

17th IPHS Conference • Delft 2016

HISTORY URBANISM RESILIENCE

Book of abstracts

International Planning History Society Proceedings



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17th IPHS Conference ■ Delft 2016

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International Planning History Society Proceedings



17th IPHS Conference, Delft 2016 | **HISTORY ■ URBANISM ■ RESILIENCE**

Book of abstracts

The International Planning History Society (IPHS) is dedicated to the enhancement of interdisciplinary studies in urban and regional planning history worldwide.

The 17th IPHS Conference was held in Delft, The Netherlands, from July 17 to 21, 2016.

The conference theme 'History – Urbanism – Resilience' inspired contributions investigating a broad range of topics in planning history: modernisation, cross-cultural exchange, and colonisation; urban morphology, comprehensive planning, and adaptive design; the modern history of urban, regional and environmental planning more generally; destruction, rebuilding, demographics, and policymaking as related to danger; and the challenges facing cities around the world in the modern era.

Convenor

Carola Hein, Chair, History of Architecture and Urban Planning, TU Delft

This series consists of seven volumes and one Book of Abstracts. The seven volumes follow the organisation of the conference in seven themes, each theme consisting of two tracks and each track consisting of eight panels of four or five presentations. Each presentation comprises an abstract and a peer-reviewed full paper, traceable online with a DOI number.

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PREFACE

Conferences are unique moments of academic exchange; international gatherings allow people from around the world to interact with a scholarly audience and to learn about diverse theories, academic approaches, and findings. Proceedings capture these emerging ideas, investigations, and new case studies. Both the conference of the International Planning History Society (IPHS) and its proceedings place presentations from different continents and on varied topics side by side, providing insight into state-of-the-art research in the field of planning history and offering a glimpse of new approaches, themes, papers and books to come.

As a collection of hundreds of contributions, proceedings are a unique form of publication, different from both peer-reviewed journals or monographs. They are also an important stepping stone for the authors; along with the conversations held at a conference, they are opportunities for refining arguments, rounding out research, or building research groups and the presentations they are often stepping stones towards peer-reviewed articles or monographs. Having a written track record of the presentations and emerging research provides allows conference participants to identify and connect with scholars with similar interests, to build new networks.

Many conferences in the history of architecture, urbanism, and urban planning don't leave an immediate trace other than the list of speakers and the titles of their talks; the International Planning History Society (IPHS) has long been different. The first meeting in 1977 has only left us a 4-page list of attendees, but many of the other conferences have resulted in extensive proceedings. Some of them, such as the conferences in Thessaloniki and Sydney have resulted in printed proceedings, while others are collected online (Barcelona, Chicago, Istanbul, Sao Paolo, or St. Augustine). These proceedings form an exceptional track record of planning history and of the emergence of topics and themes in the field, and they guarantee that the scholarship will be available for the long term.

The conference call for the 17th IPHS conference in Delft on the topic of History – Urbanism – Resilience received broad interest; 571 scholars submitted abstracts. Of those proposals, we accepted 439, many after revisions. 210 authors went through double-blind peer review of the full paper, of which 135 were ultimately accepted. The proceedings now contain either long abstracts or fully peer-reviewed contributions. We are currently establishing an IPHS proceedings series, digitizing earlier paper versions, and bringing electronic ones into one location. We hope that the IPHS Delft proceedings and the whole series will be both an instrument of scholarly output and a source for research and that they will contribute to further establish research on planning history throughout the world.



Carola Hein, Convener
Professor and Head, Chair History of Architecture and Urban Planning, TU Delft

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Introductory Talks

WELCOME LETTER BY FERRIE FÖRSTER

Deputy Mayor of Delft

Dear participant to the IPHS conference,

First of all, I would like to warmly welcome you to Delft. Our beautiful city is an excellent place to stay for many reasons. You will be able to enjoy a large variety of restaurants, cafes, shops and attractions, most of them in our charming historic centre. Attractions representing our rich past include the Royal Blue Delftware factory, Vermeer Centre, Prinsenhof Museum and the New Church, where William of Orange and members of the Dutch royal family have their final resting place.

Delven

Delft is founded on a rather peculiar spot. Instead of building a community along a river or important crossroads the first settlements arose in the middle of a polder landscape. The first inhabitants dug ditches and canals in order to get the land dry and habitable. It all started with the canal called 'Oude Delft', its name originating from the Dutch word for digging: 'delven'. It is this digging of canals that our city derives its name from.

Development

The long canals from the north to the south of the city still define the structure of the historic city centre. The conditions for the existence of our city have been completely created by human hands!

And this continues to be an important characteristic of Delft. Delft creates history and solves future problems for urbanisation. The University of Technology educates engineers, who will use their knowledge and expertise all over the world, to solve problems in the field of water management, urban planning, architecture, medical technology and so on. In the post war period, outstanding city planners like Van Tijen and Van Embden have expanded Delft. They used a blueprint with, at that time, unique urban planning principles.

Creating History

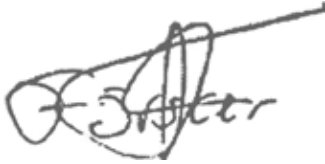
Innovation plays a major role in today's world. To Delft, it's nothing new, though. The historic town has seen the creative forces of innovation at work for centuries.

Buildings and neighbourhoods also need to move with time. As a result, present urban planners change and update them. Delft is creating history. She did so in the past and will continue to do so. In recent years, we have realised a train tunnel under the city. Trains connecting Rotterdam to The Hague, Schiphol Airport and Amsterdam now call at our new underground train station. This huge project is a unique opportunity for the city of Delft to expand its city centre and change its appearance. This project is a big step on Delft's road towards a sustainable and resilient future.

Future

In spite of its rich heritage, Delft has its sights firmly set on the future. Making history the Delft way means pushing the envelope, technologically and culturally. The city boasts leading knowledge institutions like TNO and the Delft University of Technology, well-known museums and interesting galleries. There are also the much-loved back streets and the intimate, tree-lined squares with their lively terraces bursting with atmosphere, making Delft's historic city centre a favourite haunt of visitors and the city's highly educated, internationally-oriented inhabitants alike.

Once again, welcome in Delft and enjoy your stay! Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ferrie Förster', written over a horizontal line.

