likely to have markedly different effects on agglomeration than roads or highways. In the UK, so-called “wider economic impacts,” including agglomeration, are included in transit project evaluations. The benefits have been estimated to add as much as a 25 percent increment to the benefits calculated in a conventional benefit-cost analysis. Though the UK approach to calculating agglomeration-related impacts is innovative, it ignores the potential impacts of transit investments on employment densification and urban growth, and it also relies on firm-level revenue and capital data that are generally unavailable in the U.S.

As part of a TCRP-funded project, we compiled productivity, agglomeration, and transit capacity data for all of the metropolitan areas in the United States, and analyzed the data exhaustively using a variety of methods, measures and model specifications, producing MSA-specific estimates of how wages and GDP are correlated with transit capacity due to agglomeration. Our data come from the National Transit Database, the American Public Transportation Association, the National Transportation Atlas Database, the Bureau of Economic Analysis, the American Community Survey, and the Longitudinal Employer-Household Dynamics (LEHD) database. Our measures of agglomeration were at the metropolitan area level. We constructed employment density measures by aggregating block-level LEHD data to the urbanized area portions of the metropolitan areas and the Census-defined principal cities within the metropolitan areas. The third measure of agglomeration was simply metropolitan area size, as measured by its population.

We carried out our analysis in two stages. First, we estimated how transit capacity is associated with agglomeration; and second, how agglomeration is associated with wages and GDP. We tested a variety of measures of transit capacity. There are strong statistical associations between three capacity measures–rail mileage, seat capacity, and revenue miles–and two measures of agglomeration–principal city employment density, and total population. Our second-stage models linked employment density and population to metropolitan area productivity, measured with wages and GDP. We applied both model stages in estimating the changes in productivity associated with adding additional transit capacity via the agglomeration link, controlling for other factors.

There was substantial variation in our estimates of agglomeration-related economic benefits, depending on levels of transit capacity, population, and employment density in the metropolitan area. Larger metropolitan areas with larger transit systems are associated with stronger relationships between additional transit investments and productivity. The estimates ranged between $1 and $50 per capita per year, depending on the metropolitan area. Among metropolitan areas with existing rail systems, the net agglomeration benefit of one additional track mile ranges from $10 million to $500 million per year.
We view these estimates with caution. Our study is both the first U.S. study, and the first transit-specific empirical study, of the link between transportation investments, agglomeration, and productivity. There is a need for continued research with more complete data enabling methodological improvements. The benefits likely take quite some time to be realized, lagging full ridership levels by several years or more.

References

Effective transportation planning requires an accurate understanding of how far people are willing to travel by different modes to access commuter rail. This information is necessary for properly spacing and designing stations, sizing associated automobile and bicycle parking resources, and offering supportive bus access services. Common industry assumptions regarding a half mile walking distance to urban rail stations are unlikely to translate to the suburban commuter rail environment where stations are sparser and station access modes are more varied. This research examines commuter rail station access distances and modes reported in the greater Chicago region to both determine distance decay curves for each access mode and to predict such curves on a station by station basis. This information will be useful to transportation planners seeking to implement commuter rail policies. More importantly, this research applies a generalized linear model to the perennial challenge of defining access sheds for transit.

In 2011, MIT’s LIVE! Singapore research group presented an exhibition at the Singapore Art Museum which provided a showcase of visualizations utilizing real-time data, including:

- Movement of crowds, taxis and airline passengers;
- Microclimate conditions;
- Electricity consumption; and
- Shipping containers.

The diversity of data seen here provides an indicator of the types of information that are now available to researchers, practitioners, and, to some extent, the general public in the urban environment. The vast array of data collection agents positioned across the urban landscape have made it possible to bring together heretofore disparate concepts and data
streams and combine or mine them to create information and discern patterns in space and time. The ability to collect and review these data in real-time adds an additional layer of value to these data streams, as the ability to watch events and activities as they occur increases our ability as planners, engineers, and policy-makers to respond to events as they transpire, rather than endeavoring to respond after the fact. The value that such data have added to the planning and policy framework is nearly incalculable, and will continue to grow as computer and sensor networks become ever more ubiquitous on the urban landscape.

Such technological advances and changes have undoubtedly produced a sea-change on the transport planning terrain. Whereas planners have traditionally been limited in their ability to collect data from a constrained number of users of the transport network via such methods as household travel surveys, inductive loop counters, or visual counts, the expansion of data creation methods has made it possible to collect data on nearly all travelers in the network via the use of data records from cell phones, automated number plate recognition (ANPR) systems, traffic cameras, electronic transit fare cards, and various other sources. Implications of these innovative data collection methods for planning have been numerous. From travel diaries and four-step modelling, we have moved into activity- and agent-based models that rely upon large amounts of computing power to model ever finer detail on the travel behaviors of individual agents, freight, and transit modes.

Such advances have enabled transportation planners and developers to make more accurate and considered estimations and decisions regarding transportation investments and projects; however, the amount of data collected and available in the public sphere have opened up a wide range of questions and concerns regarding the potential to use these data in intentionally malicious or unintentionally intrusive manners. Paul Ohm has outlined the problem via references to the problem of data re-identification, where “anonymized” data were either used to identify subjects on their own, or combined with publicly available datasets and de-anonymized. Ohm’s examples provide a clear picture of the difficulties faced when working with data sets in the public realm. The wide variety of data currently available in the public sphere, including Census data, property records, residential location data, and others, leave open the potential for extensive data mining and re-identification of more sensitive data sets. Such issues have numerous implications for the move towards electronic government, and the use of electronic technologies to encourage citizen engagement. In this paper, we will endeavor to first identify evolving methods of data collection and storage in the mobile environment, including enumeration of attributes, collecting agencies, and potentially impacted consumers. Next, we will outline potential privacy concerns associated with these data sets, particularly in relation to commonly available public data. Concerns identified in Part II will then be discussed in the context of balancing the protection of data privacy with ensuring data usefulness. Finally, recommendations will be made as to strategies that may be used by planning and research organizations to effectively address this balance.

References

Abstract Index #: 723
STATE MECHANISMS FOR PROMOTING REGIONAL COOPERATION IN TRANSPORTATION PLANNING
Abstract System ID#: 4990
Poster

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The upcoming reauthorization of the federal transportation bill will likely redefine some of the roles and responsibilities of metropolitan planning organizations (MPOs), the federally designated institutions for conducting transportation planning across multijurisdictional metropolitan areas. Possible changes to federal designation of MPOs include specifying larger geographic scales of planning to better correspond to current metropolitan regions, and elimination of smaller MPOs. The federal designation of MPOs, however, is not the only force shaping MPOs and regional transportation planning. Many states have statutes that reinforce or go beyond the federal MPO requirements, and that direct other forms of coordinated transportation planning. To understand the potential interactions between federal and state policy, and to identify holistic strategies for supporting regional transportation planning, it is important to elucidate the options that the states have for fostering cooperation among transportation players and with other sectors.

This poster presents the results of a study that identified states’ legislative and administrative mechanisms for promoting regional cooperation in transportation planning. The study: (1) reviewed how all fifty states designate MPOs by state law, the powers and duties assigned to these MPOs, and the composition of the MPOs; (2) identified incentives established by states to encourage formation of regional planning, coordination, and partnerships among MPOs, transit, and other transportation agencies; (3) summarized how MPOs and other regional transportation agencies address regional transportation needs and priorities and integrate investment decisions with regional priorities, regional transit, regional land use decisions and development review; (4) noted state policies and programs that support coordinated transportation planning in rural areas; and (5) found examples of regional planning and coordination among seaports, airports, spaceports, railroads, and other modal partners. Information sources included a survey of state transportation agency representatives, state statutes, agency websites, and research-based literature (e.g., Goetz et al. 2009; NADO Research Foundation 2005; Bay 2009; and Cambridge Systematics 2003). Based on the study’s conceptual framework for understanding the relationships between state policies and regional planning (e.g., see American Planning Association 2002), and the common and best practices found across the states, the researchers made recommendations to the state of Florida to improve its laws and programs to support regional cooperation in transportation planning. The Florida Department of Transportation funded the study.

References

Abstract Index #: 724

PHEVS AND THE ELECTRIC INFRASTRUCTURE: IMPACTS, CHALLENGES AND PLANNING APPROACHES
Abstract System ID#: 5002
Individual Paper

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Plug-in Hybrid vehicles (PHEVs) have been promoted as a potential solution to a myriad of intractable environmental and energy security challenges. Advantages offered by the use of PHEVs range from the massive reduction or complete elimination of tailpipe vehicular pollution, significant decrease in greenhouse gas emissions which cause climate change, and also achieving savings through avoided gasoline costs.

However its major advantage; dependence on electricity rather than gasoline which the internal combustion engine utilizes, poses a significant challenge. Because while the peak demand for electricity has increased by 25% since 1990, construction of transmission lines has reduced by 30% thus resulting in a congested system and increased risk of power outages (ASCE 2009). To further complicate matters, many power generating facilities (coal, natural gas and fuel oil) are scheduled to be retired in a couple of years due to non-compliance with the EPA’s air and water regulations and also because they are reaching the end of their lifecycles (WRI 2011). This poses a salient question of how sustainable PHEVs integration into the transportation sector really is.

The research objective is 4 fold: 1) to estimate the amount of electric loading that PHEVs require for optimal operations based on future projections; 2) to determine if this is sustainable based on the current capacity of the existing power grid; 3) to estimate the charging pattern and duration of PHEVs; 4) to assess the role of planners in the integration of PHEVs onto the transportation and electric infrastructure.

We build on existing research conducted by the Pacific Northwest National Laboratory and the Department of Energy’s National Renewable Energy Laboratory. We conduct: 1) an analysis of National Household Travel Survey and electricity generation, transmission, distribution and consumption data in the United States obtained from the NERC and EIA; 2) a thorough literature review of the current state of knowledge, existing research and various simulations performed on the impact of the PHEVs on the power grid; 3) four case studies of cities around the world that have begun the transition to an electric transportation system through analysis of primary and secondary data, like government agencies documents, news articles and archival documents research. The paper concludes by highlighting the challenges inherent in transitioning to an electrified transportation system and the roles that planners can play in its integration. We argue that the urban planning profession has a role to play in the siting, distribution and integration of charging and renewable energy facilities into the existing power grid through public engagement, land suitability analysis, impact assessment and land use planning.

References


IMPACTS OF SUSTAINABLE TRANSPORTATION INVESTMENTS IN BOULDER, COLORADO 1990 TO 2009

Abstract Index #: 726
Abstract System ID#: 5048
Individual Paper

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This study examines the efforts in sustainable transportation infrastructure investments and the importance and benefits to a city transportation system, including mode shifts. Building pedestrian, bicycling, and transit facilities increase the capacity of the system to support travel changes when they occurred, while being a contributor as one of multiple influences.

Over the past few decades, Boulder, Colorado, has made substantial efforts to its transportation infrastructure and services, investing in pedestrian, bicycle, and transit at a higher rate than almost any comparably-sized United States city. Infrastructure investments comprise ongoing efforts by the City of Boulder to expand the city’s multimodal transportation system. Boulder’s investments in infrastructure have been recognized both nationally and internationally. This paper reviews infrastructure investments for sustainable transportation modes and their respective mode share in Boulder, Colorado from 1990 to 2009. Evidence from multiple surveys and travel diaries is examined to identify mode shifts during the same time period. There is evidence of an increase in bicycle and transit mode share, while the percent of pedestrian trips has remained somewhat static. While multiple influences such as gas prices, economic conditions, land use, culture, and education are some factors to contribute to mode increases, the focus of this study is the importance of building sustainable transportation infrastructure. Convenient access to multiple mode options in turn increases the resilience of a city transportation system enabling other modes to support the system when one mode cannot operate regularly.

References
level. Representative scenarios reflecting common policy concerns, such as rerouting due to a bridge collapse or port shutdown, are simulated.

The model is implemented as a prototype software application with a set of user interfaces that allow a user to select a spatial level, a commodity code, and a flow type to examine the freight flows for a pair of origin and destination and the critical links that carry the flows. The model can be used to study important transportation planning and logistics management at the international and domestic levels and for both governmental agencies and private industries.

Abstract Index #: 728
BICYCLE SHARING IN CHINESE CITIES: CURRENT STATES AND OPERATIONAL CHALLENGES
Abstract System ID#: 5056
Individual Paper

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In recent years, Chinese cities have been seen striking growths in private motorized travel, especially by car and motorcycle. This, however, gave rise to exacerbated traffic congestion and air pollution, increased accident rates, marginalized public space and downgraded street safety. Meanwhile, greener ways of travel like walking and bicycling, which used to account for a great share of total travel in Chinese cities, become less appealing today as a result of less-friendly built environment characterized by wider streets, expanded urban size and dispersed buildings. Having noticed these, many municipal governments start to promote energy-efficient urban transportation alternatives to deal with the private motorization challenge and to reduce carbon footprint associated with urban travel. One alternative that has been attracting a lot of attentions is the bicycle sharing program. As of 2011, approximately 48 bicycle sharing programs, with varying degrees of scale and technological advancement, have been in operation in 43 cities.

Despite the wide deployment, the effects and challenges of the bicycle sharing programs in Chinese cities remain less studied. Research is needed to reveal whether the features like high bicycle ownership, high penetration of alternative options such as ebike and motorcycle, and the coverage of public transit system matter in shared bicycle use. Besides, the operational challenges including redistributing bicycles to accommodate the spatiotemporal variation of demand, integrating with public transit systems, locating bicycle stations, and information distribution need to be addressed to improve the level of service. Since most bicycle sharing systems utilized technologies such as RFID and GPS to record the stations where a bike is checked out and returned. This information together with other datasets like bicycle lanes and public transit stations provide great opportunities to explore city-wide mobility pattern and usage of shared bicycles. When combining the information with the land use data, it is plausible to scrutinize relationships among travel behaviors, low-carbon lifestyle, and urban form. Understanding these relationships is critical to design and implement a sustainable and effective bicycle sharing program. In this study, I will use web scraping to extract real-time bicycle usage data from the systems in two Chinese cities: Hangzhou and Changshu. Spatial modeling and pattern recognition techniques like cluster analysis will be used to identify the spatial-temporal distribution of the movement of public bicycles. The research is expected to assess the current operation states of bicycling sharing program in Chinese cities in light of the identified disparity between demand and supply. Besides, it is also intended to improve the understanding of the effects of bicycle sharing in the context of complicated urban travel environment of Chinese cities.

Abstract Index #: 729
INTERACTIONS BETWEEN FUEL PRICES, LAND USE, AND DRIVING: EVIDENCE FROM THE 2009 NATIONAL HOUSEHOLD TRAVEL SURVEY
Abstract System ID#: 5081
Individual Paper

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Gas prices are approaching $4 per gallon for the second time in four years, and by most indications the era of inexpensive gasoline is likely gone forever. Against that backdrop, this paper examines two crucial questions in
transportation planning. First, do land use - travel behavior relationships change as gas prices rise and fall, and if so, how? Second, do land use - travel behavior relationships vary across different urban forms?

The 2009 National Household Travel Survey (NHTS) provides an opportunity to examine both of these issues. The 2009 NHTS surveyed households from March, 2008 through April, 2009, a time period when gas prices ranged from a low of $1.75 per gallon to a high of $4.46 per gallon. This exceptional gas price variation during one travel survey provides an opportunity to use individual travel data to estimate the gas price elasticity of household vehicle miles traveled (VMT). We use standard land use – travel regressions to estimate the short-run gas price elasticity of household VMT, using the 6,110 household observations in the five-county Southern California Association of Governments region. Our results confirm recent estimates of gas price elasticity which were obtained using more aggregated data on U.S. states, and we find point estimates of gas price elasticity in a similar range as Small and Van Dender (2007). We also decompose the price elasticity across different trip types, illustrating that work-related travel is quite price inelastic while shopping and leisure VMT are more price elastic.

Importantly, we examine whether the gas price elasticity of VMT varies across different transit and land use settings. Theoretically, persons who can more easily substitute out of driving should be more responsive to higher gas prices, and hence the gas price elasticity of VMT should be higher in places with better transit service or a more dense concentration of destinations (see, e.g., the discussion in Boarnet, 2010). We test for such interactions between gas prices and land use characteristics, providing some of the first insights into whether and how land use effects on travel vary with the cost of driving, and conversely how the effect of price regulations (e.g. fuel taxes, VMT fees, congestion tolls) might vary in different land use contexts. Ewing and Cervero (2010) summarized the literature on the elasticity of several travel outcomes with respect to land use variables, yet virtually all of their evidence (like the literature on this topic) is based on average effects across metropolitan areas, holding the cost of driving constant. This paper goes beyond the current state of the literature in two ways, examining interactions between land use and prices and examining how the impact of land use on travel varies across different contexts. Such information will be crucial as local governments across the world increasingly seek to use land use policy as a transportation policy tool, and evidence on the link from land use to pricing will be particularly important for modeling and policy.