Ferrie Förster
Deputy Mayor of Delft

WELCOME LETTER BY PETER RUSSELL

Dean of the Faculty of Architecture and the Built Environment

Dear Colleagues,

It is my great pleasure to welcome the participants of the 17th International Planning History Society Conference to the Faculty of Architecture and the Built Environment at TU Delft.

Several of the leading planners of the Netherlands, including Cornelis van Eesteren, Theodoor Karel van Lohuizen or Jaap Bakema have taught at TU Delft. Students of TU Delft have travelled the world and worked in diverse colonial and post-colonial settings, from Indonesia to the United States. Many of today's leading professionals from the Netherlands have studied here, including Francine Houben from Meccanoo, author of our Mekel Park, the centre of our campus. The faculty of architecture at TU Delft has thus long been part of the global history of planning and it is only appropriate that this gathering of leading planning historians takes place at here.

As a faculty of design, we value history and appreciate its relevance for future designs. Smart cities of the future have to both take into account the existing buildings and infrastructure, they also have to understand and build upon the cultures of their designers. Our students come from diverse areas of the world, they need critical analysis and historical knowledge, methods and theories as reference for innovative global practice. Your discussions on planning history thus form an important springboard for practitioners and help shaping the urban debates of the present and the future.

I hope that our faculty building, the former administrative headquarters of the university, will provide a memorable setting for all of the participants of the IPHS conference to discuss and exchange knowledge on the history of planning.

I wish you a fruitful conference and a very warm welcome in our Faculty. Kind regards,



Peter Russell

Dean of the Faculty of Architecture and the Built Environment

WELCOME LETTER BY DIRK SCHUBERT

President IPHS

Dear Colleagues,

It is a pleasure for me, as President of IPHS, to welcome you here in Delft to the 17th conference of the International Planning History Society (IPHS). After two conferences in North and South America, in St. Augustine and in Sao Paulo, we are back in Europe. As you may know, IPHS was inaugurated in 1993 and since then has been dedicated to the enhancement of interdisciplinary studies in urban and regional planning history, and biannual conferences all over the world have been organized.

History, Urbanism and Resilience is the overall topic of our conference. Cities after all are the most enduring legacy of human civilization. **Over many centuries**, cities around the world have demonstrated an astounding resilience as they have prepared for, responded to and recovered from natural and man-made disasters as well as from other crises. In view of current challenges, ranging from earthquakes and tsunamis, climate change and sea level rise, migration and demographic transformation to war and terrorism, cities play an important role in providing diverse tangible and intangible structures to support resilient urban structures. Particular Megacities can thus be victims and producers of risks. Changes in cities are taking place at a faster pace than we can perceive, appraise or analyse. These transformations are less the result of planning and design than the expression of (global) social and economic processes.

Urban planning has always been related to predictive spatial solutions, including urban forms, urban visions, comprehensive planning, adaptive design and governance structures. The history of urban planning includes manifold examples, not only for reconstruction and redevelopment after disasters but also for sustainable solutions developed for urban extensions and restructuring for other reasons. Comparative perspectives are very peculiar useful, to learn from each other not only by “best practices”, but also vice versa why projects and plans which have not been implemented.

The Netherlands is an ideal location to address this topic. Spatial planning, regional planning and urban planning have a long history; in fact, numerous Dutch cities wouldn't exist now without extensive preventive planning strategies, many of which can be adapted in the face of rising sea levels. Delft for example, the conference venue, is two metres below sea level.

It is an old IPHS tradition to explore the rich local, regional and national history of the hosting country, and the Netherlands in particular can be proud of a long history of urban interventions and urban planning. Of course we as an international organization will also seek to find comparative perspectives. In a period of globalization and continued rapid urbanization, planning for a sustainable and resilient future of our cities becomes more important. Delft provides a unique environment to discuss and exchange knowledge on urban transformations in the past and references for the future.

The conference was made possible with valuable contributions by researchers and practitioners from many parts of the world. Of course, we have also to thank all sponsors, all reviewers, colleagues, students and especially our convenor, Carola Hein, who has worked hard to help make the conference a success.

I hope the conference will be stimulating, inspiring and productive.

A handwritten signature in black ink, appearing to read 'D. Schubert', with a stylized, cursive flourish at the end.

Dirk Schubert
President IPHS

WELCOME LETTER BY CAROLA HEIN

Convener, Chair History of Architecture and Urban Planning, TU Delft

Welcome to TU Delft!

After more than two years of planning and preparing, I am proud and happy to welcome all of you to our beautiful faculty building on Julianalaan 134 in Delft.

Let me give you a little bit of background on the motivation and organization of the conference. As IPHS president Dirk Schubert from the HafenCity University Hamburg already stated, the conference explores the theme of History – Urbanism – Resilience. The term *resilience* has long been used in other fields: to describe material qualities of steel springs that return to their original form, to qualify the psychological capacity of humans to bounce back after stress or adversity, or to assess the capacity of a network to maintain an appropriate level of service. We believe that *resilience* can also capture how cities, institutions, planners, and citizens have historically adjusted to major shocks or have addressed major economic shifts and societal challenges. Our findings may help planners today understand current risks and challenges, including earthquakes and tsunamis, climate change and rising sea levels, war and terrorism, migration and population growth.

We are delighted to welcome a number of well-known keynote speakers who have much to add on the theme of resilience. Larry Vale, from MIT, for example, has addressed the theme in multiple publications, discussing resilience and the revival of cities after disaster since 2005. Han Meyer has contrasted *resilience*, the capacity to restore things after a disturbance, with *resistance*, a way to prevent disturbances, and a model for planners over the last century. His example of resistance is the Dutch dike system, which is prepared for an acceptable risk of 1 flooding per 10.000 years, requires enormous efforts and investments, and may not be feasible as we deal with the challenges of rising waters. In contrast, *resilience* focuses on channeling unavoidable flooding and facilitating rebuilding. Such a shift in focus may also trigger a rethinking of planning history. For years, strong, planned interventions in the line of 20th century modernism have received more scholarly interest than resilient and preventive structures. These and the other keynotes and the papers presented at the conference will move the discussion on resilience forward.

The Netherlands has a long history of resilience, and several of our Dutch colleagues have agreed to give talks on planning history in the Netherlands to introduce you to the planning specificities of this country: they include the Dutch Rijksbouwmeester, Floris Alkemade, as well as TU Delft professors, Reinout Rutte, Cor Wagenaar, Wil Zonneveld and Ries van der Wouden from PBL, the Netherlands Environmental Assessment Agency, Marije ten Kate the head planner of City Development of the City of Rotterdam, and Paul van der Laar, Museum Rotterdam. Some of them have kindly agreed to lead tours on Thursday, as have professors Frits Palmboom, Paul Meurs from TU Delft, and Erik van der Kooij from the City of Amsterdam. We have the pleasure of featuring several of these author's recent publications in our book exhibition, so please check those out. Furthermore, we have prepared a Special Virtual Issue that allows you to access ten articles from *Planning Perspectives* that are related to the theme of resilience - for free (<http://www.tandfonline.com/toc/rppe20/current>). As you may have noticed, we are using the *Planning Perspectives*

format for the conference proceedings. I am convinced that discussions during the conference will allow the authors to refine and finalize the papers, and I hope that many of you will consider submitting an article to the IPHS's own journal *Planning Perspectives*, whether a full manuscript of 8-10,000 words for the main journal or a shorter report (3-4,000 words) on 'research in progress' for the IPHS section. As we explained before the conference, publication in the proceedings doesn't preclude submission to the Journal, and all of you are now familiar with the journal's format. Please check out our website for more information on the review procedures or talk with the editor who are present here: Michael Hebbert, Florian Urban and myself.

The conference call for History—Urbanism—Resilience received broad interest, receiving 571 abstract proposals. Of those proposals, we accepted 439, many after revisions; 210 authors went through double-blind peer review of the full paper, of which 135 were accepted into the proceedings, the majority after revisions. Let me thank all those among you who helped with the peer review process! You can have a written record of the talks: the conference proceedings can be downloaded for free or purchased in print from BK Books.

According to our statistics, the biggest group of abstracts came from Brazil (75 authors), closely followed by Netherlands (61), China (55) and the US (54). We also welcome at least one participant from Curacao, Pakistan and Taiwan. I am proud that we have been able to support 33 participants with conference waivers. These went to young, under-employed or emeriti scholars, giving preference to those traveling long distances. In short, the IPHS is an international group, and the majority of its scholars have a native language other than English, and have not been trained in the Anglo-American system. Its international gatherings, held in different parts of the world, provide us a unique opportunity to exchange knowledge and ideas, approaches, methods, and content. While our conference language is English, you will have a unique opportunity to interact with specialists from 55 countries and all continents (with the exception of Antarctica) and to help us grow into a society with a truly global base.

The meeting would not have been possible without the help of a group of dedicated students, many of them PhD candidates. In particular, let me thank Mo (Mohammed) Seyed Sedighi, who has been my right hand in the academic organization of the conference and who is known to all of you through constant emails, and Phoebus Panigyrikis, who has been in charge of the production of eight wonderful booklets (seven for the proceedings and one for the abstracts). I also would like to thank everyone who helped coordinate the administrative side of the conference: Catherine Koekoek, whom you all know from the info@iphs.com email, as well as Andrea Degenhardt, Judith Blommaart-Tigchelaar, Amber Leeuwenburgh, and Eveline Vogels from our secretariat. Thanks to all of you! Fatma Tanis, Paolo de Martino, Li Lu, and Zhu Penglin, having just arrived at TU Delft as new PhD students, and Sun Yanchen, our visiting PhD student, have been important helpers in the last phase of the conference. Reading and compiling all of your abstracts and papers, these PhD students have all learned a lot. They will be glad to get back to their own research, but I am sure that you will hear from them and see their writings in the future. Thanks also to the student helpers: you will recognize them by their conference T-Shirts.

Further thanks to the members of the global and local advisory committees and to our sponsors: the City of Delft, which opened its old Townhall to our opening session; the City of Rotterdam and the Museum of Rotterdam, who welcome everyone for the evening conference reception; and the NWO, the KNAW, ISCOCARP, Facilities, the Dean's office, the Departments of Architecture and Urbanism, catering, BK Books, and everyone else who made this conference possible.

I wish you all a pleasant, enjoyable interesting conference, with fabulous paper sessions, workshops, PhD events, excursions, and networking, and a memorable stay in Delft.



Carola Hein, Convener
Chair History of Architecture and Urban Planning, TU Delft

Book of abstracts

Abstracts

Volume 01

Ideas on the Move and Modernisation

Modernisation and Colonisation

Contested Cities

NG'AMBO TUITAKAYO: RECONNECTING THE SWAHILI CITY

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The City Of Zanzibar is well known for the historical Stone Town which is a World Heritage Site since 2000. What is less known about the City is the fact that it consists of two parts, Stone Town and Ng'ambo, of which Ng'ambo is the one that has received far less attention. The two parts of the city have been developing alongside since the mid-19th century, becoming together the biggest Swahili City in the world by the beginning of the 20th century. Despite the social and economic differences existing in the two parts of the city they retained, an intimate connection translated into the economic, social and cultural sphere.

It is only with the advent of the British dominance, that the two parts started to be perceived as separate entities. Through colonial policies and planning interventions they became segregated and Ng'ambo received a lasting stamp of being a slum in need of upgrading. From the time of the British Protectorate, through the revolution and post-independence modernization projects, Ng'ambo has been a subject to various, not always successful planning initiatives. Despite the turmoil and major upheavals it witnessed Ng'ambo has managed to retain its distinctly Swahili character which has been sustained by the resilience of its inhabitants.

This pejorative image of Ng'ambo has lingered over the area for a long time and it is only recently that Ng'ambo has received renewed attention by being designated as the new city centre of the Zanzibar City. The Ng'ambo Tuitakayo (Ng'ambo We Want) project was started in the wake of this renewed attention directed towards Ng'ambo with the aim of developing an inclusive redevelopment plan for the area guided by the principles of UNESCO Historic Urban Landscape recommendation. One of the underlying aims of the project was to revive the historic connection between the two parts of the city. Through this paper it will be argued that the perceived distinction between Stone Town and Ng'ambo is not inherent to the place, but was created through foreign impositions. Through an in-depth study of the morphological development of the area and discussion of the layered urban history of Zanzibar City, the (dis)continuities between the two parts of town will be unravelled. The paper will also unfold the methods explored in the Ng'ambo Tuitakayo project from the beginning until the completion of the final draft of the redevelopment plan and policies.