References

CAPTURING AND REPRESENTING MULTI-MODAL TRIPS IN TRAVEL SURVEYS: A REVIEW OF THE PRACTICE
Abstract System ID#: 5086
Individual Paper

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Consistent with efforts to development standards for household travel surveys, this paper informs efforts to capture multimodal trip making by identifying the issues that arise for data collection and representation for these trips. The paper begins with a review of a multitude of US-based household travel surveys with the purpose of identifying how the stages of multimodal trips are collected in the travel survey and represented in the data structure. Based upon this
review and the authors’ experience with various travel surveys, the authors will make recommended approach to practice, with an emphasis on various aspects of data collection and data representation. The recommended approach is then discussed with data from a 2011 establishment intercept travel survey in Portland, Oregon. The data highlights what kinds of additional information (with respect to multimodal trips) become available when the recommendations are followed.

References


Abstract Index #: 731
NEW APPROACHES TO ESTIMATING TRIP GENERATION
Abstract System ID#: 5096
Roundtable or Informal Discussion Session

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ITE TG provides just 4,800 data points for over 160 land uses, but not nearly enough to also adjust the ITE TG methodology over the broad variety of urban contexts found in the United States. While efforts are underway by ITE to address this data deficiency, the requirement of data collections at enough sites to determine all the different variations in travel behavior by each type of urban context is fundamentally costly and time consuming to collection and process data. In the meantime, local governments struggle with estimating trip generation in urban contexts and infill developments, and as a consequence inhibit densification and new growth by requiring new developments to pay for more than their fair share of facility impact fees.

The ITE TG handbook recommends that analysts should establish local rates through local data collection at any non-suburban, paid-parking areas with transit service or pedestrian access. “If the site is located in a downtown setting, served by significant public transportation... the site is not consistent with the ITE data” (4). Despite this disclaimer, individual jurisdictions have difficulty regulating and justifying alternate ways in which rates can be estimated, particularly with limited budgets in a tight economy. Due to the lack of practical alternatives, many local jurisdictions have ignored the warnings in the ITE TG Handbook and continue to apply these generic rates to inappropriate contexts.

Ignoring or simplifying urban setting, transit availability, and pedestrian or bicycle facility variables in traffic impact analysis may result in severe overestimates of vehicle trips at new developments. These higher estimates lead to elevated requirements for vehicle-oriented development, which in turn favors vehicle use (in the form of greater capacity, abundant parking, faster auto travel-times) and inhibits alternative or active transportation modes (in the form of diminished capacity, additional barriers to accessing these modes, or longer road crossing times).

The panel will discuss and critique various efforts underway to address the deficiency of the widespread practice of using ITE trip generation rates independent of the urban context of new development.

References

Abstract Index #: 732
REASSESSING AUTOMOBILE DEPENDENCE IN A POST-FORDIST WORLD: IMPLICATIONS FOR SUSTAINABLE TRANSPORTATION
Abstract System ID#: 5098
Individual Paper

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Automobile dependence is often held up as a key barrier to implementing more sustainable transportation alternatives. Automobile dependence – the overwhelming reliance on automobiles for everyday travel and the web of public policies and programs, land-use planning, and infrastructure operations which support it – is more than an expression of individual desires for cheap and convenient mobility. Household behaviors like driving reflect broader regimes of consumption and social reproduction. As such, we can understand automobile dependence as an interaction between individual behavior and the broader social and economic “Fordist” regime of accumulation. Fundamental to this regime was the rise of the automobile industry along with its sibling oil and steel industries, road and traffic engineering, national-scale suburban development and planning frameworks, and durable goods industries. Fordism, in reflecting the Keynesian strategy to foster consumption to stabilize the economy, stressed automobile-based mobility along with homeownership, suburbanization and durable goods consumption. States and localities led initial road building efforts and later implemented national-scale transportation investments. Urban planning embraced the automobile for its aesthetic appeal over the crowded, dirty and costly mass transportation alternatives of the time. Perhaps more importantly, the automobile reflected the emerging ideals of identity formation and democracy through consumption – ideals fortified through a fast-concentrating mass media. Driving would surpass necessity, and become to define being an American.

But now the social and economic drivers of automobile dependence are almost all in eclipse or disappeared. The articulations between wages and productivity and between production and consumption inherent in the Fordist regime are broken, replaced by systems of low wages and credit for households and trade imbalances at the national scale. A small share of elite workers enjoy growing incomes, while most households have experienced no real growth in income over the past 40 years as general productivity has soared. From its peak, automobile manufacturing and those other sectors at the heart of the articulated economy are much smaller and pay much lower wages. Remaining cultural and political supports for Fordism are now drowned out in the race towards competitiveness and austerity.

These changes lead us to ask two fundamental questions: What sustains automobile dependence? And what are the opportunities for alternatives to the automobile in this changing social regime? We explore in this paper what the weakening of the Fordist social arrangement means for several key drivers of automobile dependence: (1) incomes and income distribution, (2) transportation policy and finance at all levels, (3) housing policy, planning and production, especially as it relates to more suburban and automobile-oriented forms, and (4) the link between identity formation and consumption. What we find is a mixture of Fordist and post-Fordist planning approaches which don’t prima facie prolong automobile dependence. There seems to be significant opportunities for alternatives to the automobile in this planning milieu as there is less and less ideological support for the fiscal and policy environments designed to favor particular sectors such as the automobile industry. On the other hand, significant barriers remain, especially with regards to identity formation and remaining cultural expectations of Fordist patterns of consumption.
Background
There has been great awareness around the concept of food deserts within the last several years which has heightened our knowledge of the negative aspects of urban sprawl, segregation and its effects on public health. This concept of measuring deprivation of service can be applied to public transportation. “Transit Deserts” in this case are defined as areas which lack adequate public transit service given areas containing populations who are deemed “transit dependent.” Various indicators such as age, income, and access to a private vehicle are used to determine dependency. Transit dependent populations are comprised of individuals who rely on transit systems for access and mobility; this population will benefit most from investments made in high-quality, reliable, and frequent transit service (CATA, 2011).

Objectives
This research aims to discover the location of transit dependent populations in four major metropolitan areas in the United States: Chicago, IL; Portland, OR; Charlotte, NC; and Cincinnati, OH. These cities were chosen to cover different geographic areas of the country as well as metropolitan areas of different sizes. The study then aims to determine the gap between the areas which need the transit service most and the level of service received. The demand and supply of transit service will be compared to determine areas which are in need of more service and areas which are in excess.

Data
Data on population, households, income, car ownership, and poverty rates came from the 2010 US Census. Transit routes, stops, sidewalk, and bike route layers were obtained from corresponding transit authorities and metropolitan planning organizations for each respective city. Chicago had the greatest amount of service with approximately 150 bus and rail routes and almost 12,000 bus and rail stops within the city limit. Charlotte has the least with approximately 70 routes and 3,600 stops within the city limit.

Methods
The transit dependent population was identified at the census tract level based on age, income, vehicle ownership, education, and other socioeconomic indicators (USDOT 2006). Transit demand (transit dependent population) of each census tract within the city was mapped and analyzed in GIS. Supply of transit was determined by four criteria: 1.) number of bus/rail stops in each tract, 2.) frequency of service for each bus/rail stop, 3.) number of routes for each stop, and 4.) density of bike routes and sidewalks. Each criterion was weighted and aggregated to determine the level of supply. Finally, demand and supply are compared and a final numerical value to assign to each census tract to determine if there is an excess or lack of supply (Hulchanski 2010).

Findings
Tracts with the highest rates of transit dependent populations had noticeably less routes and service. Chicago and Charlotte’s most transit dependent populations had fewer bike lanes and bus routes. Particularly in the case of Chicago, many of the highest concentrations of transit dependent persons on the southside of the city are less serviced than those on the northside. Many of Charlotte’s transit dependent persons are interestingly located on the outskirts of the city where little to no transit service exists. Portland’s transit dependent populations are concentrated most closely near its urban core which is most heavily serviced by rail and bus. Cincinnati’s transit dependent populations near its core were also well-serviced; however, several of the neighborhoods north of the downtown severely lack service. This research provides an improved method to identify transit demand and supply within a region. We hope this study will be used by transportation officials, planners, and other policy advocates to make more informed, effective decisions regarding placement of future transit services.

References

GLOBAL-TO-URBAN MODELS FOR MINIMIZING AIR QUALITY AND CLIMATE IMPACTS OF FREIGHT TRANSPORTATION
Abstract Index #: 734

This paper will present a large scale modeling of air quality and climate impacts from freight transportation for various economic and urban development scenarios in the U.S.

The world economy is increasingly defined by freight flows rather than regional characteristics. Emissions from transporting freight are a large share of air pollutants such as nitrogen oxides (NOx) and particulate matter (PM); they are also a large fraction of greenhouse gases that result in global climate change. Many factors influence both the demand for freight transportation and its atmospheric impact. These include economic activity, the spatial distribution of demand, the modal choice made to distribute freight, and the technology chosen for that distribution. The spatial distribution of these factors is also important for determining exposure. Our goal is to demonstrate the local-to-global air quality and climate impacts of the freight transportation system and thereby to aid decision makers in seeking the most robust solutions. Our modeling efforts consist of three major tasks to seamlessly connect different scenarios with the critical aspects of the freight emission system.

The first task is a global-to-regional modeling to produce a national model of freight emissions. In this step, we will project economic activities and freight transportation demand by 120 freight analysis zones (FAZs) to year 2050 and implement freight mode choice and network assignment models to determine the freight flow on transportation networks by modes, trucks and rails.

The second task is to develop urban development scenarios within 73 core FAZs that are major metropolitan areas in the US. We will analyze urban spatial structure and development trends in the 1990s and will build several development scenarios such as business as usual, polycentric development, recentralization, and dispersion. We will do
this using a dynamic spatial autoregression (DSAR) version of polycentric density gradient function. Then, we will apply logistics system planning models to connect projected distribution of population and employment with emissions by estimating truck VMT for intra-FAZ freight delivery.

The final task is to estimate air quality and climate impacts. We will translate both regional and urban level freight transportation demand to emissions by using Speciated Pollutant Emission Wizard (SPEW) - Trend and Community Climate System Model, version 4 (CCSM4) at the National Center for Atmospheric Research (NCAR).

Our future is uncertain. Air quality and climate impacts of freight transportation will be subject to uncertainty in many aspects, oil price, technological changes and economic changes. We will compare different air quality and climate impacts by different development scenarios under a wide range of scenarios.

Abstract Index #: 735
USING MOBILE TRACKING TECHNOLOGIES TO CHARACTERIZE AIR POLLUTION EXPOSURE IN A MAJOR GOODS MOVEMENT CORRIDOR
Abstract System ID#: 5114
Individual Paper

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Transportation corridors are important sites for infill development and urban revitalization, but smart growth development in near-roadway areas could result in exacerbated exposures to localized air pollution given vehicle-related air pollutants and associated adverse health effects are highly localized within approximately 650 feet downwind of major roadways (Hu et al., 2012). The impacts of such localized near-roadway air pollution concentrations may be overlooked by the existing regional-scale air quality monitoring since fixed-site monitoring stations do not provide sufficiently resolved data to assess air pollution impacts along corridors. Low-income neighborhoods and communities of color may experience heightened levels of traffic and air pollution exposure; residents in goods movement corridors may be particularly impacted by substantial volumes of heavy-diesel trucks transporting shipping containers on freeways and arterials near residences and sensitive uses (Houston et al., 2008). Understanding air pollution concentrations during travel is important since the time spent in transportation microenvironments could represent a significant portion of overall daily air pollution exposure (Kaur et al., 2007).

Unfortunately, planning assessments of the impact of traffic-related air pollution have often been limited to location specific assessments of the magnitude of impacts at particular locations such as residential, school and childcare locations. The current study demonstrates how mobile tracking technologies can be used to provide a more thorough assessment of how where exposures occur over the course of the day. The Boyle Heights Activity and Exposure Study (BHAES) used real-time location and pollution tracking techniques to assess linkages between activity patterns and exposure to vehicle-related air pollution in a major goods movement corridor. Boyle Heights is a largely low-income, Latino community near downtown Los Angeles which is surrounded by major freeways and is heavily impacted by rail and truck goods movement activities. We recruited 30 adult Latino/a residents through existing contacts with community groups and tracked their locations and activities for one week using portable real-time location and pollution tracking technologies. Participants carried a Global Positioning System (GPS) with them during the study period and we developed automated classification techniques to identify those 15-second interval data points which were mobile periods (which we classified by travel mode) and which were stationary periods (which we classified by land use type). During the study period, participants also carried a backpack with a portable air pollution monitor which measured their exposure to particle-bounded polycyclic aromatic hydrocarbon (PAH) air pollution. PAH is found in diesel exhaust and vehicle ultrafine particle emissions, roadside concentrations of PAH have been associated with passenger vehicle and heavy duty truck traffic, and exposure to PAH has been associated with adverse health outcomes (Fruin et al., 2008; Levy et al., 2003).
We analyzed the BHAES location-exposure database in order to understand the travel modes and location types in which the greatest exposure to traffic-related air pollution occurred over the course of the day for residents of this major goods movement corridor. Results indicate that the highest exposures occurred during periods of travel, including periods waiting at bus stops near major arterial intersections with substantial pedestrian and commercial activity. We conducted regression analysis to identify nearby transportation, built environment, and land use factors associated with higher exposures after controlling for meteorological factors. Findings provide highly-revolved insights into where exposures occur over the course of the day in order to support the development of targeted land use, housing and transportation policies to mitigate near-roadway air pollution hazards for diverse and low-income communities.

References

SHARING TO GROW: A CASE STUDY OF LOCAL ECONOMIC ACTIVITY AROUND NICERIDE MINNESOTA BIKE SHARE STATIONS

Bike sharing systems are being rolled out in several cities across North America, and many more are considering implementing bike sharing. 3,693 subscribers and countless day pass users took over 217,000 trips using Nice Ride during the 2011 season. This availability of bicycle stations for inexpensive public use affects travel and consumption patterns, though the nature and magnitude of these effects are unknown.

This study examines local economic activity associated with bike sharing programs through a mixed methods investigation of the Nice Ride Minnesota bicycle sharing system. Bike share systems are an emerging trend and thus literature surrounding them has not existed long enough to establish discipline-wide theories (Shaheen, Guzman, & Zhang 2010). Our study extends theories developed from related bicycling research about the relationship between ridership, infrastructure, land use, and retail destinations (Barnes, Thompson, & Krizek 2005; Krizek & Johnson 2006; Pucher, Dill, & Handy 2009) and economic valuation of bicycling facilities (Lindsey, Man, Payton, & Dickson 2004). This research fills the gap between bike share research, general bicycling research, and economic impacts by measuring the marginal effect of bike sharing stations on local businesses, land use, and Nice Ride user trip-making and expenditure patterns.

We are using a mixed methods approach to evaluate (1) the marginal effect of the presence of business establishments on a bicycle station's level of use; (2) self-reports of trip purpose and expenditures by Nice Ride users; and (3) measures of the effects of patronage by Nice Ride users on retail sales as reported through a survey of local business
owners and managers near stations. We are constructing regression models to quantify this relationship while controlling for land use, population, socioeconomic factors, business density, and other variables of interest.

We expect the results of this research to explain the impacts of bike share systems on localized economic activity. We theorize that the presence of the Nice Ride stations and opportunities they provide for new modes of travel enables people to access dense, urban neighborhoods more efficiently, especially where parking is limited and other modes are inconvenient. We also posit that the addition of a well-used bike share station to an area correlates with increases in local economic activity as users have greater accessibility to local shops and restaurants near stations. While this research is still ongoing, early evidence from the NiceRide user survey and a preliminary examination of subscriber and trip data suggest that a nontrivial percentage of trips are made in order to access retail or dining destinations, and businesses value having a station nearby.

This research is important for planners, academics, and policymakers because the findings will enable local and regional governments to more comprehensively evaluate the potential benefits of a bike sharing system. Understanding these relationships is essential for evaluating the effectiveness of public and private start-up funds, making recommendations to peer cities considering their own bike share system, and guiding station placement and distribution to optimize economic impact through improved accessibility. The findings may also help connect local businesses and bike sharing organizations by explaining the mutually beneficial relationship.

References

Abstract Index #: 737

A TALE OF TWO CITIES: IN SEARCH OF SPATIOTEMPORAL PATTERNS OF HUMAN ACTIVITIES

Abstract System ID#: 5147
Individual Paper

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Considerable efforts have been put into understanding the dynamics and the complexity of cities. Different facets of a fundamental question “how human allocate time to different activities as part of a spatial, temporal socioeconomic system” have long been examined by urban planners and designers, human geographers, economists, psychologists, sociologists, social ecologists, transportation planners and engineers, and more recently, computer scientists. With the recent emergence of massive urban data and the development of data mining and statistical learning techniques, this question once again attracts great attention from interdisciplinary domains.

In this study, by taking advantage of two sets of large-scale urban activity/travel survey data for Chicago (2008) and Singapore (2008), we examine and compare the similarities and differences in individual daily activity patterns of a typical American and Asian city. First, by using data mining and statistical learning methods, we analyze the daily individual activity patterns and cluster them into groups, such as early workers, regular workers, afternoon workers,
early adventurers, afternoon adventurers, overnight adventurers, and stay-at-home. Second, by examining the spatial
distribution of the clustered group members and their social demographic characteristics, we try to interpret the urban
structures of the two cities and their influences on the spatiotemporal patterns of human activities.