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FULL PAPER: V.01 P.025

THE MORPHOLOGICAL PROFILE OF CONTEMPORARY RESIDENTIAL REAL ESTATE IN DOWNTOWN SAO PAULO, BRAZIL

Hugo Louro e Silva | Candido Malta Campos

Universidade Presbiteriana Mackenzie

During a master thesis research, teacher and student have proposed a study of the recent Real Estate production in Downtown Sao Paulo (a historic center), based on an empirical observation of the increasing amount of new residential building launch in the past years. The research was based on the EMBRAESP database analysis, regarding lists of all new buildings launched in Sao Paulo metropolitan region since 1985.

The database study allowed to filter the housing production in downtown, through the identification of morphological profiles and occupation of these new buildings, between the years of 1985 and 2014. Among other data, for example, it was observed that the produced HU during this period was of 9,858 units, which 8,355 (84.8%) were designed between 2007 and 2014.

The research aimed to understand the reasons for this asymmetry over the years since 1997 (when the incentive legislation for construction in this region dates back) and the following 10 years that had not been properly used by the Real Estate players.

This article presents all residential projects produced in this area between 2007 and 2014, in a chronological order and contextualizing their achievements

related to the many economic changes in the country during this period, in addition to the dynamics of the local Real Estate through exclusive interviews with its players.

This new approach reveals the direct relationship that exists between urban morphological production and economic conditions of a country, especially in a developing one like Brazil.

MAPPING TRANSITION: DIVIDED CITIES OF JERUSALEM AND SARAJEVO

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This paper aims to map transition and to discuss the positive and negative outcomes of transition, as well as its impact on urban development and planning initiatives. The urban challenges of Jerusalem and Sarajevo as divided cities in conflict and in transition will be elaborated on. Sarajevo is not physically divided, however it still suffers from social division and the political and administrative division of the state. The complex state administrative organisation is the primary reason for insufficient planning policy and the chaotic state of planning. Altered demographics, land ownership, illegal construction, and the lack of administrative coordination are some of the consequences of the conflict which have had long term impacts on urban planning. Jerusalem, on the other hand, as a politically divided city, mirrors the wider Palestinian-Israeli conflict and symbolises the essence of the historic dispute of both sides' claims to the city. Throughout the history of negotiations, the city has been described as the "undivided, eternal capital of the Jewish people" by Israel, and Palestinians have insisted that no permanent solution will be reached without resolving the issue of Jerusalem, and their desire for it to serve as the capital of a Palestinian State.

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FULL PAPER: V.01 P.043

PLANNING IN UNCERTAINTY: JERUSALEM'S CITY CENTER BETWEEN THE 1940S AND THE 2000S

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Tel Aviv University

The city of Jerusalem has experienced much turbulence throughout its history. To date, war, violence and political conflicts have been inducing tension and stress, while constantly modifying the city's form and borders. In investigating Jerusalem, the paper examines how urban planning – a discipline that is inclined towards generating certainty and order – copes with uncertainty. This is growing concern in both planning theory and practice, as scholars call to "accommodate uncertainty as a core ontological state of the world" (Gunder, 2008: 197) and to develop "adaptation strategies for facing future uncertainties." (Jabareen, 2015: 12). Yet, what happens in practice when planners face an on-going uncertainty regarding the city's future boundaries, sovereignty and form? How do planners act in the absence of a stable state (Vale, 2014)?

Addressing these questions, the paper examines the way Jerusalem's centre has been defined and planned from the 1940s to the 2000s. More specifically, it analyses three clusters of plans, as representing three periods of time: before 1967, after 1967 (i.e. Israeli annexation of East Jerusalem), and after 2000 (i.e. the collapse of the Oslo accords and the second Intifada). Using an analysis of plans and documents (for all plans) and in-depth interviews (for recent plans), for each cluster the paper examines (a) the geopolitical state of affairs, (b) the plans' reference to exterior and interior borders, (c) the relational location of the city centre within the city, and (d) the suggested urban fabric and planning principles.

The analysis reinforces the initial hypothesis that uncertainty is not new to Jerusalem, although it is manifested differently in each period. Interior and exterior boundaries constantly shift and change from one plan to another, establishing the border as unfixed and flexible. Concerning the city centre, findings show that the post-2000 plans promote an urban form that is reminiscent of the pre-1967 plans. In these plans, the city centre of Jerusalem (as defined by the municipality itself) is located exclusively in the western part of the city, with intense development marked in its most western end, away from the Old City and contested territories. This type of binary development contrasts between the strict preservation in the east and intense development in the west – unlike the post-1967 plans that attempted to construct a "united city" and to merge together east and west, past and present, the sacred and the secular.

The last section of the paper analyses this recent urban development as a "field of certainty" that reflects planners' search for autonomy and control within uncertain conditions. At least in this case, uncertainty is not seen by planners as paralyzing or overwhelming, but rather as a given state in which they have learned to act and plan, without pretending to abolish the uncertain conditions. The paper ends with questions regarding the normative and ethical implications of this "field of certainty", especially in contested cities.

Post-war “Grand Ensembles” and the Challenges of the Modern City

THE PASSEIST, MODERNIST AND FUTURIST FEATURES OF SOME SOCIAL HOUSING ENSEMBLES BUILT DURING THE TRANSITIONAL PERIOD OF 1960-1970: THE CASE OF THE MAURELETTE IN MARSEILLE

Nune Chilingaryan

Lyon National High School of Architecture, LAURE Laboratory

The history of architecture and urbanism is classically represented as a sequence of major doctrines. However, the well-known architectural “-isms” are bound together with productions of the so-called “transitional” periods, the legacy of which deserves special scientific interest. A significant number of these kinds of “in-between product” in the field of social housing was built during the 1960s and 1970s, between the periods of modernism and postmodernism.

At the end of the 1980s in many European countries, particularly in France, massive renovation processes were started, which continue to this day. Due to political, social and aesthetic changes, a great deal of post-war residential heritage has been radically reconstructed or demolished. This process touches not only ordinary residential groups (so-called *grands ensembles*), but also harms some of the more interesting *ensembles*. Many of them are undervalued and have not been rehabilitated since their creation, with some often doomed to disappear.

The current paper is an attempt to analyse the historical, urban and morphological aspects of the Maurelette residential complex, built in the northern suburbs of Marseille during 1963-1965. The design particularities of the Maurelette complex demonstrate the ambition to create a “non-ordinary” ensemble using ordinary and inexpensive construction means and materials. The original interpretation of the traditional square, street and rampart could be considered as early applications of postmodernist ideas of free “expression” of historical urban forms.

This case study intends to raise awareness about the heritage constructed between the major architectural periods, which deserve to be included in the contemporary urban structure without negating or altering their authentic concept. Its existence will contribute to the continued urban environment, thereby making the modern city more resilient.

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FULL PAPER: V.01 P.061

NON-RESILIENT COLONIAL URBAN PLANNING AND ITS RESULTING OBSTRUCTED MOBILITY – AN HISTORICAL VIEW OF A HOSPITAL IN KINSHASA

Simon De Nys-Ketels | Kristien Geenen

Ghent University.

One of the key characteristics of many a colonial city, is its binary spatial structure. In this model, a neutral or non-residential zone separates the European residential area from the “native” one. Colonial policy makers and urban planners thus designed this neutral zone in order to spatially divide the colonial city along racial lines. Recent studies (Nightingale, 2012; Brennan, 2007), however, have shown that in reality, strict spatial segregation was never fully implemented. Indeed, as the neutral zone often encompassed key urban functions such as markets and hospitals, many inhabitants inevitably had to pass through or spend some time in this neutral territory, and this mobility undermined the realisation of a perfectly segregated city.

Bearing this historical framework in mind, and relying upon insights from both urban planning and anthropology, this paper discusses how the inherited colonial urban structure has far-reaching consequences for current mobility patterns, by looking at the problematic location of the main public hospital in Kinshasa (DRC) from its origin to the present. Indeed, when a large-scale, urban zoning plan for Kinshasa was designed in 1932, the location of this hospital, which served the Congolese population but was run by Belgian colonials, was included within the neutral zone. However, both the local press as well as members of the administrative and sanitary services heavily criticized the close vicinity of the hospital to the European residential area, arguing that the location “went against any sound idea of urban hygiene” (Lagae, 2011). Moreover, its location soon proved problematic in yet another sense. As the hospital continuously expanded, some of its surrounding roads had to be cut off to provide space for new pavilions. At the same time however, and precisely because several main urban functions such as the central market were constructed within the neutral zone too, the remaining roads surrounding the hospital became increasingly important and consequently clogged thoroughfares. This situation even worsened when, in the 70s, the hospital management cut off one of the main traffic roads that ran alongside its main entrance, as it was deemed too noisy for its patients. This modification effectively turned the site into an obstacle within its dense surrounding urban tissue. Thus, the colonial urban planners’ lack of long-term vision, exacerbated by somewhat ill-considered but far-reaching interventions requested by the hospital management, has completely obstructed the

current traffic flow.

Nonetheless, the pedestrians outwit the obstacle the compound has become. They use well-known but officially unauthorized shortcuts through the enclosed hospital site by negotiating with the hospital guards, thus forcing themselves a way through. As such, these collective daily movements represent a “quiet encroachment” (Bayat, 1997) by which citizens reappropriate the hospital site and counterbalance the interrupted traffic flows. In conclusion, from its colonial origins until present, many top-down spatial interventions regarding the hospital were ill-considered and proved to be the opposite of flexible or resilient urban planning. Rather, we argue, it are the inhabitants of Kinshasa who show resilience here, making do and creatively coping with the inherited colonial urban structure.

PALMAS (BRAZIL) YESTERDAY AND TODAY: FROM NEIGHBORHOODS SEGREGATED TO RECENT HOUSING PRODUCTION

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The central question of this paper is to analyze how and why in a town said planned maintenance there is a segregation systems that are spatially as well and are revealed as an element of the history of town. Thus, this paper presents a discussion about process of production of urban space in Palmas - TO, the last planned capital of the twentieth century. As the object of analysis is considered the historical factor, namely segregation, read from the neighborhoods located south of the town. On the other hand the current condition of town with intense housing production, to understand the existing ruptures and continuities in urban space of the town. It must be held that the neighborhoods, unlike the “residential blocks” located in the main Plan, arise as a segregation product that had, at the time, direct action by governments (the State of Tocantins and Palmas of Town) to contain the working classes in the main plane of the occupation process of the town. Methodologically this paper condenses elements of Geography and Urban Planning, in the study of the case already carried out during the years 2008-2012 and updated from observations in locus and discussions with the authors of this paper. As a result, this paper besides presenting a historical perspective of the formation of neighborhoods, also presents data on the actual condition of the town. The analysis of the town today entails recognizing the role of the property developers, civil engineering companies, of governments, that besides expand the number of housing developments around the town, are fueling a premature verticalization process, which far from benefiting the population reaffirms the condition fragmented production of urban space. In Palmas, note that planning is segregationist, where the common interest was set aside as a consequence of the interest of governments. In turn, the real estate capital represented by different property developers, and with the permission of the current municipal government, produces and imposes changes in the urban space of the city from the verticalization which has become a new mechanism to jettison the less privileged population. Palmas, which was a town predominantly horizontal, and numerous urban voids, is in full and accelerated verticalization process, which has been revealed as a social distinction mechanism, which separates and segregates, homogenizing the spaces for the moneyed classes and holding the disadvantaged the place. Palmas, whose creation dates from 1989, arose from an engineering and architecture project to be the capital of Tocantins state. However, the basic plan of Palmas did not include the population with low purchasing power, which in turn promoted a process of occupation different from the other than intended by the architects of GrupoQuatro. In addition to this, speculation also contributes to the occupation dispersed in Palmas. On the other hand, the State represented by governor Siqueira Campos and mayor of that time, in order to make an organized occupation of the town, removed the inhabitants with lower purchasing power from downtown area and from surrounding blocks.