This study presents a new perspective for researchers to understand how (similarly and differently) urban structures of
typical American and Asian cities influence the spatiotemporal activity patterns of individuals with different social
demographic characteristics. It also provides important insights for policy making in fields of urban development and
transportation planning.

Abstract Index #: 738
REGIONAL EMPLOYMENT/ACTIVITY CENTER TRANSFORMATIONS: A CASE STUDY OF
WASHINGTON D.C METROPOLITAN REGION
Abstract System ID#: 5176
Individual Paper
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A vibrant urban economy depends on its activity centers in urban environment, where economic and other activities
take place. Many previous studies defined activity centers mostly using concentration of employment as the only
criterion, often interchangeable with “industry cluster” and “employment centers” (Cervero 1989; Giuliano and Small,
1991; McMillen, 2003). A number of studies in the late 1980s and the 1990s examined the formations of employment
centers (ECs) in suburban fringes and of polycentric urban forms, and how these transformations affected people’s
travel behavior. Another set of studies in the 1990s examined jobs-housing balance and its determinants in order to
guide such policy decisions in the regional level.

In recent years, these suburban employment centers have been going through transformation in terms of available
employments, mixture of jobs, and the amount of housing and other amenities, being subject to changing trends in the
real estate market, growing demand of housing within the proximity from suburban employments, and regional policies
that aim at developing more balanced, livable communities (Cervero, Komada, and Krueger 2010; MW-COG). In
other words, there are increasing interests and trends that may allow suburban employment centers to become “centers”
with multi-facet of activities. However, relatively little empirical research has been conducted on this transformation of
employment centers to activity centers, and its potential to contribute to change people’s travel behavior (Cervero,
Komada, and Krueger 2010).

This research is an exploratory study to identify clear indications of changes associated with employment centers in the
Washington D.C region, and to examine, if such changes are identified, their impacts on travel patterns of both workers
and residents. The study specifically examines: 1) the composition of sectors/occupations of employment, 2)
demographics of residents (population density, income composition), 3) built environmental factors of activity centers
(land use mix, intersection density, transit availability), and 4) jobs-housing balance, taking into account wage levels.
The study examines whether the emergence of “activity centers” change travel patterns, and how they can help create
more transit- and pedestrian-friendly environment with more mode choice and land use mixes. Data are obtained from
multiple sources: Maryland Department of Planning (MDP), U.S. Census, Maryland Transitview, and National Capital
Region Transportation Planning Board (TPB).

Overall, this study search for a new clear definition of activity centers emerging from employment centers as such
activity centers can potentially provide a better framework to help government agencies and policy makers with land
use and transportation decisions.

References
   Boston, MA.


Abstract Index #: 781

TRANSPORTATION PLANNING PRACTICES IN CHINA: SOCIAL NETWORKS, ORGANIZATIONS AND SAVVY

Abstract System ID#: 4261

Pre-organized Paper Session (Symposium) “Modern Motorization in Large Asian and Latin American Cities: Trends and Challenges for Planning

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On the road to modernization, China’s second-tier cities (cities with populations of 1-5 million) now face the externalities of rapid motorization already present in Shanghai, Guangzhou and Beijing. Recent studies on transportation issues focus on the environmental and social consequences in China (Gan, 2003; Ng & Schipper, 2005; Peng, 2008); missing from the research is the politics behind these decisions. Moreover, research that does address China’s planning practices (e.g. Hsing 2006; Ng and Tang 2004; Yeh and Wu 1998; Zhang 2002) tends to center on land development in the above-mentioned metropolises.

To address these research gaps, I used a multi-case study approach to examine the planning processes undertaken in two second-tier Chinese cities—Kunming, capital of the southwestern province Yunnan, and Jinan, capital of the northeastern province Shandong. While both have similar government structures, each city is addressing transportation planning differently. Kunming continues to promote its public transit system, including a bus rapid transit (BRT) corridor system; Jinan has taken a more conservative approach and its BRT network development has slowed and road construction increased.

My paper centers on these questions: (1) How do planning organizations in these cities understand the consequences of rapid motorization? (2) How do (social) networks and organizations influence these cities’ conception of rapid motorization? I framed my research with classic organizational behavior theory (e.g. Thompson 1967) including Donald Chisholm’s Coordination Without Hierarchy, which examined inter-agency coordination in Bay Area transit agencies. He found that transit projects were often coordinated through social networks. More recently, Marsden et al (2010) learned that social ties were an integral part to cities in North American and Europe adapting novel planning policies. Also, I incorporated the work of sociologists Owen-Smith and Powell (2008) who argue that institutions and networks mutually shape one another. In their study of biotech industries, they found that network structure shaped dominant paradigms that in turn influenced what companies developed.

I conducted interviews with a diverse array of stakeholders involved in all aspects of transportation planning (e.g. designing, management and operations). These included international and Chinese experts as well as non-governmental organizations. To further support my findings, I conducted archival research and site visits in both cities.

Research is still ongoing, but preliminary findings seem to support the idea that organizations and networks mutually shape each other. Of note, in both cities the savviness of planners in influential departments has also been integral in getting new transportation planning concepts accepted and included in their municipal plans. These planning concepts were more often than not introduced through social ties.

References


**Track 15 - Urban Design**

**INVESTIGATING THE MISMATCH BETWEEN WALK SCORE AND METROPOLITAN PEDESTRIAN BEHAVIOR**

Abstract System ID#: 4048
Individual Paper

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Walk Score is a metric that rates the community-level pedestrian environment based on street connectivity and proximity to services. Many agree that the physical environment impacts levels of pedestrian behavior, and in the first portion of the paper, I explore the importance of amenities and urban design characteristics. Yet, based on a sample of nine relatively urban communities in Washington, D.C., I find that regardless of the Walk Score metric, pedestrians walk the same amounts. The mismatch between Walk Score and pedestrian behavior may be caused by several factors – mainly due to the metric’s inability to account for differences in urban design aesthetic, demographics, safety, crime, etc. In the remaining portion of the paper, I propose reasons for the discrepancies by analyzing overall mode share, trip purpose, descriptive statistics for the pedestrian trips in each neighborhood, exploring street patterns, and considering respondents’ attitudes towards pedestrian travel to understand their unique relationship with the city. This paper addresses the need to fine-tune the Walk Score metric and/or propose other factors that contribute to pedestrian behavior.

References

THE OTHER URBAN DESIGNERS: THE ROLE OF CONSULTANTS IN SHAPING THE BUILT ENVIRONMENT
There is an increasing awareness of the political nature of urban form production. Disparate public and private sector actors influence city design and development. Nevertheless, we have an ambiguous understanding of the role of urban design professionals and other actors who straddle the private and public spheres of influence. Molotch argues that consultants, operating in a market-driven realm, are biased towards encouraging development, as “the ‘Johnny Appleseeds’ who help sow… similar policy (and architectural) conformity across urban America” (1993, 37). However, there is a gap in our understanding of the balance of power between private and public professionals and how both types of urban designers are able to shape the built environment.

Studies such as those by Cuff (1991), Loukaitou-Sideris and Banerjee (1998), and Fainstein (2001) have examined how actors – such as property developers, property owners, politicians, planners, and architects – influence development, while Logan and Molotch (1987) have focused on elected officials and land-based interests, such as business coalitions, as the influential figures in the production of built form. Other studies have addressed the role of design professionals more broadly, without making a distinction between public and private actors (Schön 1983; Blau 1984). Most studies examining urban design practice tend to focus on the public sector shaping the urban environment through urban design as a matter of public policy (Barnett 1974; Hack and Canto 1984; Punter 2002). In general, however, we know little about the nature of the relationship between public and private professionals, as well as the conflicting goals and priorities that may exist between them.

This study examines the nature of current urban design practice and the relative power of public and private sector professionals in influencing the built form by addressing the following questions:

1) Who are the professionals involved in the production of urban design plans and major urban design projects? What is the nature of their goals and priorities?

2) What is the balance of power between public and private sector actors involved in the urban design process? How is this influenced by the existing planning regime and political context of cities?

3) How do private actors exercise power in urban design processes and in what ways do they affect design outcomes?

From a previous survey of US and Canadian cities with populations over 500,000, we have found that twenty-one cities have developed urban design plans in the last decade. We will conduct interviews with the urban design staff in these twenty-one cities to inquire about the professionals responsible for the development of these plans. We will follow with in-depth case studies of two cities with significantly different planning cultures – Toronto and Los Angeles – and seek to understand the balance of power between various actors through interviews with private and public design professionals, politicians, and members of the business community. This will be supplemented by mapping, media analysis, and archival research. We will likely focus on Downsview Park and the Railway Lands neighborhoods in Toronto, and Downtown Los Angeles and Studio City in Los Angeles. These case studies provide an opportunity to contrast two different planning regimes, as well as compare public design projects with those reliant on private development for implementation. The study findings would help planners and urban designers better understand the politics of development, and the power and opportunities of different actors to influence it.

References
RESURGENCE OF URBAN DESIGN? A ROUNDTABLE

Abstract Index #: 741
RESURGENCE OF URBAN DESIGN? A ROUNDTABLE
Abstract System ID#: 4157
Roundtable or Informal Discussion Session

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MUKHIJA, Vinit [University of California, Los Angeles] vmukhija@ucla.edu

This panel will present perspectives on the future of urban design in an “increasingly privatized urban world” (Fishman, 2007). On the one hand, the power of the state in urban areas is being reduced in some areas, such as social housing, while expanding in others, like homeland security and healthcare reform. States in the global north are suffering from fiscal crises while some states in the former ‘developing world’ are attaining greater power from rapid economic expansion. In some places, particularly the global north, this would seem to indicate a contested and uncertain role for urban design and the purposeful shaping of cities, at least as traditionally construed.

On the other hand, in North America at least there is a growing interest in urban design among planning and development actors, in no small part due to the increased influence of form-based codes and policies, in particular those derived from New Urbanism, in public discourse. New Urbanists initiated the argument for a greater role for urban form in planning practice, in particular through the regulation of the built environment and an emphasis on ‘placemaking’ in development. While the implementation of New Urbanist regulatory strategies is growing, New Urbanist developments have been adversely affected in North America by post-2007 fiscal austerity, and they are also challenged by planners and communities skeptical of their visions of order and unconvinced of their relevance to sustainability.

We are interested in debating four issues regarding the resurgence and future of urban design:

- The question of form: are new urban paradigms emerging that require new urban design strategies and methods? Is urban design leading or following these paradigms?

- The question of agency, including the role of the state and community participation: is urban design’s relationship with “top down” and “bottom up” planning being reorganized or reassessed?

- The question of regulation: what is the role of this traditional planning and design tool in situations where the market’s role is uncertain or contested?

- The question of equity: is urban design redefining its relationship to social justice?

This panel will examine the resurgence of urban design through five different lenses. Each of these lenses presents urban design with new challenges, new opportunities, and the potential for new ways of shaping the public and private realm.

1) informal cities (Vinit Mukhija); [co-convener]
2) shrinking cities (Brent Ryan); [co-convener]
3) healthy cities (Ann Forsyth); [invited and accepted]
4) immigrant cities (Michael Rios); [invited and accepted]
5) central cities (Eugenie Birch). [invited and accepted]
Each panelist will critically summarize the conventional wisdom and urban design literature in their field, discuss emerging urban design trends as viewed through one of the above lenses, and propose strategies and directions for urban design in light of the four issues guiding the roundtable discussion.

References

Abstract Index #: 742
PARTICIPATORY URBANIZATION AND THE PROBLEM OF REPRESENTATION: NAHR EL-BARED CAMP POSTWAR RECONSTRUCTION
Abstract System ID#: 4190
Individual Paper

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Unlike other postwar reconstruction projects in Lebanon, the reconstruction of the Nahr el-Bared refugee camp involved a highly participatory process with only minor interferences from local Lebanese political figures. The camp was razed to the ground in 2007 during an armed conflict that opposed the Lebanese Army to Fath al-Islam, an Islamist militant group that had established a base in the camp. An estimated 27,000 resident was displaced.

el-Bared is a Palestinian refugee camp established in 1949 to host the flow of refugees that arrived to the Lebanon after the establishment of the State of Israel. For sixty years, the camp evolved from a temporary settlement of tents to a dense residential neighborhood. Its development occurred informally but remained limited within the original boundaries, designated as extra-territorial, hence outside official Lebanese building and urban regulation under the auspices of United Nations Relief and Works Agency (UNRWA). The reconstruction project necessitated a formalizing process through the production of plans, designation of properties, area calculations and residence standards set by UNRWA. Although the planners and architects had spent considerable time involving the population in these processes, the first two hundred units were handed out to residents in 2010 started a wave of resident complaints contesting the very project that they had agreed on and the square meters allocations that they had signed to. This paper argues that this situation was created by the disjunction between forms of communication and representation in the informal and formal urbanization process. Borrowing from Lefebvre, the informal operates in representational spaces (lived) associated with the everyday while formal urbanization operates within the representations of spaces (conceived) associated with professionals and their modes of representation (Lefebvre, 1995). These formal modes of representation limit “the ability of informals to generate a knowledge of the city” resulting, I would argue, in the street contestations currently occurring in the camp (Kudva 2009, Bayat 2009).

Informal urbanization is representational, manifested in lived experiences and communicated experientially using dialog and story-telling (Ghandour 2001, Lefebvre 1995). This mode of representation dominated the initial phase of reconstruction when a group of architects and planners, later named Nahr el-Bared Reconstruction Commission (NBRC), volunteered to collect data from the displaced residents about their destroyed neighborhood. This data was later traced onto the only existing map of the camp, created by UNRWA in 2007 to upgrade the camp’s sewage system. The new maps transformed the experiential data into professional representation, locating it within a professional (conceived) mode of representation. Following this phase, community meetings were conducted to discuss and agree on a masterplan and eventually every family worked with an architect to develop the plans for their own residence. Even though the whole project was developed in communication with the residents, urban and building elements such as public space, stairs and rooms were understood by the residents experientially, while they were discussed by professionals through their abstract dimensions. As a result, the reconstructed built environment has disrupted the spatial components onto which the residents shaped their social practices within their neighborhood (Bourdieu 1984, Lefebvre 1995).

This research is based on direct participation in design workshops during the initial phases of the reconstruction project, fieldwork that included multiple site visits and interviews with project architects and planners as well as camp dwellers.
Through these archive of material, this paper highlights the limitations of the widely-used professional modes of representation and the need to broaden the types of representation utilized in participatory urban projects, and perhaps in all urban development, to include experiential and day-to-day means of communication informed by informal and representational practices.

References

Abstract Index #: 743
THE ELUSIVE DUBAI: REVISITING WICKED PROBLEMS IN PLANNING STRATEGIES
Abstract System ID#: 4191
Individual Paper
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This research focuses on Dubai, which from its inception as a fishing village to its rise as an emerging global city (Elsheshtawy, 2004), has come a long way in a short time. Dubai is nowadays a familiar brand name, which thanks to its phenomenal growth over the past three decades has transcended obscurity, and has achieved acclaim as an “ever booming city” (Baldaulf, 2008: 228). Besides assuming leadership as a major financial hub and a main trading and export center in the Middle East, Dubai is also an important node in the global economic network.

This study traces the impacts of these outcomes, which are influenced by the multiple forces of globalization (Lavergne, 2006), urbanization (Ouf, 2007), modernization, and immigration (Ali, 2010), in addition to the local cultural and socioeconomic practices. These forces—especially if coupled with rapid growth—often increase ambivalence and unpredictability, and perhaps weaken local values, identity and meaning. Thus, planning toward progress and modernity acts as a double-edged sword where obtaining one goal may be possible by sacrificing another goal.

This research focuses on Dubai’s commercial geographies (shopping malls and souqs) where multiple interpretations of ‘elusiveness’ coexist. For a qualitative research like this a conceptual framework, which offers flexibility, accuracy, and comprehensiveness, and captures both the “intricate interrelationships” (i.e., the interface of malls and souqs to broader national and global forces) and “unsettling juxtapositions” (i.e., new developments within old urban spatial contexts) (Barnett, 1986) of Dubai’s urban form is imperative.

The elusiveness of Dubai’s malls and souqs transcends merely physical/spatial attributes, and within its socio-political context encompasses the typologies and scales of activities, behaviors, and relationships. This research focuses on the following questions:

• What attributes of malls and souqs make them elusive?
• Are souqs dying and only malls flourishing?
• How has rapid growth permeated Dubai’s social, cultural, and behavioral characteristics?
• Are all signs of traditional Bedouin Arabic city disappearing and giving way to a rapidly modernizing city country (traditional life styles)?
The data for this study was collected in 2010 as part of an Urban Planning course offered in the fourth year architectural engineering program at Sharjah University. Over 30 students examined several of Dubai’s souqs and malls as case studies during extensive hours of field work. Malls and souqs occupy a considerable portion of Dubai’s land use and symbolize the gap between globalization and tradition. Even though generalizability is a non-issue here using a case study research (Yin, 1993) on malls and souqs, which occupy a lion’s share of Dubai’s area, makes sense. The “constant comparative analysis” (Glaser, 1978) of the case studies offers a potent methodology whereby multiple manifestations of the same phenomena determine the type of data to collect and where to go next. Comparing souqs and malls captures the elusive dualities (i.e., tradition vs. modernity, local Arab-Islamic identity vs. a global image) Dubai seems to experience. These areas of comparison helped narrow down the scope of research and avoid losing control over data collection and analysis. Behavior, activity, and form represent the subcategories of the typologies of elusiveness. The first category implies instances where people/firms behave in ways other than those originally expected of them; the second category suggests the activities which although not expected occurred in commercial venues. The elusive forms trace the discordant trends in the design of malls and souqs. Elusiveness was also observed across different scales from spatial (i.e., densities and grains of fabric), to relationships (i.e., how individuals and firms behaved or reacted individually, socially, or economically), to use (in what scales people used or experienced various facilities).

References

Abstract Index #: 744
TESTING DESIGN ALTERNATIVES WITH FINANCE-BASED METHODS
Abstract System ID#: 4258
Individual Paper

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This paper will summarize a forthcoming book to be published by APA Press that presents ways to link the design and development silos. The goal is to demonstrate the application of simple methods that promote integrated project development. Linking design and development decision making offers the advantage of real-time testing of design programs and plans against market and financial criteria. The inherently creative design process is connected to the inherently analytical real estate decision process.

References
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Abstract Index #: 745
VALIDATING URBAN DESIGN
Abstract System ID#: 4262
Individual Paper

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Abstract
This paper builds on earlier research to validate, for the first time, urban design measures against pedestrian counts on 588 street segments in New York City. An effort is made to distinguish which urban design measures, if any, influence levels of pedestrian activity after controlling for the other D variables. The D variables, density, diversity, design, destination accessibility, distance to transit, and demographics, have been used in a large set of studies to explain pedestrian mode choice or walking frequency.

For most of the D variables, measurement is fairly straightforward. Among the D variables, design is most nuanced. Design is widely thought to include street network characteristics of a neighborhood or district. However, urban design also incorporates subtler qualities of the street environment that affect the pedestrian experience. Sometimes referred to as perceptual qualities of the street environment or, alternately, just urban design qualities, these micro qualities are frequently cited in classic readings on urban design. Urban designers presume that these qualities are important for active street life, but have neither operational definitions nor empirical evidence to back the claim.

An earlier study developed operational definitions and measurement protocols for nine urban design qualities cited in the literature and selected five of them - imageability, enclosure, human scale, transparency, complexity - for subsequent operationalization based on inter-rater reliability and other criteria. This paper finds that as a predictor of pedestrian counts, transparency is more significant than any other D variable. Transparency refers to the degree in which people can see or perceive what human activity lies beyond the edge of a street or other public space, and is measured in terms of first floor windows on the street, continuous building frontage, and active uses at street level. Our measure of human scale closely approaches statistical significance. Control variables that prove significantly related to pedestrian activity include the average floor area ratio within a quarter mile buffer of the street segment, average population density, percentage 4-way intersections, and distance to the nearest rail station. This research provides relatively strong evidence of a link between one urban design variable-- transparency--and walkability, and casts doubt on the significance of the others.

References

Abstract Index #: 746
DO-IT-YOURSELF URBANISM: OPPORTUNITIES AND CHALLENGES FOR PLANNERS
Abstract System ID#: 4270
Individual Paper

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A grassroots movement promoting small-scale citizen-led design projects is gaining momentum in American cities and neighborhoods, going by a host of names including Tactical Urbanism, Pop-Up Urbanism, Guerilla Urbanism and Insurgent Urbanism. All of these do-it-yourself (DIY) approaches are promoted under a variety of rationales including the practicality of low-cost approaches in a moribund economic climate, the flexible “prototype” nature of such interventions, the ability to share successful tactics on the internet and their harnessing of citizen enthusiasm in an active and engaged form of participation (Street Plans Collaborative 2012). This paper seeks to explain the recent
growth of DIY urbanism, unpack the critiques of planning practice inherent in the movement and explore how planners might usefully engage such interventions in their professional practice.

DIY urbanism can be seen as both an implicit and explicit rejection of modern planning orthodoxy by promoting temporary, unsanctioned approaches to urban design, infrastructure provision, data analysis and other activities traditionally provided by municipalities. Seeking to rescue planning and place-making from an increasingly corporatized model based on public-private partnerships, oversized capital projects and a thick regulatory structure, DIY proponents argue for more citizen-activated, flexible and locally appropriate solutions (Arlt 2006). A recent magazine article highlighting DIY tactics is more blunt in its critique, arguing that, “Land use and city planning have long been the province of professionals and bureaucrats. As a result, many urban spaces today lack human scale and sensitivity” (Douglas 2011).

A DIY approach to urbanism is not a wholly new phenomenon. From “chair bombing” and “guerilla gardening” to “projection mapping” and “shareabouts” modern do-it-yourselfers promote a myriad of incremental approaches that are actually part of a long tradition of American self-help urbanism from The City Beautiful (Talen, unpublished manuscript) to the Community Design movement. Both discrete individual projects and their aggregated impacts, though, have important implications for planning practice, which will necessarily have to adapt to the expected future proliferation of such interventions through regulation, co-optation, or other strategies. This disparate, amorphous and loosely-named phenomenon, thus, merits thoughtful analysis and reflection on the part of planning educators and practitioners, as the enthusiasm for such approaches continues to grow among artists, activists and designers (Stickels 2011) yet relatively unexplored in the planning literature and off the radar of most planning practitioners.

Focusing on both US and international examples of DIY projects, this paper traces the recent roots of the DIY movement in a planning context and catalogs the range of tactics promulgated by advocates. A typology of DIY approaches is offered in order to illustrate the motivations and varieties of existing DIY approaches, and, finally, I offer a set of potential implications of the burgeoning DIY movement for planning practice and education, including how to harness citizen enthusiasm and new technologies to facilitate constructive application of these tactics, as well as how to deal with the possible negative externalities of DIY interventions.

References

Abstract Index #: 747
A CLASSIFICATION AND ANALYSIS OF URBAN AND SUBURBAN ARTERIAL DEVELOPMENT: TOWARD AN UNDERSTANDING OF THE STRIP
Abstract System ID#: 4304
Individual Paper

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The problem of arterial street development and appearance is perhaps the most understudied aspect of contemporary urban form. Arterials have enabled miles and miles of parking lots and unattractive urbanism. These areas are resistant to most planning reparative techniques, except guidelines and public street investments that induce cosmetic or transit changes. Real land use repair almost always focuses on large landholdings like former shopping malls, where small islands of urbanity can be created with great effort. The sprawling, high traffic arterial is thus a class of urban problem without a ready solution.

The central focus of this research project is 1) to classify the multiple types of urban and suburban arterial by morphology and development type, 2) to research and assess case examples of successful and unsuccessful attempts to modify this form, and 3) to provide designers and planners a toolkit for realistic measures to attack this ubiquitous problem. This paper reports only on the classification system: for example, there are two distinct kinds of arterial development patterns. The first shows up along old highways that once joined the centers of different settlements. Commercial development here may be in its second or third redevelopment, and constrained by older patterns. The second is along newer arterials, usually springing off interstate highway intersections, where all urban development is within the last 20-30 years. Both of these types have subtypes with their own character. Our analysis names and describes these patterns as a first step toward our thesis that different approaches are required in these different urban type configurations.

The method we are using involves comparing different sections of development along an old highway, State Street, in Salt Lake City. State Street is a 20-mile long arterial that runs from downtown to the very distant suburbs. In addition to looking at how the street developed morphologically over time and space, we also analyze a limited number of arterial streets which intersect with State Street, in order to broaden the analysis to the new type described above. In this method, we also compare these street sections to other places in the US, to verify that they have some validity outside of the study area. Our hypothesis is that these patterns are similar from place to place, especially in the suburbs. The classification examines traffic numbers, street configuration, land use, building types and size, lot sizes, and surrounding development types. The primary data sources are GIS maps provided by the municipalities and counties, historic maps and County recordings of property, aerial photos (contemporary ones in Google maps), and site investigations in person.

This work is especially relevant toward developing methods of analysis and methods of reparation for problems of the commercial arterial; a very common problem in most US cities. The analytical techniques have applications for practice as well as education.

References

Abstract Index #: 748
IS THE TRANSECT DESCRIPTIVE OR PRESCRIPTIVE? A FORM-BASED STUDY OF DEVELOPMENT, REDEVELOPMENT, AND DEMOLITION IN A SHRINKING CITY
Abstract System ID#: 4315
Individual Paper

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Over the past ten years, the New Urbanism design and planning movement has successfully proposed and promoted a theoretical and regulatory agenda based on a concept known as the Transect (Duany and Talen 2002). The Transect proposes a normative physical structure for cities, towns, and rural settlements based on a gradient of building densities, lot coverages, transportation regulations, and other variables, ranging from dense, pedestrian oriented center cities to diffuse, automobile oriented peripheral areas. Translated into a set of regulatory guidelines known as the SmartCode (Duany et. al. 2008), the Transect provides a framework to revise planning and design guidelines for anything from small towns to major cities. Conceptually and functionally clear, the Transect and associated SmartCode are growing in popularity. As of early 2010 almost 300 North American municipalities had implemented SmartCode-based zoning ordinances, which replace part or all of conventional zoning codes (Langdon 2010).

Duany and Talen’s original argument for the existence of the Transect as a basis for physically reorganizing the built environment is based in an assertion that the Transect is a “natural law”, or a “principle derived from the observation of nature” (Duany 2002, 253). However, Duany et. al. also argue that Transects differ from place to place, with normalization to the generic Transect possible via a process known as “calibration” (Duany et. al. 2008, p. A44-A47). The calibration process is both quantitative and qualitative, and involves subjective interpretation by designers (Duany et. al. 2008, p. A24-A29). An exact calibration method remains unpublished. Also unresolved is the difference between the descriptive and prescriptive nature of the Transect (Marantz 2008). If the Transect is truly descriptive, prescription should be unnecessary, as all areas would therefore already conform to the Transect and its existence would therefore be empirically demonstrable through measurement of the built environment in an existing city or metropolitan area.

This study tests the descriptive aspect of the Transect by measuring three transect-linked built environment variables (building height, lot coverage, and residential density) of building samples in the city of Detroit, Michigan. Each of these built environment variables is defined in the SmartCode (Duany et. al. 2008, p. SC83) and measurements of these variables may therefore be taken as evidence of the ability of the Transect to describe existing conditions. Three building samples were examined: a random sample of existing, pre-1990 housing within the city limits; a complete inventory of housing constructed between 1990 and 2005; and records of housing demolished between 2000 and 2010. Preliminary study findings indicate that neither the random building sample nor the post-1990 housing inventory conform closely to the generic Transect; rather than the Transect's steady gradient, the samples appear to conform to a model of a dense downtown with low-density urban neighborhoods. In Detroit, the Transect may be viable as a prescriptive measure but its descriptive capacity appears limited.

References

Abstract Index #: 749

LEARNING FROM THE MARGIN: URBAN DESIGN AND PLACE-MAKING TACTICS IN PHOENIX

This paper examines place-making tactics that mitigate and counter the generic and homogenized nature of suburban development. The paper adapts de Certeau’s concepts of “strategies” and “tactics” to connect the rules of suburbs’ planned urban form (strategies) and local informal responses to maneuver through them (tactics). In that respect, we consider as strategies the formalized, codified, and administrative actions that aim at defining and governing urban
space. These include land-use plans, zoning laws, building codes, and other official regulatory tools. Tactics are those calculated, autonomous, and opportunistic actions by local actors that re-define and re-negotiate space outside the realm of the legal use of the built environment. Accordingly, tactics are seen as disruptions to an urban order that does not always reflect the needs, values, and aspirations of large segments of society. These disruptive tactics organically insert a diversity of urban desires and interests that customize the socio-spatial usage of suburban built-environment. We focus on unsanctioned, progressive, and transformative tactics in older suburban neighborhoods in the Phoenix metropolitan area. These neighborhoods, while providing one of the few affordable housing choices for middle- and low-income households, often remain locked in conditions of limited access to necessary amenities such as local retail, services, stable employment, and public transportation. These conditions create a mental and physical climate of isolation and incarceration for its residents, especially minorities and immigrants. As a result, these conditions also prompt innovative tactical adaptations and responses of various types and that often are not sanctioned by conventional municipal codes and regulations. The paper identifies three main aspects of place-making tactics: redefining boundaries of public and private spaces to “cloak” alternative uses; recycling inert suburban spaces and physical elements to activate them; and reconnecting fragmented and sterile suburban spaces through a rich network of socio-cultural ties and icons. Insights gained from the production of such tactics are used to propose an alternative to mainstream views of the role of planning and zoning regulations as static governing tools to one where planning actions instruments have generative and catalytic qualities that enable progressive social change, support community-empowerment, and foster endogenous place-making practices.

References

SETTING PRIORITIES: EMBEDDED VALUE JUDGMENTS ABOUT HUMAN WELL-BEING AND HUMAN-NATURE INTEGRATION IN SUSTAINABLE URBANISM

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This paper reports from a study examining urban design from the focus of ecology and sustainability. Specifically, the paper is primarily concerned with a recent formation of ideas—sustainable urbanism—which undertakes the theorization of the ecological model and its social-economic-environmental relationships. In addressing sustainable urbanism, urban design is approached not as pre-determined outcomes (such as architectural forms and aesthetics, planning policies and statistics, and engineering efficiency and infrastructure), but as a series of priorities and value judgments embedded in the decision making process.

City and urban development is defined in this study as “a system of organized complexity” (Jacobs, 1961). This definition clearly approaches urbanism as an ecological process. The ecological model, inspired by classical works such as Fundamentals of Ecology (Odums1953) and Design with Nature (McHarg 1992), derives the notion of sustainable development as a process of relationships among the natural systems (such as soil, climate, hydrology), human systems (social ethics and values), and the economic systems (allocation, distribution, and management of resources). Nevertheless, unresolved questions of value judgment and priority-based actions remain for generating responses to multi-layered urban issues. This paper is concerned with the limits of, and alternatives to, sustainable urbanism and poses a specific question: How do we set up priorities of judgment for an ecological response to urban design?
The paper first reviews the current status and origins of sustainable urbanism and then highlights emergent analytical strategies. This is approached by utilizing methodological categories that transcend familiar disciplinary boundaries of form, open space, and policy, and implementation. Two methodological approaches are discussed as a point of challenge to mainstream conceptions of sustainability—human-nature connection and human well-being. The first is based on a theoretical framework denying the dualistic interpretation of the environment into “built” and “natural” divisions; while the second notion of public health is defined by physical thriving, social justice, and social hope encompassing health of context in all its richness, health of individual and health of community. Within these two methodological premises of ecology and health, a biological structure is adapted built on five intellectual categories, first postulated by Neuman (2005): capacity, fitness, resilience, diversity, and balance.

This challenge framework of sustainability in urbanism is examined for relevance by analyzing trends in urban policy (infrastructure capacity), urban regulations (zoning capacity), urban form-making (built volume capacity), and regional development (landscape capacity). The methodology of the study addresses particular case-studies and urban theories, highlighting gaps between expectations, beliefs of effect, and practical results. The result is a clear set of fundamental priorities that span disciplinary boundaries within urban design, but is often ignored by all of them. This provides the groundwork for a consistent process-oriented framework, on which to build an urban examination, urban analysis, and urban decision making process.

References
This paper discusses the role of place in understanding the synergies between the university and the city. The high value placed on learning, innovation and research in the new knowledge economy implies that policy makers increasingly promote the relationship between the university and the city. Universities are seen as vital in a more knowledge intensive economy both as creators and consumers of knowledge. As creators of knowledge, universities make a significant contribution to the ‘intangible assets’ – knowledge, skills and innovation – that have become the source of comparative advantage for a thriving knowledge economy. Universities also consume knowledge through demanding highly skilled workers. In turn, urban life itself is recognized as an essential resource for economic development and innovation. As a result the city-university relationship is seen as pivotal to helping places across the world adapt to changes in the wider economy, increase the proportion of knowledge intensive jobs and workers, and deliver beneficial outcomes for communities.

The spatial dimension of the synergies between the university and the city is described in the literature as the quality of place, a distinctive ‘offer’ for those wishing to live, work or invest somewhere (The Work Foundation, 2008). This encompasses a wide range of factors, from the physical environment and quality of transport provision to the look and feel of a city, its access to cultural and leisure facilities, its reputation and what combines to make the city different from other places. In turn, new university developments are described as positively enhancing that city’s built environment and attractiveness as a place to live, work and invest.

This paper argues that the contribution of urban design to the process of place making is more strategic than simply increasing the attractiveness of a city. Three case studies from London, the London School of Economics, University College London and Queen Mary University exemplify the power of place in creating spaces of innovation, in mobilizing networks of stakeholders, and catalyzing the formation of innovation districts. The cases illustrate how good campus design can produce creative and competitive new urban spaces which reinforce the position of the university and the city in their global hierarchies. They show how spatial development helps to embed knowledge in their respective local social and economic networks. They furthermore illustrate how new building and development projects can have a catalytic effect in the transformation of urban districts by attracting other knowledge intensive land uses and activities.