THE RESEARCH ON SPONGE CITY CONSTRUCTION IN SOUTHERN AREA OF CHINA: A CASE STUDY OF MALUANG BAY IN XIAMEN OF FUJIAN PROVINCE

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Xiamen city in Fujian province, which is an important economic centre and international tourist city in China, is located in the southeast coastal areas of China. Unfortunately, Xiamen is also one of the most cities lacking of water resources in the southern areas without any grand rivers flowing through, which results in few of the available water resources. At the same time, it suffers from severe waterlogging disaster every year due to the storm and typhoon. Those are major reasons forcing people to explore sponge city construction. In April 2012, sponge city was put forward for the first time in “Low-carbon Urban and Regional Development of Science and Technology Forum in China”. The cities that can be like sponges have good compression, resilience and recovery to well respond to natural disasters and environmental changes. When it rains, the sponge cities are able to absorb water, storage water and purify water to reduce the occurrence of urban flood disaster. At the same time, when we need the water, the sponge cities would release what we store to enhance urban ecosystem functions. The construction of sponge city, combined with urban ecological security pattern, get rid of the single engineering point of view of urban rainwater management and play a significant role in urban ecological construction. But now, the construction

of sponge city is still in the stage of exploration and research. This paper reviewed the practices of the sponge city construction at home and abroad and empirically analyzed the ideas and plans of the sponge city construction in southern areas of China by taking Maluang Bay's ecological planning and construction as the case. Maluang Bay is the first pilot area in Xiamen city to start the construction of sponge city, and the total investments reach 5.57 billion yuan from 2015 to 2017. It has 59 projects that cover six aspects including infiltrate, retention, storage, purification, utilization, drainage. Specific measures are as follows: build green roofs, permeable pavement and natural surface to strength urban water permeability, develop sunken greenbelt and grass swales to increased the water in the soil, recover the rivers and wetlands to enhance urban water holding capacity, establish sewage treatment facilities and construct coastal ecological slope to purify urban water resources. In the end, based on the case study, the suggestion is put forward on pre-planning, economic regulation, system improvement and public participation with the expectation of providing a new idea of constructing a sponge city.

Urban Development in Modern China

REFORMING BEIJING IN THE SHADOW OF COLONIAL CRISIS: URBAN CONSTRUCTION FOR COMPETING WITH THE FOREIGN POWERS, 1900-1928

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This paper focuses on Beijing's urban transformation from 1900, the twilight of the Qing dynasty, to 1928, the end of the Beiyang government. It firstly examines the urban segregation strategy applied by foreign powers between the Legation Quarter and the local neighbourhood, from both the foreigners' and the Chinese government's perspective, and further explores urban construction by the newly established local government to improve the transport system and sanitary conditions. The paper suggests that the post-colonial viewpoint could be a necessary theoretical aspect in understanding Beijing's modernization. Through the careful examination of historical materials, such as governmental archives, travel notes, memoirs and magazines, this paper pays special attention to the interaction of conceived space and perceived space. It attempts to argue that urban improvement by the local government played a crucial role in safeguarding the national sovereignty and enhancing resilience during the colonial crisis. Building a "modern" Beijing was regarded as a strategy that would not only reduce the differences between the Chinese and the colonial cityscape but also to foster a national identity and demonstrate the legitimacy of an authority.

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PUBLIC HOUSING OF EARLY MODERN TIANJIN (1928-1937)

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Societal reform, the planning and construction of public housing and the introduction of new building typologies went hand in hand in early modern China. Western and Japanese debates on public housing served as models, and Chinese scholars and professionals with the support of the KMT (Kuomintang) developed public housing as a sign of innovation both in terms of societal organization and building typology. Using the under-researched case of Tianjin's public housing in the so-called Golden Decade (1928-1937) as a case study, the paper first explores how journals and foreign trained Chinese scholars introduced the concept of modern housing to China through publications, and early constructions. Notably the YMCA Labours Model

New Village in Shanghai impressed the KMT leader Chiang Kai-shek. It then explores three public housing projects developed for Tianjin, only one of which was realized. Exploring the locations, architectural designs, renting regulations and management rules of these projects, the paper argues that these projects (both planned and realized) aimed mostly at poor families, and served as a means to solve housing problems and reform society as well as to police the poor. The public housing projects in this period formed the foundation for later public housing in China.

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STUDY ON MODERN URBAN PLANNING AND CONSTRUCTION MANAGEMENT INSTITUTION IN TIANJIN

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Since the Second Opium War in 1860, Tianjin was opened as a treaty port of China. From 1860 to 1902, nine foreign countries had set up concessions in Tianjin, including UK, France, US, German, Italy, Japan, Russia, Austria and Belgium. Since then, the import of modern urban planning theory and management regime from the western countries had made a profound influence on the urban planning and construction in Tianjin. From several aspects of the organization structure, management principles, government laws and land policy, this paper explores how the western urban construction management system was introduced into concessions, and how it was applied in Tianjin. This paper is based on a wealth of collected information, such as historical archives, historic documents, old postcards, old pictures from Tianjin Municipal Archives and previous research works. This paper reveals the causes and process of transformation of urban construction institution in modern Tianjin. Finally, it reaches a conclusion that all the changes happened in modern Tianjin not only transformed the boundary and spatial structure of this city, but also affected the pattern of development and management in Chinese section. From then on, a new chapter of urban construction for modern Tianjin has been opened.

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THE RESEARCH OUTLINE OF COMPARISON IN METROPOLITAN DELTAS

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Metropolitan Deltas have much in common because of the similar urban-water management conditions. This paper takes comparison of the Euro Delta of the Rhine–Meuse–Scheldt and the Chinese Grand Canal and Yangtze River Delta as an example to introduce the outline of comparison in Metropolitan Deltas. The comparison is from three interfaces. First, it is from the general interface, the basic background comparison, including area, city level, GDP, population, economic growth, the second industry, tertiary industry, infrastructure (airports, ports, roads, railway, etc) and so on. The second is from the waterway system interface and their impacts on the urban development. It will construct the time-series of water and cities. It is to comb the history of waterfront urban planning and development in Metropolitan Deltas and build the great structure of cities morphology transition along the principal waterway. It will take a layer discussion of the cities pattern and the interaction with water during each historical period, to explore the historical motivation that especially related with water (as like traffic, commerce, military, life, property, local culture and politics, etc.). Using GIS is to analyse the distribution of cities and towns with water; like the type of waterways and length, the kernel density of settlements (or cities) along the principal rivers, the river connectivity index, the distribution of town distance from water; the line density of waterways and so forth. It could show the links between the water and cities by the visualized graphic expression. The third one is from the space interface, to take the comparison analysis of the typical water-city in detail. That is to compare the relativity of the site selection of city and water; the city development process and feature, the interaction and morphological transition of water and city, the inherent motivation in urban development and so on.

This paper puts forward the outline of comparing two or more Metropolitan Deltas in the aspect of the water and cities with interaction and morphological transition. Using the analysis method of Spatial Historical Information System (SHIS) to achieve the qualitative analysis, it could construct

the evolution of urban landscape in time and space during different periods. Simultaneously, the GIS software is to be employed for doing the quantitative analysis. It offers quantized data for summarizing the inner motivation and impact factors of urban development by arranging the statistics and constructing resource database. And it also will use the method of qualitative and institutional research to summarize the regulation in the “water and cities” study.