The paper argues that place making in this context should be understood as product and process on three different levels. First, it involves the design of a distinctive learning landscape (Harrison, 2006), that is, an innovation environment that evolves fluidly across key teaching spaces, corridors, courtyards, social hubs and public spaces and thereby integrates the campus into the urban fabric. Secondly, development projects can draw together partnerships between the city and local authorities, private enterprise and the university, and thereby strengthen global competitiveness and local engagement. Thirdly, the spatial development of universities can stimulate urban growth and transformation across the larger scale of the district. These three levels are not necessarily causally linked. However, it is together that these levels constitute the place of the university in the city as product and process.
The illustration of the various best practices in the case studies serves to establish a framework of a more sustainable relationship between the university and the city, one that brings together global competitiveness with civic local engagement, balances economic and societal innovation, delivers good urban design and promotes urban transformation across scales.

References


Abstract Index #: 753

IMPACTS OF THE URBAN BUILT ENVIRONMENT ON TRAVEL BEHAVIOR, PHYSICAL ACTIVITY AND HEALTH IN THE LANSING REGIONAL CONTEXT

Abstract System ID#: 4539
Poster

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This study looks at the relationship between the urban built environment, socio-economic status, ethnicity, pedestrian activity, and obesity in six neighborhoods in the Lansing, Michigan region. It examines the impacts of urban form on accessibility, travel behavior, and public health in a region characterized by urban decline and increasing suburbanization. The study also aims to explore how race and socio-economic status affect travel behavior, physical activity, and obesity in built environments characterized by higher densities, mixed land uses, and greater connectivity; essentially those urban environments that have traditionally been viewed as promoting walking.

The research objectives are to build measures of accessibility, isolate the role of income, race, age and gender in affecting accessibility, quantify pedestrian activity, and examine potential associations with physical activity and obesity. The general hypothesis is that neighborhood accessibility is a precondition in encouraging pedestrian activity. Class, race, along with the sense of value of exercise and sense of safety will be key determinants of pedestrian activity. To accomplish the research objectives the research team gathered data from six neighborhoods in the Lansing region. 596 surveys were completed between six neighborhoods. This has enabled the research team to focus on travel behavior and physical activity within the context of diverse socioeconomic conditions and race/ethnic populations.

References

1. Data is from a Mail survey

Abstract Index #: 754

GOOD URBANISM

Abstract System ID#: 4594
Individual Paper

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This is an exciting moment for urban design and urban planning as a consensus has been forming around what constitutes a good place. Despite this knowledge, however, the actual delivery of good places remains challenging and
all too rare. This paper identifies obstacles along the path and offers directives for eliminating, or navigating around, them. Clearing the path toward good urbanism involves enriching the conventional approach that proposes designs, plans, or policies based upon initial research with an envisioning process that cultivates good ideas while leveraging resources to realize them. The paper outlines a process for recovering this “buried nesting instinct” involving six steps - prospect, polish, propose, prototype, promote, and present - and illustrates this process with exemplary practices. Taking these steps can contribute to enhance the health and well-being of places and communities as well as the efficacy and relevance of the planning and urban design professions.

References


Abstract Index #: 755

EFFECT OF CHILDREN’S INVOLVEMENT IN PLACE-MAKING ON THEIR ATTACHMENT TO NEIGHBORHOOD

Abstract System ID#: 4622
Individual Paper

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Scholars who have been studying young people’s environments suggest that for the production of loved, liveable and healthy communities it is essential to cultivate children’s attachment to places (Chawla, 1992; Sancar and Severcan, 2010). However, there is limited knowledge about how place attachment develops (Low and Altman, 1992) and a lack of empirically based information regarding young children’s (ages 9-11) attachment to neighborhood setting. Furthermore, a review of the existing place attachment studies show that the role of place-making experiences on people’s attachment to place has not received enough attention. This paper proposes a framework for understanding and measuring individual’s place attachment in order to examine whether and to what extent 9-11 year-old children’s involvement in urban planning and design affect their attachment to place. The fieldwork for the empirical study took place in six low-income historic neighborhoods of Istanbul, Turkey. Research findings were collected during a one-year lasting EU-funded project. As part of the project, local children (n=158) engaged in a set of structured planning and design activities. The number and order of procedures showed variation in each of the selected neighborhoods. Children’s attachment to their blocks, neighborhoods and city and associated variables such as place knowledge and collective efficacy were measured before and after the study by pre- and post study surveys. Findings inform planners and designers about the importance of involving inhabitants in place-making processes on cultivating their love of place. The paper also emphasizes the role of the procession and the number place-making activities on participants’ attachment to their neighborhoods.

This paper is drawn from my doctoral dissertation, which will be defended in April 2012. My dissertation advisor is Professor Fahriye Sancar (sancar@colorado.edu).

References

**INDICATORS OF LIVABLE STREETS**

Abstract System ID#: 4631
Poster

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The streets are important part of the livability of our communities as the most public urban spaces. They ought to be for everyone, whether young or old, motorist or walker. But too many of our streets are designed only for speeding cars. How to design public streets to encourage walkability and further social interaction? This study attempts to look into the role of human-scale factors that are significant to the user behavior. Central to the investigation is a holistic and multi-disciplinary approach that addresses not only the physical characteristics of the street, but also the aspects of use, management and human perception. Researches show that even when the socioeconomic, and macro-scale physical factors such as location, accessibility, land-use, density, and the rest are similar, there are distinct variations between the uses of streets. Some are definitely livelier than others. Most of the Measures used in characterizing the built environment research have been investigated macro-scale gross qualities. Subtler qualities such as pedestrian-scale urban design qualities may influence more on the walking behavior.

This poster shows the various aspects of the environment that are significant to the users of the streets. Extensive structured and unstructured observations of commercial streets are going to be undertaken to understand user behavior. This is followed by a structured survey and an open-ended interview to comprehend users’ feelings, perceptions, and attitudes toward the environment.

References

**BIOSWALES AND RAIN GARDENS: THE SOCIAL BENEFITS OF PLACE-BASED URBAN DESIGN AND PLANNING**

Abstract System ID#: 4635
Individual Paper

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Today, whether in growth or decline, cities are faced with regulatory obligations and crumbling infrastructure, which are compounded by the pressing need to address sustainability and resilience in the face of uncertainty around climate change and peak oil. The capacity and condition of stormwater infrastructure combined with Federal and State regulations concerning watershed health and water quality are just one example of infrastructure related decision cities must address. Green infrastructure (bioswales and rain gardens) is one way many cities are simultaneously addressing the need to replace or repair of stormwater infrastructure while also meeting their regulatory obligations. Importantly, beyond the scope of capital improvements and regulations, retrofitting the pattern of neighborhood development through the implementation of green infrastructure is a place-based urban planning and design strategy that also addresses sustainability and resilience (Newman and Jennings 2008, Beatley 2011). Retrofitting cities in this way can also be seen as a way to restore a balance between urban areas and natural systems, which has the potential to shape the broader public’s perceptions of nature, natural systems, and individual and societal consumption patterns (Thayer 2003; Hester 2006).

Traditionally bounded by scientifically based goals around stormwater management, water quality and habitat restoration, the social benefits of green infrastructure projects have had less study. Green infrastructure as an
alternative to “grey” infrastructure solutions is becoming more common place as a lower cost solution, however there are additional social benefits of these more visible and natural systems that may contribute to long-term societal sustainability. Thus it is important to study how urban dwellers perceive and interact with these systems in order to determine the potential ways in which green infrastructure may provide for environmental learning as well as urban retrofit.

This paper presents preliminary results of an on-going study, and focuses on the following three questions: (1) How are rain gardens and bioswales perceived by urban dwellers? (2) What are the social benefits of rain gardens and bioswales? (3) Do rain gardens and bioswales contribute to environmental awareness?

This paper employs a qualitative research methodology to explore the social aspects and individuals’ perceptions of the Green Street (bioswales) and Private Property Retrofit (rain gardens) components of Portland, Oregon’s Tabor to the River program. Forty-two individuals were interviewed in thirty-five interviews (7 couples, 28 individuals). Preliminary results suggest: (1) Green Streets are generally perceived as beneficial; (2) Aesthetic benefits to walkers and cyclists overshadow other potential benefits of Green Streets; (3) Though generally supported, skepticism of the Green Street program is dominant and include questions of cost and siting perhaps rooted in an underlying distrust of the City; (4) Green Streets are perceived as engineered and “unnatural” and thus are perceived to have less value as small-scale nature or greenspace leaving some advocating for a more natural or wild stormwater management solution; (5) Visible stormwater management facilities have the potential for environmental learning; (6) The environmental benefits of the implementation of rain gardens on quasi-public property (i.e. churches) is secondary to the social interactions and community building achieved through such projects. These findings suggest potential for social and environmental benefits of the incorporation of natural systems into urban neighborhoods. Challenges of distrust might be overcome and the realization of fuller social and environmental benefits might be achieved, if green infrastructure retrofits are part of a deliberate, transparent, educational, and inclusive strategy with clear priorities of place-based urban design and planning.

References
some local markets continue to be strong performers, not declining as much as others and rebounding more quickly. Further, some researchers assert that the demand for walkable neighborhoods is highest among particular demographic groups, particularly non-family households with moderate to high incomes and family households who are willing to trade space for access to amenities such as retail, restaurants, and cultural amenities (Leinberger 2008; Manaugh and El-Geneidy 2011). Other research has focused attention on the impacts of high crime rates and vacancies. This research seeks to unify these interests and set the foundation for future research in the walkability discourse.

This research employs a hedonic pricing model at the metro level to determine the impacts and statistical significance of different types of amenities and disamenities on housing prices. First, it combines the hedonic pricing model with GIS spatial analytics for 2007 home sales data, a period during which evidence of an impending collapse was emerging. Second, it assesses price differentials in walkable (high-density) and non-walkable (low-density) neighborhoods, and it explores whether there are unique household characteristics across these local submarkets.

This research provides evidence that not all amenities have statistically significant economic impacts, and in cases of extreme disamenities the effectiveness of amenities is negated altogether. The paper concludes with suggestions for a new direction in urban design and real estate development research. This includes revisiting the underlying arguments and methodologies currently used to define walkability; further it explores questions such as who is interested in walkable environments and where they choose to live; and, ultimately, what places have been most successful in terms of retaining the interest of urban dwellers. The paper presentation will outline directions for future research efforts, suggesting that outcome-based measures tied to neighborhood resilience—focusing on economic and non-economic outcomes—are a more useful and powerful set of tools for decision-making and shaping public policy.

References

Abstract Index #: 759
“THE RIGHT TO PLEASURE:” HOOK, LINE, OR SINKER FOR SLOW CITIES IN THE U.S.?
Abstract System ID#: 4706
Individual Paper
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Criteria for membership in Cittaslow, the international assembly of municipalities, are generally consistent with “livable community” principles in the U.S. But Cittaslow is based on a unique dimension of livability: slowness. This paper will explore opportunities and obstacles to realizing “slow life” in three rather new Slow Cities in California (Sonoma, Fairfax, and Sebastopol, certified 2009-10).

Cittaslow and Slow Food, comprising an allied Slow movement, share an underlying philosophy that “fast life” – often equated with technological innovation, efficiency, and optimization – degrades social equity, environmental sustainability and the shared pleasures of community life and public space. This philosophy corresponds to an interdisciplinary academic literature finding negative effects of speed on the quality of everyday life, our cognitive capacity, and the resilience of social-ecological systems (Carp 2011). To encourage a more healthful and enjoyable “slow life,” Cittaslow towns agree to set government policies on environmental protection, historic preservation,
support for local food production, hospitality and tourism, social inclusion, appropriate technologies, and so forth (Cittaslow International).

In the paper, I will discuss the normative and empirical dimensions of livability evoked by the foundational principle of the Slow Cities/Slow Food movement: “the right to pleasure.” A radical understanding of enjoyment as a human right, it is inextricable from healthy environment, fair compensation, the value of traditional cultures, taste, and conviviality. However, advancing “the right to pleasure” is a vexed goal for Slow City proponents. “Fast life” seems to subvert not the vision, but the realization of Cittaslow goals. The three Slow Cities in California do not offer a model so much as illustrate different ways of attempting to instill “slow” into the life of a community. To date, their work involves governance structures, collaborative programming, and the lived experience of organizational development work itself. Meanwhile, three towns on the East coast are pursuing Cittaslow certification.

My research sources are direct experience, participant-observation, and review of primary documents, in addition to the interdisciplinary literature review in Carp (2011). I have conducted on-site interviews in the U.S. Cittaslos in June 2010, March 2011, and March 2012. As a member of the Cittaslow USA advisory board, I represented the U.S. at the Cittaslow General Assembly in Poland in June 2011. I expect to observe the Cittaslow General Assembly in Italy in June 2012 and to participate in the “Cittaslow: Slow Tourism” conference just prior. Informal conversations with Cittaslow delegates from other countries and the Cittaslow International leadership have provided invaluable perspective on the U.S. network and on the role of tourism in Cittaslow in particular. I also rely on a higher quality English translation of the Cittaslow International Charter (orig. Italian) than is available on the Internet.

References

Abstract Index #: 760

VISIBLE COMPETENCY: HOW THE RE-IMAGINED CITY IS RESHAPING THE ROLE OF PUBLIC SPACE IN LATIN AMERICAN CAPITAL CITIES
Abstract System ID#: 4730
Individual Paper

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In this paper, I examine the role of what I call “visible competency” in local governments’ efforts to redesign cities in the pursuit of world-class status. Visible competency is the visual demonstration of the capacity to plan, design, and implement development projects to increase or maintain status. Visible competency is the newest chapter in the long history of using design to demonstrate power. Now, everyday activities rather than grand spectacles are increasingly used to convince citizens and investors of government competency.

Visible competency relies on visual tools that are easily related to citizen experience. Thus far, in Buenos Aires and Bogota, public space has served as the primary tool. Over the last 15 years, local government administrations in these cities have relied on public space projects to demonstrate that they are competent to run their cities. The focus of public space stems from several factors: first, local leaders see public space as an effective policy arena for delivering communal resources. Second, public space projects are viewed as easier, cheaper, and more visible to implement than other types of infrastructure and social projects. Third, public space is seen as the most effective platform for reaching and transforming quality of life for citizens, including increasing equity regarding public resources.

This search for legitimacy is directly tied to a vision of design as economic development. Conflicting values, however, are present in this focus on redevelopment. Design and development projects are predicated on local social needs as the catalytic force for change, all the while these cities are re-imagined in order to provide desirable spaces for foreign
investment. The means to resolve this conflict are not clear and, furthermore, this conflict puts pressure on how and if local governments can demonstrate their legitimacy through visible competency.

The paper’s subject is examined primarily through planning document analysis and interviews conducted with local government representatives and urban planning and design practitioners in each city. My work is fundamentally tied to basic questions of the public good – is public space still public and a sphere for the creation of citizenship? Is the right to the city – the right to occupy city spaces and enjoy equitable use of collective resources – a viable right in today’s monitored and managed urban territories? This research maps the trajectories of the new spatial logics arising from city (re)making projects that reconfigure the contemporary metropolis physically, socially, politically, and economically.

This paper challenges our current understandings of city development and design and brings a perspective that is currently missing from these debates – one based on the global South.

It is these practices that will enable design and designers to create work that is meaningfully and critically relevant.

References


Abstract Index #: 761
LEWIS MUMFORD AND NEW URBANISM: CONTINUITIES AND CONTRADICTIONS IN THE SEARCH FOR A THEORY OF GOOD CITY FORM
Abstract System ID#: 4754
Individual Paper
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The theoretical foundations of New Urbanism remain contested as we advance into the twenty-first century. A theme which has received little attention is the connection between the writings of one the twentieth century’s leading thinkers on urban affairs, Lewis Mumford, and the theoretical and empirical foundations of New Urbanism. This paper systematically analyzes the way in which Mumford served as a precursor to New Urbanism, but it also explores key differences. Many planners are unaware of the depth and sophistication of the theoretical foundations of New Urbanism—and more generally, traditional architecture and urbanism—as manifested in the writings of Nikos Salingaros, Christopher Alexander, Michael Mehaffy, and Patrick Condon. Both Mumford and the New Urbanists, aligning themselves in this regard with Jane Jacobs, make an argument that cities are problems in “organized complexity”—emergent phenomena that cannot be reduced to the categories employed by Modernist architects or conventional land use planners. In exploring this domain, Mumford was a pioneer, but it is now possible to extend his insights and make the connections between urban structure and theories of complexity more explicit. Ideas that were viewed as impractical or visionary from 1920-2000 may re-emerge as necessary solutions for the planning of cities in the twenty-first century.

References

A VERNACULAR CODE FOR THE ARID WEST
Abstract System ID#: 4808
Poster

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This poster demonstrates the use of a vernacular form-based zoning code that is capable of responding to the hot arid climate in the southwest region of the United States. A vernacular form based code is developed as a case study for Albuquerque, New Mexico for the purpose of improving urban density as well as reducing the reliance on energy intensive mechanical systems for the heating and cooling of buildings. The framework for the form based code regulation is based on design principles from historic settlements of the Southwest and northern Mexico which provide a vernacular precedent study in which Spanish/Mexican towns and the Pueblo Indians villages designed “oasis settlements” that utilized court yards, walls, buildings, plazas, and terraces as a way to provide both defensible space and a suitable built environment for an arid climate. The poster advocates that form based code, based in vernacular architecture is a viable urban design strategy that can increase density, improve walk ability, provide for mixed use development, as well as provide more energy efficient solutions to remedy the impact of climate change in Southwestern cities.

References

ICONIC EYESORES OR A TALE OF TWO STATIONS: THE DECLINE AND POTENTIAL REVIVAL OF ABANDONED TRAIN TERMINALS IN BUFFALO AND DETROIT
Abstract System ID#: 4832
Individual Paper

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This paper documents two local campaigns to restore and reuse iconic civic structures: Buffalo’s Central Terminal (Fellheimer and Wagner, architects, 1927-29) and Detroit’s Michigan Central Station (Warren and Wetmore, architects, 1913). Devoid of significant public sector funding and effective market-based adaptive reuse strategies, idiosyncratic coalitions of local residents, rail enthusiasts, history buffs, business owners and cultural entrepreneurs, have coalesced around the desire to reclaim these local landmarks and the civic experience they once engendered. Their hands-on, do-it-yourself practices coordinated with social activism, transcend both the typical market-oriented targets (private sector profits or “pays-for-itself”) and the “fully restored” end states that are the goals of conventional preservation.

Local decay and the broader decline in passenger rail travel hastened the demise of these once bustling stations. Taking over the nation’s intercity rail system in 1971, Amtrak closed the Buffalo terminal in 1979, consolidating passenger
service for the region in Niagara Falls; and closed Detroit’s in 1988, opening a much smaller station a few miles away. Over the following decades, these stations endured decay, vandalism, vandalistic ownership and a series of failed adaptive reuse plans. Located near but not in their respective downtowns, these terminal complexes, even as they deteriorated, served as prominent local landmarks towering over their also decaying neighborhoods. While becoming emblems of decline for their respective cities, their familiar presence in the skyline also reinforced a sense of local identity and pride, inspiring residents to dream of restoration and reuse.

Yet even as residents in both cities valued their connection with these structures and fought to save them, their respective political and social environments were quite different. In Buffalo, where a strong preservation ethic began to emerge in the 1990s, the cause of the station was championed by local politicians. The city forced its owner to surrender title and eventually deeded the terminal to a local corporation formed by residents specifically to restore and reuse it. In Detroit, where a perverse interest in the city’s physical decay has manifested itself in the form of urban exploration, vandalism and ‘ruins porn’ documentation, less of a preservation ethic prevails. Local leaders have long viewed the station as a liability and symbol of decline, or an asset that could be exchanged as a part of larger private sector development deals. Even now as local entrepreneurs and activists lead a campaign to reclaim the station and revive the property around it, its future is uncertain.

Can these citizen coalitions be forceful agents of preservation and revitalization in their local neighborhoods and cities? Can they grow their collective expertise to take on more and larger civic projects absent larger pools of funding and market demand for historic structures? This paper considers these questions and the ways in which these coalitions have brought a vitality to local preservation practices, which has eluded more typical agents of conservation and revitalization – municipal planning and preservation departments, state economic development agencies, for-profit developers and local partnership entities. In examining their grassroots successes, failures, limitations and conflicts, it also ties these narratives to the growing chorus of urban preservation scholars who have advocated for more inclusive practices and those that foster an appreciation of public history as much as architectural restoration (Boyer 1994, Hayden 1995, Page and Mason 2003, Hurley 2010).

References

ARCHITECT’S PERSPECTIVE FOR EVALUATING AND MEASURING URBAN FORM

Environmental quality is an important concern affecting quality of life and plays a critical role in every urban milieu. Aspects of environmental quality, such as safety, security, privacy, sense of place, and visibility are considered to be qualitative and are generally studied using qualitative methods, tools and techniques in order to describe and explain their role in the urban space.

This paper proposes an approach and a model that transforms qualitative aspects of environmental quality into quantitative geometrical terms, and a methodology framework that provides support to the work of architects and urban designers by allowing them to reference these aspects objectively. This objective morphological approach can be used
by urban designers and architects during the design and development process and can contribute to the development of sustainable urban environments.

One of the greatest challenges facing urban designers is the development of secure and safe environments while maintaining privacy and visibility, and while still creating a sense of place. People place value on urban design when they are aware that qualitative aspects of the environment have been taken into account. Urban designers will benefit from doing something important without compromising convenience.

Currently, most quantitative measurements relating to urban design principally analyze building components. The measurement of qualitative environmental characteristics of an asset – what is in-between the buildings but has great effect on the environment quality of the tenants inside the buildings (either in the private or public domain) – can result in an upgrading of the quality of the urban environment. The quantification and measurement of qualitative aspects of environmental quality in the urban environment is an interdisciplinary area that has not been researched sufficiently and yet has the potential of significantly influencing the future of urban design and planning as a whole.

Researchers from many diverse disciplines have pointed out and defined many qualitative aspects affecting the urban environment and quality of life in buildings, such as privacy (Jacobs, 1961; Archea, 1977), sense of place (Whyte, 1980, Shamai, 1991), security (Jacobs, 1961, Guel, 1971, 2010) and more. Others expressed these definitions with images and demonstrated diverse situations that present such qualitative aspects in the urban environment (for example: Cooper Marcus & Sarkissian, 1986, Guel, 2010 and Berghauser Pont, et al, 2010) but not many have developed models by which the designers can evaluate the urban environment for a better development of urban design.

The ability to predict the levels of a diverse range of aspects of environmental quality has the potential to upgrade the quality of the life of tenants in their urban environment with consequences for urban design as a whole. With the results of such research, we could draw conclusions and formulate guidelines and criteria relevant to each aspect of environmental quality to be measured, which would then be applicable to sustainable urban environments.

This paper seeks to emphasize the point of view of urban designers and architects. The development of quantitative evaluation and control methods and tools to be used by urban designers and architects is greatly needed, both to evaluate and control urban development during the design process and to analyze existing urban fabrics, contributing greatly to the future of urban development.

References

CORRELATING PHYSICAL QUALITIES TO PERCEIVED DENSITY USING 3D COMPUTER SIMULATION
Abstract System ID#: 4856
Individual Paper

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Higher densities is sought by contemporary trends in planning as it has become clear that excessive expansion of cities, that is sometimes named as sprawl, is not of any advantage to neither the people nor the environment. However,
people's perception for high density is still considered a barrier for such planning trends. For lay people higher density is associated with different cultural and social undesirable circumstances. For this reason, when dealing with higher density proposition, planners need to be aware about psychological and cultural discourse that is commonly shared between people. This is affected by people’s previous experiences and their context. Theoretically, density needs to be understood and comprehended based on peoples’ understanding and interaction with a proposed environment (Jacobs, 1961; Rapoport, 1973; Churchman, 1999; Yang, et. al., 2005; Campoli & MacLean, 2002). Rapoport (1973) argued that the concept of perceived density incorporates people, spaces and people’s conscious interaction and sharing of physical and cultural aspects of these spaces. If perceived density relation to measured density is understood this understanding would help in defining best physical forms and creates opportunities for manipulating existing spaces to realize different levels of density with less negative reaction from users. Experimentally, few studied have been done toward investigating the relationship between density perception and certain urban design features such as for example the level of openness (Fisher-Gewirtzman, et. al., 2005).

In this experimental study a survey is used to collect data about participants background (independent variables: socio-economic and contextual data) and perceptual data (dependent variables measures as provided by peoples’ subjective evaluation for different 3d views). The relationship between independent variables (physical qualities and socioeconomic variables) and dependent variables (perceived density, level of control, level of freedom, information overload) is tested using the data collected in the survey instrument. A group of 3- dimensional models are used to create a visual survey for the perceptual measures. Participants are asked to answer questions about their perception of density under different configuration of the urban environment. The independent variables (Façade complexity, enclosure, intersecting streets, existence of people) will be changed throughout the experiment to provide a matrix of experimental conditions.

Study area is selected from “Atlantic Station”, a mix use urban development in Midtown Atlanta – Georgia that extends over 138 Acre. Atlantic station is described as a national model for Smart Growth where mix of affordable and upper scale housing exists along with different amenities (shopping, entertainment, restaurants) and office buildings (www.atlanticstation.com). This area was selected to provide a reference for real life urban environment in the creation of the 3D models. Site plan and area characteristics data was provided as a GIS file by the City of Atlanta Geographic Information System Department. The resulting 3D models were 9 models built using a fractional factorial design combination of the independent variables. The original site data were helpful in defining proportion of streets to masses and in creating textures for the facades in the 3D models.

The research will contribute empirical methods to the field of urban planning and design. It could further help guiding perceptual input and improve criteria for contemporary trends in planning and design such as form-based codes and performance based design. These new trends currently depend on physical measures only and still lack knowledge of possible perceptual input from users. This study will produce empirical perceptual feedback of users who participate in the experiment, by which will contribute to creating better guidelines for contemporary planning dialogue.

References


Abstract Index #: 766
LESSONS FROM FOUR URBAN DESIGN PARADIGMS IN THE SHAPING OF LISBON, PORTUGAL
Abstract System ID#: 4897
Individual Paper

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Portugal’s admission to the European Community in 1986 led to its international repositioning and to investments in urban design, livability and placemaking. This paper discusses the dominant urban design paradigms in the shaping of Lisbon, how they reflected international movements, and their lessons for the future.

The first paradigm came from the need to restore Lisbon’s downtown devastated by the 1755 earthquake. The reconstruction plan followed Illuminist ideals and included a regular grid pattern over the old medieval tissue, improved connectivity, respected the pre-existing public spaces, imposed strict rules for a homogeneous architectural style and earthquake-resistant innovations, and allocated buildings with residences over retail (Santos, 2000). Known as the Baixa Pombalina the area is a top tourist attraction and a candidate to UNESCO’s World Heritage Site status. However, it constantly struggles with architectural preservation, depopulation, and the tendency towards “touristsy” uses.

The second paradigm resulted from federal actions to handle urban growth and public housing in Lisbon in the late 1930s, leading to two important projects: Areeiro (9,000 people and 2,680 dwellings) and Alvalade (45,000 people and 12,000 dwellings) (Costa, 2002). Both were designed around the neighborhood-unit concept including a network of pedestrian paths, a mix of walk-up and high-rise apartment buildings, many with retail in the ground floor, and public facilities. Both represent well the passage from “culturalist” to “modernist” urbanism, and became very desirable places to live that are fully integrated to the city’s life and urban fabric.

Portugal’s repositioning in the international scene generated the third urban design paradigm, embodied by the 1998 World Exposition and the redevelopment of its site. Featuring in Lisbon’s 1995 master plan the site levered a strategy to redevelop the eastern waterfront and implement a new centrality (Craveiro, 1997). Built on a 120-acre under-utilized area (3.1 miles of riverfront) by the Tagus River, the fair was supported by important infrastructural works such as a new bridge across the Tagus, a new subway line with seven stations, an iconic multi-modal transportation hub (by Santiago Calatrava), and the realignment of the waterfront. Redeveloped into the Parque das Nacoes the area became Lisbon’s most important real estate operation and includes: a premier business district; parks, recreational uses and restaurants along the waterfront; and an estimated population of 25,000 people. Showcasing modernity and internationalism, the area became an official tourist destination but remains exclusive to the upper-middle class and is disconnected from the distressed surrounding neighborhoods.

The forth paradigm corresponds to current planning efforts to regenerate city centers in Portugal which, in large part, respond to policies and funding from the European Community (Balsas, 2007) and generate programs and projects for economic regeneration, increase in livability, and place making. In Lisbon, this paradigm is reflected in the city’s 2010 strategic plan (CML, 2010) that, aimed at positioning the city as Europe’s Atlantic capital, identifies development opportunities and calls for the integration of planning efforts, urban design projects, social, cultural, and historic programs, within a framework of creative innovation, livability, sustainability, regeneration of the existing city, and participation.

Portugal’s long period of oppressive regimes and centralization ended in the late 1970s but was followed by the fragmentation of public powers and responsibilities that only recently started to change. The need to be a global player and the imperatives of the European Community are leading Portugal into a more integrated and prospective planning, a new culture of governance and political participation, and a strong interest in place making. Within this framework there are important lessons from all four urban design paradigms in the path towards a livable Lisbon, as well as for the smart-growth and place-making movements in the US.

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THE USES OF CAUSAL LANGUAGE IN URBAN PLANNING AND DESIGN

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The uses of causal language in urban planning and design thought and practice on how to create the ‘good city’ – from the neo-medievalism urbanism of Camillo Sitte to the New Urbanism is replete with causal inferences. The causality implicit in such discourse is fraught with difficulty. Yet, there is no explicit discussion of its implications for planning pedagogy, practice, and public policy, in the urban design and planning literature. For example, new urbanist claim such as ‘sidewalks increase the possibility/probability of a sense of community’ is much the same as stating ‘sidewalks cause an increase in a sense of community.’ Such assumptions imply a necessary and sufficient connection and require an indication of those close antecedent factors without which the desired outcome would not have come about – otherwise it is an instancing of an exceptionless generalization.

A useful account of causation is needed – one that allows for a proper explication of the causal relation implied in much urban design and planning discourse and addresses the day-to-day workings of any particular urban design and planning project and the causal thinking that informs it. The lack of precision in the use of causal language or when causal claims are not properly contextualized has consequences for public policy because the causal explanation of prescriptive claims in urban planning and design carries a certain weight in its use to support public policy guidelines for the management of the built environment.

One characteristic of the discourse of the ‘good city’ is a reliance on the deceptively simple and intuitive notion that like causes will give rise to similar effects. That is, if it worked successfully someplace else, it will work here. However, in light of Hume’s famous problem of induction, it is clear that generalization from acknowledged success in one place to another is not always warrantable. There are considerable constrains on the predictive value of such claims, particularly for guiding public policy.

In science, the warranting of such causal claims utilizes Random Control Tests (RCTs). The shortcomings of RCTs notwithstanding, it is not a viable procedure when it comes to the built environment. With the belief that the use of evidence enhances policy outcomes and the increasing call in urban planning for evidence-based policy, a serviceable notion of causality within a frame of reference defined by urban planning and design practice and thought is outlined.

To illustrate why the causality embedded in much discourse of the ‘good city’ is fraught with difficulty, new urbanism is used as a case study of a paradigmatic movement in urban planning and design rooted in questionable claims about the causal relationship between physical form and a social ideology. In its attempts to link the creation of a sense of community to the spatial-orderings of the built environment, new urbanism presents a world view in which multifaceted problems are reduced to simple, deterministic universal principles.

Drawing on philosophical discussions of causation, a more tenable use of causal language is outlined in an attempt to improve our causal understanding of the relationship between the built environment and social-spatial behavior. Based on the view that the types of causal assumptions pertinent for effective public policy in the built environment are both local and tenuous, a framework is outlined that utilizes the principles outlined in the Charter of the New Urbanism. By coupling the more widely applicable principles outlined in the Charter to the more specific, it is demonstrated how the loftier level of abstraction implied by the Charter’s causal principles can be translated to the lower and more tangible qualities offered by the specificity of context.

References

Abstract Index #: 768

PEDESTRIANS’ STREETS: ASSESSMENT OF WALKABILITY CRITERIA ON SANTA MONICA BOULEVARD IN LOS ANGELES
Abstract System ID#: 4914
Individual Paper

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As walking has become a choice rather than a necessity in most cities in the United States, the physical characteristics have been claimed to foster or inhibit walking behavior. Therefore, developing a comprehensive set of walkability criteria has been the challenge addressed in many publications and organization websites over the last few decades. A compilation of these criteria from multiple sources including publications (such as Appleyard, 1981; Rapoport, 1981; Farr, 2008; Gehl, 2010) and online or in-print guidebooks suggests that it is possible to operationalize walkability. The purpose of this paper is to assess the effectiveness of established walkability criteria compared to people’s perception in the case of Santa Monica Boulevard in Los Angeles.

The first principle of walkability, safe streets for the pedestrians, includes criteria such as protecting the pedestrians from speed traffic while walking on the sidewalk or while crossing the street in addition to the criterion of safety from crime. The second principle, pleasant streets for pedestrians, which includes criteria on making the streetscape configuration human scale and making perceptual complexity of the streets high enough. The third principle, comfortable streets for pedestrians, includes making the streets accessible, maintaining the proper width of the walkable area without obstacles, bringing the surface of the sidewalk up to acceptable standards, maintaining the length of the blocks short enough with frequent connections, in addition to accommodating solitary and social activities. Santa Monica Boulevard’s central location, concentrated commercial district, and access to surrounding residential communities define it as one of the most prominent corridors in West Los Angeles. The analysis of one mile section of Santa Monica Boulevard based on observation showed that the walkability criteria are moderately satisfied. However, according to the questionnaires 74% of 492 resident respondents claimed that they walk on that part of the Boulevard on a regular basis. When asked about the pleasant and unpleasant characteristics, 66% identified the attractiveness of the destination points on the Boulevard (such as the restaurants) and 50% referred to the elements of streetscape as pleasant, whereas 58% identified the traffic congestion, 29% the dirtiness, and 20% streetscape elements as problematic. Further analysis showed that although some of the walkability criteria explain the residents’ positive or negative perception of walking on the Boulevard better than others, almost all of the walkability criteria were addressed in the questionnaire outcomes.