Resilience and Public Space

RESILIENCE OF PUBLIC SPACES: A CASE STUDY OF THE COLONIES IN OTTOMAN PALESTINE, 1878-1918

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‘Moshavot’ were a new form of colony established primarily by Eastern European Jewish immigrants to Palestine from 1878 to 1918, a period of radical changes: the industrial revolution, political and cultural shifts in the Ottoman empire, and social transformations wrought by World War I. How did these processes impact the public spaces of the colonies?

Planned and designed as modern spaces, the public areas of the new Hebrew colonies (“moshavot”) demanded functional flexibility, adaptive design, and structural resilience to cope with shifting social, political and demographic conditions. According to researchers of urban space, the resilience of public spaces depends on how they are created and defined, and to which extent they evoke a communal sense of ownership and belonging. The new colonies’ public spaces were vibrant centres for a multi-cultural population. We will examine their vigour during these decades from three perspectives: planning and construction; functions; and long-term development. What characterized these public spaces and contributed to their physical and spiritual strength - ‘French’ boulevards, Ottoman-style civic buildings and fountains, synagogues designed by German Templars? Utilising recently discovered archival evidence, we will present a few case studies of the dynamic public spaces that survived this stormy period of history.

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PERFORMATIVE BODY: RE-PRODUCTION OF PUBLIC SPACE BY TEMPORARY DESIGN EXPERIENCES

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Temporary art and space installations arranged in an urban context lead to the communication of people/bodies with their built environments. These installations can become tools that both activate the body and, at the same time, are activated by the body. The kinds of interventions can also be described as experimental, interactive and reflective spatial mediums and can be conceptualised as event generators for the bodies, in other words performative bodies in action and communication with the urban context.

This study mainly focuses on temporary art and space installations that have potentials to create significant events and that impel the contributors to be active and performative bodies within urban spaces. The work suggests that by incorporating the body these temporary art and space installations may lead to dynamically changing configurations of the public space. These emerging spatial situations reflect the power of the body, not only as a creator but also as operator of the urban space, while they also expose inspiring concepts for architects. The contribution of the body to reproduction and revitalization process of the urban space is accepted as one of the key issues in architectural discourse and one deserving of intimate elaboration. Architectural space primarily composes a space that is experienced, one that requires acting by a performing body that experiences this surrounding while gaining spatial awareness through the vehicle of created events. It is the unique surroundings of the body that thus encourage or discourage it to move within the space. In other words, every object around the body evidences certain clues relative to the potential body movements within this built environment. Despite the fact that the space has a discrete measurable physical existence, it is actually the activities or events that occur within that particular space that impart meaning to the space. When a space is conducive to the interaction of different bodies, it is no longer addressed as a single space. Each bodily experience rebuilds the space and its surroundings with diverse interpretations, communications, and usages. This work suggests

that temporary art and space installations that are activated by the involvement of the body allow the production of alternative, playful, eventful and communicative spaces in the urban context.

The aim of the paper is to investigate the following questions by concentrating on temporary design experiences, art and space installations in public space: Can public space be reproduced without constructing? Can temporary art/space installations be considered as tools for the reconceptualising of the urban space? How do temporary installations affect the relationships between the body and public space? How do these temporary, experimental designs activate the body and urban environment by emphasizing the concept of event space? These questions will be explored by investigating selected examples and by comparing and contrasting their implemented design concepts.

LANDSCAPE-INDUCED METROPOLITIZATION: REVEALING THE FORGOTTEN GEOGRAPHY OF PARIS' NORTH-EASTERN SUBURBS

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In the field of urbanism, landscaping is commonly considered as the main tool to link chaotic urban fabrics together and to restore a sense of place in metropolitan areas obscured by infrastructures. Furthermore, parks and promenades have played an integrative role for urban societies, melding different communities together and offering them an opportunity to develop a common identity. I therefore propose examining the planning of park systems and green corridors in the suburbs north-east of Paris, all the way through the 20th century and up to the present. This suburban area has suffered from a lack of comprehensive neighborhood planning and has been scarred by infrastructures which obliterate its geomorphology. Its revitalization represents a major challenge to re-balance the eastern section of Greater Paris, which suffers from social and ethnic segregation as shown by the riots of 2005. Moreover, the Paris attacks of 2015 stressed the fading sense of a common destiny between Paris itself and underserved suburbs. Today's discussions on Greater Paris overlook the lessons of planning history. This historical survey is a brief in favour of an urban history that incorporates geomorphology and field survey.

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THIRTY YEARS OF TRANSFORMATION OF THE WATERFRONT OF MALAGA

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Malaga is a port city since its origin. Different civilizations have lived in it, all of them from the sea. And each one has forged the different layers that make up the city. According to Braudel, "Mediterranean cities have always descended from their environment, and have been creators of routes, while at the same time being created by them". This made us understand that Malaga belonged to a network of port cities, not only a network of trade but a network of knowledge, of culture... and this directly influenced the morphology of the city, since port cities resolved through local projects the needs of global changes. They faced the same problems, especially arising from the evolution of maritime transport, with its own solutions. As in most port cities, the Industrial Revolution marked a before and an after in the relationship between the port and the city. Both were distant, disconnected as had never been before. The appearance of the container has caused a new transformation, an adaptation of the port to the new maritime needs that has resulted in the recovery of historic docks for the city. We are living a time of radical transformations in the historic ports in search of their reintegration into the urban fabric.

The transformation process of the waterfront of Malaga began in 1985. We analyze how over these 30 years (from 1985 to 2005), while in Malaga port and city suffered continuous agreements and disagreements, the transformations of the waterfronts were evolving in the world, in the network of port cities. We classify the different stages of transformation of waterfronts. We find the principal features of each of these stages, both the successes and the mistakes. We study how each stage is an evolution of the previous one until the twenty-first century. Then, we conclude that the success of these actions is directly proportional to the quality of planning. Most have a global vision that is developed in concert with the support of the Port Authority, the City and Citizens. They make a long-term proposition, with big goals to twenty or thirty years. It imply a relevant organization in which the different phases and the impact of each on the city and port are studied.