The results of this study suggest that almost all of the walkability criteria developed in the literature are effective in explaining people’s perception of what is walkable.

References

Abstract Index #: 769

HISTORIC CONSERVATION AND ADAPTIVE RE-USE TOWARDS SENSITIVE TOURISM DEVELOPMENT IN BEIJING’S HUTONG NEIGHBOURHOODS
Abstract System ID#: 4947
Individual Paper

709
Revitalizing historic areas has become one of the latest major challenges of city planning and urban design in rapidly-developing countries. As an international metropolis and the capital of China, Beijing is facing such a challenge, particularly because many of its traditional neighbourhoods and historic conservation areas occupy prime real estate locations within the Second Ring Road of Beijing. Influenced by urban metabolism and international capital development strategies, new business opportunities and tourism plans are consuming the old city areas, which had traditionally been residential areas. One current concern is how to find the balance between new tourism development – one that can adaptively re-use historic buildings – and historical conservation – with its desire to maintain the essence of traditional culture. A second is how to reconcile commercial gentrification within these historic residential areas with the most suitable approach and strategy for revitalising Beijing’s old city centre. Finding contextually sensitive and appropriate solutions to these two challenges is crucial to the long-term sustainable development of the city.

This paper will analyze the relationship between people and the environment, between the past, present and future, between adaptive re-use and urban metabolism. As such, it will focus upon the three most prominent cultural, tourist and commercial developments within the inner city of Beijing in recent years: Nanluoguxiang, Yandaixiejie and Wudaoying. The paper will present a deeper understanding of the impact of development on the spatial order and form of the traditional built environment, and how the changes have brought vitality and new meaning to the historic places. It will also assess whether these cases have achieved a harmonised relationship between old and new, between history and fashion, between traditional Chinese culture and contemporary culture. The paper will conclude by suggesting that the new programmes and new activities achieved through the re-use of historic buildings and places in Beijing’s old centre could inform approaches to the revitalization of historic quarters in other cities.

References

Abstract Index #: 770
ASSESSING CONTEMPORARY URBANISMS IN THE AGE OF SHRINKING CITIES
Abstract System ID#: 4952
Poster

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The shrinking cities syndrome is a worldwide phenomenon. Suburbanization, declining urban populations, and the decline of manufacturing industries are among the major factors contributing to this phenomenon. As the syndrome sweeps over many cities, several urbanisms or urban theories have emerged. Proponents of these urbanisms have claimed that their models offer a better approach to handling suburbanization and urban ills, and that they promote increased sustainability. While these urbanisms address suburban sprawl and related urban challenges, there is little research investigating any meaningful relationship between the syndrome and the theories. This paper will investigate how much success the contemporary urbanisms such as Landscape Urbanism, New Urbanism, Critical Regionalism,
and Everyday Urbanism have enjoyed in addressing the syndrome. Despite the fact that population loss and the crisis of vacant land are among the key phenomena of the syndrome, and that these phenomena take place mainly in distressed urban communities, neither the contemporary urbanisms nor a shrinking cities model have paid enough attention in a more holistic way to the crises facing underserved urban neighborhoods. This study evaluates each urbanism, focusing on how well each model addresses the syndrome, how well each promotes sustainability, and how successfully each responds to key crises affecting underserved urban communities in several countries. Based on a case study method to evaluate representative examples of each urbanism supplemented by surveys and interviews, the findings of this paper suggest that success of the popular contemporary urbanisms in tackling shrinkage is limited mainly because they are not able to address effectively and systematically the key issues facing underdeveloped communities, particularly issues such as chronic unemployment, health crisis, and vacant properties, all of which are affecting each other in a complex way. The paper identifies policy implications and suggests further research questions based on these findings.

References

Abstract Index #: 771
POST-INDUSTRIAL PLACE-MAKING: EXPLORING TACTICAL URBANISM AS A REVITALIZATION STRATEGY
Abstract System ID#: 4954
Individual Paper

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As post-industrial city centers in the US and elsewhere continue to deal with problems like decaying infrastructure and high property vacancy rates, revitalization is occurring not only through the resurgence of major planning projects but also through new, informal approaches to urban design. Given a range of names including DIY and tactical urbanism, these projects take a small-scale, often ad hoc approach to urban design that shares philosophical roots with everyday urbanism. Critics may see such efforts as “too much bottom, not enough up” – as Michael Speaks (in Kelbaugh 2008) described everyday urbanism more generally - especially in cities facing challenges of the magnitude found in many Rust-Belt centers. Yet this characterization arguably underestimates the symbolic place-making power of these practices, a potential recognized by Planetizen in naming tactical urbanism a top planning trend for 2011-2012.

To address this debate, this paper seeks to examine how understandings of place are being reshaped by tactical urbanism in Newcastle, NSW - a former steel-making town on the east coast of Australia. As in many American cities, the challenges of Newcastle’s transition from a predominantly industrial to post-industrial economy have played out most prominently in the city center. Historically Newcastle’s prime retail district and social heart, the CBD has in recent years been plagued by high vacancy levels. While these vacancy rates obviously have damaging economic effects, the fact that they are occurring in the city center adds an extra layer of symbolic damage; as Zukin (1991) argues, “more than other landscapes, the city center offers an explicit commentary on structural change and business cycles... downtown is synonymous with the city itself.” While a number of official redevelopment proposals have yet to come to fruition, an independent non-profit urban revitalization project – Renew Newcastle – is reshaping the area, convincing owners of empty properties to provide temporary, low-rent working and retail spaces for cultural and community groups. While the long-term economic effects of the project remain unclear, Renew Newcastle has clearly become a focus of local and visitor attention, recently playing an important role in Lonely Planet’s decision to name Newcastle one of its top 10 global destinations for 2011. As such, it is arguable that the project is reshaping the CBD.
not only as a physical and economic place, but as a symbolic one, providing a positive alternative to the symbol of post-industrial decline it had become.

This paper will explore the effects of the Renew Newcastle project on local and external understandings of the CBD as a key symbolic place for Newcastle. Drawing on a qualitative empirical study involving analysis of local interviews, Newcastle City Council marketing materials and local and external press reports, the paper will shed light on the symbolic place-making powers of temporary and tactical urbanist projects like Renew Newcastle. In doing so, the paper also aims to provide broader insights into the potential for such projects to contribute to long-term revitalization efforts in distressed urban areas in Australia, the US and elsewhere.

References

Abstract Index #: 772
PROMOTING GRASS-ROOTS URBAN PRACTICES THROUGH COMMUNITY DESIGN
Abstract System ID#: 4955
Individual Paper

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With “urban social practices” we refer to every kind of spontaneous urban phenomenon, carried out by lay people, able to transform in several ways the living environment. In the last years, planning research has focused the interest on individual and collective urban social practices, arguing that scholars might learn important lessons from those phenomena in order to implement better planning practices in the future. Although researchers have carried out in deep analytical case studies on urban social practices, they have frequently overlooked what should be the role of urban planners within those phenomena. This research looks at this dilemma contributing in innovating the notion of planning practice within the specific field of progressive planning (i.e. planning for social change, equity, justice), arguing that planning practices can be built by a collective actor formed by both citizens promoting urban social practices and urban planners. Using Participatory Action Research (PAR) as methodological approach, it looks at how community design techniques can be used by planners working with active citizens in order to promote, orient, and develop urban social practices.

In particular, the research compares two community design experiences carried out within a community-university partnership between a network grassroots associations working in the Simeto river valley (Eastern Sicily, Italy) and the Architecture Department at the University of Catania (Catania, Italy). Born in 2004 against the implementation of the Sicilian region waste management plan, the network of grass-roots associations is now looking for strategies to implement place-making practices able to shape a new identity of the Simeto river valley. The two experiences show how community design has been used as a tool rather than a goal, arguing how it can be useful to bring people together to reflect upon practical problems, and to solve them with a collective rationality in order to promote and implement innovative paths of local development.

Abstract Index #: 773
SUSTAINING CULTURAL MEMORY IN THE POST CARBON CITY: COMPARATIVE APPROACHES TO RE-PURPOSING HISTORIC AG/INDUSTRIAL RAILROAD DISTRICTS
Abstract System ID#: 5000
Individual Paper

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Planning for transformation to the post carbon city will require processes for densification and infill within existing urban fabric. Former railroad and industrial sites provide fertile ground for re-purposing of under-utilized land. They serve as a valuable resource for urban communities striving to achieve goals for smart growth and associated environmental sustainability. Planning strategies to transform brownfield sites potentially can relieve pressures for urban expansion at the periphery on previously undeveloped “greenfield sites”. However, their transformation threatens to undermine important elements of cultural memory, especially as they relate to a city’s economic history and industrial, railroad era architecture; Policies and processes for re-purposing industrial sites often results in the loss of these key elements of cultural sustainability.

This paper will discuss the relative benefits and tradeoffs presented by three different approaches to re-purposing historic industrial districts into mixed use neighborhoods along recently abandoned railroad corridors. Discussion will be informed by comparative analysis of design guidelines and planning policies used to shape contemporary infill in the industrial zones of three small cities, located in the intermountain region of the western United States. Case study cities include Moscow Idaho, Bozeman Montana, and Telluride Colorado. Historically their industrial districts were serviced by spur railroad lines. Industrial structures such as warehouses and grain elevators continue to align the right of ways of their abandoned rail lines. Each city has taken a different view about whether to preserve the scale, texture and architectural character of the inherited industrial landscape within a re-purposed neighborhood or, instead, to redefine the district as an icon for urban living under the umbrella of urban renewal. The City of Moscow’s newly released 2010 comprehensive plan and design guidelines as proposed by the city’s Urban Renewal Agency (URA), envision the city’s former railroad and industrial district largely as a “table rasa” for development. In its place the URA proposes “Legacy Crossing”, a new urbanist style mixed-use neighborhood designed to encourage pedestrianism and connectivity between the historic city center and campus. Although the URA’s policies and strategies embrace aspirations consistent with those of a post carbon city, capacity to achieve cultural sustainability is undermined. By contrast, the community of Bozeman Montana, which faces significantly higher growth pressures and real estate values, has made notable efforts to incorporate re-purposed industrial buildings and neighborhood patterns comprising its former industrial fringe belt into a blossoming mixed use neighborhood. New, tourist oriented development in Telluride Colorado’s former warehouse district is shaped by design guidelines that use a morphological approach to support continuity of inherited urban form.

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Abstract Index #: 774

DOES CONTEXT MATTER? A METHODOLOGY FOR CLASSIFYING URBAN PARK CONTEXT
Abstract System ID#: 5050
Poster

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Neighborhood parks have been recognized as public open spaces for informal and passive activity with recreational and social purpose. Literature on neighborhood parks has majorly discussed park usage and benefits of parks in adjacent neighborhood. However, there is limited attention towards understanding the context of neighborhood park as physical environmental determinants of successful neighborhood park.

This research aims to demonstrate in-depth understanding of major characteristics of morphological context around neighborhood parks. The research addresses two research questions: 1) how do the characteristics of morphological context relate to the neighborhood park itself; and 2) how can these characteristics of morphological context be used to construct a typology of context for neighborhood parks.

This research includes a case study that would demonstrate a methodology for classifying surrounding context of neighborhood parks. 26 major attributes associated with morphological context, such as patterns of buildings, blocks, streets, and land use, were collected using ESRI Arc GIS software. This study includes 150 neighborhood parks in City of Chicago. Data associated with the urban form was collected within ¼ mile distance from each neighborhood park boundaries. Based on a set of urban form measures, factor analysis and cluster analysis were employed to develop a typology of neighborhood park context. A methodology for developing this typology and the typology itself will be visually presented in this poster. It facilitates the measurement and analysis of the morphological patterns of neighborhood park context with various densities.

At a methodological level, this research provides a strategy for evaluating and measuring morphological context. In addition, this research provides an empirical contribution by applying a typology of urban form context on selected neighborhood parks.

References

Abstract Index #: 775

PLAY&GROUNDS IN THE ELEMENTARY PUBLIC SCHOOLS OF DETROIT: AN OPERATIVE INVENTORY
Abstract System ID#: 5062
Individual Paper

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Building on the tradition of a neighborhood centric approach to learning and playing, Play&Grounds positions the grounds of Detroit’s Elementary Public Schools (EPS) as key nodes of social infrastructure where the city’s ambitions for education, community and citizenship overlap. The study presents a visual catalog of the EPS attending to the physical characteristics of existing outdoor spaces, playgrounds, and their use, activities, access, and maintenance. This initial set of conditions is further examined in relationship to a set of additional neighborhood characteristics including building structures, land use patterns, ownership, rates of vacancy and other geophysical layers. The study renders the fragile condition of the built environment that constructs children’s imagination at such early ages, and unveils opportunities for its improvement. The extended operative inventory, compiled in a GIS database, informs the initial design decisions to better sustain the dynamic relationship of neighborhood’s children and playgrounds.
The reality of the Public Schools System in Detroit is one of shifting grounds and uncertainty. Once positioned as social and cultural nodes of the thriving neighborhoods in the city, the loss of population and the resulting shrinking tax base threatens today the very sustainability of the system. With 69,616 enrolled students, and capacity for 30,000 more seats, the system is continually “closing, consolidating and merging” schools in order to gain financial stability. In the midst of discussions on the right-sizing strategies for the city to fight vacancy and blight, the consideration of these public grounds as catalytic anchors for protection and community stabilization is not capturing the imagination of the municipality and the local CDCs in their fight against vacancy.

The consideration of the physical relationship between schools and the communities they serve traces back to the origins of democracy in the United States as described in the Land Ordinance of 1785 wherein “the section, number sixteen, in every township, [...] shall be granted to the inhabitants of such township for the use of schools.” Historically, public schools in Detroit were identified as sites to provide essential facilities. Furthermore, the placement of schools was carefully considered in order to meet the social and recreational needs of communities of children and adults traveling by foot. Pangburn first introduced playgrounds to the United States in the late 1880’s. These Boston playgrounds served as a national model that incorporated recreational and physical activities into school grounds. In this, laid the assumption that schools would be able to assume the responsibility for the full out-of-school playtime of children.

The 1951 Master Plan of Detroit sought to tie together community, schools, and playgrounds, within a city structured by transportation lines and industry. To meet this aim, the master plan incorporated the “Neighborhood Unit” and sited schools and play fields within a walkable, quarter mile radius of residential fabric. The physical description of the school grounds, towards this end, was quite specific. Elementary school grounds measured five to seven acres and included a central playground and smaller playgrounds for young children.

Little changes in this respect were introduced in successive planning efforts in Detroit, and the most recent 2009 Master Plan of Policies continues to define schools as anchors in the community. The Plan calls for support and participation through a collaborative, community-based process to coordinate neighborhood development plans with school, recreation and library development plans. It is in this spirit that our research defies the current sense of emergency driving urban design in the city, and reclaims the ground for small designs, anchored in the most valued social institutions, as an opportunity for the resurgence of the city.

References

Abstract Index #: 776
DETROIT PERMEABLE URBANISMS: BUILDING A CIVIC CULTURE OF WATER
Abstract System ID#: 5079
Individual Paper
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This abstract explores the agency of urban design in the redefinition of permeable development practices, and speculates on an updated water regionalism within the vast metropolitan area of Detroit, Michigan. This research fosters the imaginative capacity of visions for Detroit’s future urbanism by considering urban storm water management as a key tool for generative design strategies that encourage nested, scalar approaches and interdisciplinary
collaboration. Visualizing the largely invisible relationship between land use regulation and construction practices, resource-conservation, and pollution reduction, this research trajectory situates material studies and tectonics at the center of an updated approach to a more porous urbanism.

From transportation networks, to neighborhoods and public spaces, design is the measure of what it is possible. This research brings together regional analyses of the systems of water infrastructure, and the physical, regulatory and cultural forces that shape Detroit’s contemporary urban condition. In particular, the research explores alternate responses to a consistently failing combined sanitary system that was heavily influenced by systems throughout use in England during their original construction beginning in 1836.1 The first sewer in Detroit initiated the practice of combining systems underground by enclosing existing creeks. Today, this system is vastly undersized in comparison to the urban territory that feeds it and current trends in urban revitalization favor a recovery of natural systems and cultural connection to streams and rivers.

Within this broad framework this proposal seeks to capitalize on recent redevelopment initiatives directed towards the revitalization of an abandoned railway corridor, the Dequindre Cut, and the restoration of a corridor of neighborhoods, industry and greenways tied to the Rouge River. Following arguments developed by Matthew Gandy, these two sites offer a means through which to consider the “metabolism” of water by understanding the complexity of existing urban infrastructure as contrasted to the collective implications of emerging definitions of “public” and advocacy on behalf of environmental priorities.2 The chosen sites serve as transects that cut through and register exemplary microcosms of zoning, regulatory codes, conditions of land ownership and building typologies. The resulting considerations are therefore representative of the entire city and in this way the territory of the Dequindre Cut and Rouge River Corridor fuel prototypical design research.

From a disciplinary perspective, our research methodologically seeks hierarchical prioritization of distinct design approaches that rely upon multiple disciplinary expertise. Furthermore, there is great potential for urban design endeavors that are informed by the politics of water to productively contribute towards local, regional and national civic politics.3,4 At the core of our scalar inquiry is a methodology that is concerned with the performance of design strategies. As such, performance is understood in relational terms and draws parallels between scientific inquiry and design research to enable precision within dynamic systems. The importance of water as a key to such future urbanism lies in its ability to foster research inspired equally by quantitative and qualitative motivations. While the qualitative approach clarifies a measure of impermeability thereby establishing a set of expectations within which material research can proceed, the qualitative approach privileges representational tools to enable cultural imagination to project beyond the immediate present.

References
Growing interest in neighborhood sustainability among design professionals has promoted adoption of "green" infrastructure solutions, such as the use of bioswales to capture and filter stormwater, in place of traditional "grey" infrastructure. Architects also urge the use of more climate-neutral standards (particularly the U.S. Green Building Council’s Leadership in Environmental Excellence for Design) for building construction. Such re-engineering of public infrastructure to revamp the carbon footprint of private development has been complemented by the active living movement, which identifies sedentary lifestyles and auto-dependency as key contributors to the incidence and costs of chronic disease, particularly among low-income, minority, and youth populations.

The livability movement has led to both publically and privately-supported initiatives to develop innovative transportation investments, such as complete streets and dynamic programs like Safe Routes-to-School, to promote walking, enhance pedestrian safety, and provide higher levels of access to recreational amenities to facilitate routine physical activity and improve public health outcomes (Girling and Kellett 2005; Day 2006).

While such efforts have been readily adopted in suburban communities, a scarcity of financial resources and lack of political will have complicated the challenge of integrating green infrastructure into the inner city (Day 2006). Access to natural spaces for play is a critical environment justice issue, as park use tends to be more limited for racial minorities (Low 2005), in part due to fear of crime (Floyd et al. 2009). As a result, community sustainability efforts may not adequately reach those populations most in need. To add insult to injury, many environmental initiatives have neglected the subtle but deep influence of climate, hydrology, and natural ecology in shaping the urban environment (Spirn 1984).

This paper explores the efforts of a local neighborhood association to develop a 4-mile Green Corridor master plan for an ethnically-diverse, working-class neighborhood located in the urban core of Kansas City, Kansas. Situated along a major arterial parallel to Interstate 35, the Green Corridor lies within the 23-square mile Turkey Creek basin, which has been the focus of nearly $100 million in federal investments to alleviate flooding and encourage more sustainable approaches to future development. The study area features a dramatic, rolling topography that -- along with the creek, a major freight railyard, and the interstate -- reinforces physical barriers and social divisions between local neighborhoods. The corridor’s geography also highlights stark contrasts between urban wildlands, light-industrial uses, aging brownfields, and the humble residences of a young and ethnically-diverse residential population.

The Green Corridor Plan aims to increase access to affordable food and physical activity; to make the corridor safe, cleaner and more pedestrian and bicycle-friendly; to help local schoolchildren – who suffer from extreme rates of childhood obesity – become healthy and active; to leverage capital investments in flood control along a local watershed into opportunities for active recreational landscapes; and to change policies affecting the physical and social environment through education and advocacy.

A particular emphasis of the project is on activating a previously-inaccessible "urban wildland" through a neighborhood trail network, supported by the creation of an environmental education laboratory at a local middle school. The discovery of an extensive acreage of previously neglected, unimproved public rights-of-way through applied research undertaken by the author and his students offers promise to other cities struggling with the costs and complexities of leveraging the public investments necessary to transform the physical environment and living conditions in inner city neighborhoods.

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KNOWLEDGE AND PRACTICE OF LIVABILITY: THE BUILT ENVIRONMENT PROFESSIONS IN MAKING LIVABLE PLACES

Abstract System ID#: 5105
Individual Paper

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THE TOPIC: Interest in the topic of livability has been growing since its first real appearance to the built environment professions in the early 1970s. It is a term used widely in both academic and governmental circles — but most importantly by the general public in assessing neighborhoods where they currently live or might live in the future. As a very subjective theory of place-based residential suitability, the theory is dependent on loose definitions, characteristics, and physical attributes. It has become a very good example of postmodern pluralism, relativism, and public-interest differentiation. In previous dissertation research, ten general characteristics emerged in helping to frame livability theory, including the adaptation of a Maslovian pyramid of place-based aspects to the theory. This pyramid suggests that basic needs of residents are crucial and impact other path dependent interest. Paying attention to basic needs must typically be addressed prior to higher level concerns that might be seen as more choice-based or luxury-based desires. These characteristics help us to understand the importance of the term to current populations with respect to their personal consumptive interests in making places more livable. From other 2010 research, we also know that the term is roughly synonymous with the term “quality of life” in common practice – but more importantly has seemingly superceded the concept of sustainability in planning practice. In key word searches across the most populace cities in the USA, ‘livability’ and ‘quality of life’ appear nearly 50% more in municipal planning documents than ‘sustainability’ terms. What is interesting in both of these studies, is how little research material exists in the implementation of livability concepts in practice.

THE RESEARCH: This research investigates ways in which the different built environment professions advance and address the theory of livability. Through an extensive series of focused interviews with built environment practitioners (as well as the general public), knowledge of the term and its definition are gauged. These interviews will be undertaken in 4 regions of the United States to see how the theory has resonated across the country. For the purposes of this research the built environment professions are identified as: architecture, planning, landscape architecture, government/politicians, real estate development, community advocacy, and infrastructure engineering. Each group is interviewed to determine how their profession approaches the term in practice, and how concepts of livability are embraced within their disciplinary practices. These understandings and approaches are then measured against the definitional attributes uncovered in the previous research. The objectives of the research are as follows: 1. To understand general knowledge and the uptake of livability theory by the different groups; 2. To determine if and how livability ideas are used within each disciplinary practive; and 3. To test whether livability concerns are being ‘actioned’ by the different practitioner groups. At the end of this research, the various approaches to livability are compared and discussed; and regional and disciplinary distinctions will be drawn. The research will help to determine where additional education and outreach is needed to advance the theory and its practice.

References

This paper reviews literature in three epistemic communities, advances a pragmatic-communicative perspective (Stein and Harper 2012), and draws out implications of such a perspective through examination of particular urban design concepts.

Urban designers have tended to interpret concepts through one of two epistemic worldviews. The scientific perspective (Banerjee and Baer 1984) frames concepts as rational constructs that are validated through empirical proof. The Platonic-humanist approach (Alexander 2002) draws on tradition as a source of inspiration and validates concepts to the extent that they speak to fundamental aspects of the human condition. The scientific perspective is rational and evidential but can be reductionist; the Platonic-humanist perspective is intuitive and holistic and can be dogmatic. Both scientific and Platonic-humanist worldviews are essentialist in that they view (and judge) concepts as embodying a set of fundamental characteristics.

A third worldview, the pragmatic-communicative, interprets concepts as calling attention to practical differences in complex, embedded contexts. In this sense the pragmatic-communicative worldview is anti-foundational (Verma 1996). The pragmatic-communicative worldview is abductive and validates concepts on their efficacy in shaping meaning.

The second half of the paper draws out implications of the pragmatic-communicative epistemic worldview through discussion of the historic development of neighborhood planning ideas. Even when using the same concepts and vocabulary urban designers employ ideas to shape differences in meaning. Early urban planners and designers used the neighborhood unit to address the economics of subdivision. Federal housing policy in the 1930s used the neighborhood unit to transmit land planning standards and shift the scale of land planning. The literature on Planned Unit Development in the 1960s framed the neighborhood unit as outmoded, restrictive, and uninspired in contrast to flexibility and community amenities offered by Planned Unit Development. New Urbanism in the 1990s appropriated the neighborhood unit to advance walkability and communitarianism. More recently the neighborhood unit has been used to embed environmental (Farr 2008) as well as public health concerns in urban planning and design discourses.

The pragmatic-communicative worldview suggests that urban design concepts are complex, historically contingent, invested in practice, and moral/normative. It frames concepts not as essential but as means for shaping difference between convention and where users of concepts think we ought to be going.

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SPATIAL DIALOGUES: RELATIONSHIPS BETWEEN PLACE AND PROTEST
Abstract System ID#: 5165
Individual Paper

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Throughout the history of cities, protest and acts of aggression have been embedded in urban life. Especially since the beginning of the 20th century, challenges to the social order have forced politicians to court the masses in public arenas, the same arenas that were also used as platforms to resist political rule. These assemblies -- whether supportive or resistant to the government – take place in a concrete time and space, thus spawning powerful relationships between place and protest.

Addressing these relationships, this paper offers a window into how people use, manipulate, claim, and appropriate urban space while advocating for their own values. Thus far we have no coherent theory explaining the relationship between space and contentious politics. We do have significant empirical and theoretical accounts of how prevailing forms of popular struggle vary and change from one political regime to another, but there is little written about the spatial physicality of these struggles.

In this paper, my aim is twofold. First, by focusing on the relationship between built space and the civil participation it inspires, we begin to create a map of the theories that identify the political, cultural, and spatial dimensions of a protest, theories that influence one another but cannot be conflated or reduced to one another. Second, by introducing the concept of spatial dialogues -- a “concrete” form of communication between citizens and regimes, often with regimes as invisible participants controlling events through surveillance -- I offer a tangible framework for examining the relationship between protest and urban space. Within this framework, dialogues between the regime that may be physically absent and citizens who are physically and politically present, offer a wide lens through which we can examine the relationships between civil action and urban space.

THE INFLUENCE OF DESIGN GUIDELINES IN THE BRANDING OF ETHNIC ENCLAVES FOR ECONOMIC DEVELOPMENT
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Individual Paper

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Increasingly, ethnic neighborhoods associated with earlier waves of immigration, such as Chinatowns and Little Italys, have been targeted for economic redevelopment, particularly in older, post-industrial cities. This happens when members of an ethnic group move out of the enclave or their numbers within the enclave thin, but the municipality decides to preserve the enclave’s ethnic reputation for tourism. In essence, the municipality has turned the ethnic identity of the neighborhood into a commodity. The goal of branding the neighborhood is two-fold: to preserve these neighborhoods and to make them more marketable to tourists. The process involves actions such as adding thematic street signs, banners, and architectural details; building condominiums that use names associated with the ethnicity; and gaining official status as historic districts. The branding can also be made evident through posters and other forms of traditional advertisement (Ward, 1998).

Researchers have looked at Chinatown in Washington, D.C., as an example of a branded ethnic enclave (Path & Rath, 2007). Commodification has also been prominent with Italian ethnic enclaves in Toronto and Boston, among other cities (Hackworth and Rekers, 2005; Halter, 2007). In Little Italy, Toronto, most of the Italian-ethnic residents moved to the suburbs and a different Italian-ethnic neighborhood by the 1980s, yet the city has bolstered the neighborhood’s Italian identity by investing in a streetscape improvement plan, including thematic street signs that feature the Italian
flag. Even though few Italians or Italian-Canadians live there, the area remains home to popular Italian restaurants (Hackworth and Rekers, 2005).

The degree to which the identity of the neighborhood is branded for tourism purposes can be influenced by architectural design guidelines in the zoning code. The current paper offers a comparison of design guidelines for 20 major North American cities selected for having known ethnic enclaves. For example, the City of Vancouver has design guidelines for its Chinatown that call for a respect for the history and culture of the neighborhood without simply engaging in imitation. The City of Honolulu, however, requires all signage and lighting in its Chinatown to be in the 1940s style of the neighborhood. As another example, the design review criteria for new businesses in Chinatown include the “contribution of building design, including signage and awnings, to the Chinese identity of Chinatown” (District of Columbia Municipal Regulations, section 2400.02b). This research sets the foundation for understanding the range in the ways that design guidelines can influence the branding of these neighborhoods. This is a much needed first step that can then be used in conjunction with tourism indicators, such as hotel occupancy rates, to see if the branding has made an impact on tourism rates.

References


AMERICA'S SUBURBAN COUNTIES GROWING IN A SIMILAR WAY? INSIGHTS FROM NEIGHBORHOOD-SCALE PROJECTS IN SOUTHERN CALIFORNIA

Researchers frequently identify key similarities across certain types of places, and develop typologies of places to discuss new development trends, to reveal common problems, and to recommend solutions. However, places that share some similarities may also have notable disparities that deserve serious consideration. Lang et al. (2005) have recently identified 50 largest, fast-growing suburban counties of U.S. metropolitan areas to assert that they are growing in similar ways, have similar problems, and can benefit by sharing solutions. Given this, the paper focuses on two pairs of Southern California counties, which rank high among these 50 counties, to examine whether these counties are actually developing differently in important ways. Because the differences are likely to reflect in neighborhood-scale housing projects, the paper evaluates whether there are considerable differences in the design attributes of projects across these counties. How might these projects contribute to the relative goodness of their emerging urban form? The survey research method used in this study incorporated quantitative as well as qualitative methods of data collection. The paper focuses on neighborhood-scale housing projects approved, under construction, or built between January 1995 and March 2007 in all 92 incorporated cities in four counties (Orange, Riverside, San Bernardino, and Ventura) in the Southern California region. In addition to the survey, the data on building permits issued from 1995 to 2007 for single-family and multi-family housing in these 92 cities are used to discuss important differences in the type and number of projects across the two pairs of counties. The results from city planners’ survey as well as the data for building permits issued in these counties suggest that the neighborhood-scale projects in cities in the two pairs of counties have few similarities and major differences. The paper identifies opportunities and challenges for creating a better metropolitan form and concludes with recommendations.
URBAN DESIGN FOR SKYSCRAPER SPACES: SHAPING THE GROUND PLANE AND THE PUBLIC REALM ALONG THE NEW QUEENS WATERFRONT

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Real estate developers in partnership with state and city agencies have recently transformed stretches of the New York City waterfront in Brooklyn and Queens, bringing what has been characterized as the Battery Park City model to East River communities. This paper investigates how urban designers have participated in this redevelopment process in the project area known as Queens West, shaping new public spaces to facilitate public waterfront access and to encourage certain social activities in the context of tall towers comprised of private residences. In particular, this paper evaluates the design character of this as-built environment in relation to the project’s stated goal of “creation of a significant public open space that opens the Queens waterfront to passive recreational uses for the use of all people, through the provision of a continuous publicly accessible waterfront esplanade (Modified and Restated General Project Plan, Empire State Development Corporation (ESDC), March 17, 2009).” Sources and methods include field observation and photography, interviews, government documents, newspaper articles, design drawings, and site plans.

In a recent essay, Robert Fishman identified Battery Park City as a symbol of how urban design has changed since the mid-twentieth century. He argues that the sequence of master site plans proposed over several decades of development is indicative of “the shifting paradigms in modern urban design (Fishman 2011).” Grouping these ideas into two major paradigms, he asserts that the modernist tower-in-the-park approach emphasizing “a green open cityscape” has been displaced by a neo-traditional approach seeking to enclose outdoor spaces in a series of “outdoor rooms.” This paper provides a counter-example to this trend. Queens West, a project purportedly modeled after and shaped by the lessons of Battery Park City, demonstrates that the towers-in-the-park paradigm has assumed new life. Rather than taking inspiration from historic development patterns, local context, or building materials, the site design instead attempts a wholly “new image” for the water’s edge, and more generally, Queens (ESDC 2009). In this regard, the project reveals how “sustainable development” is being translated into proto-modernist architectural forms in the New York City context.

Complicating matters, though, is the fact that “neo-traditional” elements constitute a significant component of the landscape design. In fact, the public realm is visually defined by series of accessible refurbished piers, a relocated and rehabilitated giant neon Pepsi-Cola billboard, and the retention of two massive industrial hoisting cranes called gantries. Named “Gantry Plaza State Park” to reflect the site’s former industrial use a transfer point between water-based cargo and railroad lines, the park (initially six acres, now twelve) won a 2002 Places award for “its design qualities and for its success in becoming a community and civic open space.” Is this simply “towers-in-the-park” dressed in “green” garb and accessorized with repurposed industrial-era artifacts? Or the
marrying of what Galen Cranz and Michael Boland termed “fifth model” “sustainable park” design and redevelopment-agency-subsidized, big-time real estate development?

The evolution of the Queens West site design, particularly the way in which project designers sought to achieve its mandate for open space, passive recreation opportunities, and access, reveals a hybrid model that seeks to graft public access and ground-level connectivity goals onto a proto-modernist skyscraper development plan. As concentrated urban development mixed with new open spaces has gained in popularity, promoted by urban theorists and sustainability advocates alike as a solution to climate change and other problems, these new developments warrant detailed examination. In particular, given the public subsidy and governmental involvement in planning, the quality of the public realm in the context of complete site may be considered a key consideration for evaluation by urban designers.

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