Malaga highlights the poor planning of the waterfront of the city, that does not solve the different flows that must coexist in this area. There is a total disconnect between the docks and city projects that are contiguous both in its location and execution period. Planning is scarce, and more to have taken 30 years performed. This period has passed the temporary provision of the project that has failed to adapt to the new needs of a dynamic and complex city in continuous transformation. The huge opportunity which today opens out in front of the port cities, supposes the ability to base themselves on the announced global changes of today in order to make their projects for the local future.

Neighborhood Planning

URBAN REGENERATION, MASTERPLANS AND RESILIENCE: THE CASE OF THE GORBALS, IN GLASGOW

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A Century ago in Western Countries, to deal with the Industrial Revolution, planners and designers felt the necessity of new and more scientific foundations for planning endeavor. Masterplans, large-scale and detailed spatial “blueprints”, were aimed at delivering this whole new set of precepts into practice and, hence, into reality. It was implicit, in this approach, that outcomes could be certainly predicted and that would achieve long term stability. As many places shaped after such often inflexible and overly-prescriptive masterplans were found unable to account for the complexity of the problems they set out to solve and failed to account for the relationship between physical, social and economic dynamics, masterplans were attacked as part of the wider criticism against the “mechanistic” approach to planning and the “rational-comprehensive” approach to decision-making. Only from the end of 1990s, with place-making and the emerging sustainability agenda, masterplans were re-evaluated as a fundamental tool for urban development, producing a generation of masterplans very distant from the post-war “blueprint plans”.

Today, the sheer complexity of cities and the unprecedented magnitude and speed of urban change, leaves planners and designers with the seemingly impossible task of making long term plans in the face of an uncertain future. This implies that, if masterplans are to remain a viable and useful planning and design tool, they need to account for the dimension of time and the element of change. In this regard, the question is to what extent - if at all - is this new generation of masterplans better equipped to cope with inherent uncertainty and unforeseen change over time?

To answer this question, the discourse on resilience, increasingly central in urban planning and governance and, more recently, in urban design is recognized as useful for engaging with a changing world. However, this almost never associated with tool of masterplans, despite the fact that these sit at the core of urban planning and design as research area and as professional practice, and that our tradition of pre-WWII masterplanning delivered places that displayed resilience in adapting to unparalleled changes over time.

Within this broader context, the current paper offers an un-conventional analysis of one of the most well-known area of Glasgow, Scotland: the Gorbals. This area is particularly interesting from a resilience perspective as it has undergone, over the last century, two major masterplan-led redevelopments, the first in the 1960s and the second of the early 1990s, emblematic of two very different approaches to urban development. In the current paper the area is analysed over time against five resilience-proxies, namely diversity, redundancy, modularity, connectivity and efficiency, offering a pretext to discuss strengths and limits of different approaches to masterplanning in taking on the challenge of complexity and change.

THE IMPLEMENTATION OF THE NEIGHBOURHOOD UNIT CONCEPT IN THE WESTERN GARDEN CITIES IN AMSTERDAM IN THE EARLY POST-WAR PERIOD

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This paper analyses the way the General Expansion Plan for Amsterdam was modified after 1945 to accommodate the principles of the neighbourhood unit concept, using the Western Garden Cities as a case study. The purpose is to evaluate continuities and discontinuities between pre-war and post-war modern urbanism. Since its presentation in 1934, the original plan was heralded as exemplary for the CIAM approach to urbanism - not surprisingly since Cornelis van Eesteren, its principal designer, was president of the CIAM. So far scholars have ignored the way the plan was partly re-designed in the 1940s and 1950s, the neighbourhood unit concept providing the reasons for most of the changes. Exploring these changes is the original contribution of this paper. The methodology combines historical research into the motives of the principal stakeholders - Van Eesteren, the municipal planning office, local politics and the housing corporations among others - with a thorough analysis of urban plans and the structure of the neighbourhoods.

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REPRESENTING NAJAF: AN INVESTIGATION INTO THE CURRENT PRESSURE ON THE PHYSICAL AND SOCIAL FABRIC OF NAJAF'S OLD TOWN

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Day by day social life in the core of historical cities in Iraq has changed, and there are different outcomes which have an impact on the ground. This paper seeks to examine the extent to which the physical and social fabric of the al-Houaish neighbourhood has become redundant, and why the original families of long standing descent have chosen not to live there. Briefly, the al-Houaish neighbourhood is a significant part of the holy city of Najaf, a pilgrimage city in Iraq. The al-Houaish has a special character, and it is of particular interest because it has historical and cultural values, but it has been neglected. The aims of this paper are to highlight the current pressures on the social and urban fabric, explain why that fabric is worth protecting, and what the difficulties are. The paper uses documentary evidence and evidence gathered through interviews with stakeholders, local residents, heritage elites and decision makers, and I will examine the approach taken in detail to reveal the problems that exist in applying international standards of heritage protection on the ground in Iraq.

The findings in this paper are summarized into two parts physical and social fabric. The rapid development inside the old town, increase in land value, the huge number of visitors, and the governments' neglect of services, are putting great pressure on the physical fabric. Besides, the lacks of clear regulation encourage building's authorities to change the land use from residential to commercial use. Moreover, the political issues led to a change in the social demography to weaken the power of the religious scholars, and that led to weak the social relationships and activities in the historic neighbourhood. In addition, the Najaf old town cannot offer big houses, wide roads, parks, and other services compared with the new neighbourhood, and therefore it did not and could not satisfy these needs. In conclusion, there is no overall management in place, and therefore the al-Houaish is losing both its historic physical and social fabric, and is undergoing much demolition. Thus, the process of heritage protection on the ground needs both the government and local citizens' attentions to be able to stand and survive. Ultimately, there is need of a team on the site, and possibly a steering committee.

THE TRANSFORMATION OF THE SANTO ANTONIO DISTRICT, RECIFE, BRAZIL (1938-1949)

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The city of Recife became a privileged field of experimentation for the new ideas of Urbanism, with a series of proposals, studies, and suggestions, widely published in the press and specialized journals. Most of the debate was concentrated around the transformation of the administrative and commercial centre of the city, the island of Santo Antonio. This discussion resulted in a brutal intervention in the district, destroying eighteen blocks of the city and creating a new large avenue. The intention was to modernize the old centre, transforming it into a monumental ensemble. The replacement of the colonial urban fabric by the new vertical pattern was due to the establishment of building codes regulating building codes determined alignment of facades, volumetric unity of blocks and concordance of heights and architectural motifs. The new urban design communicated an intense image of power and discipline through its architectural mass, monumental scale and vast open spaces. It was clearly intended to form of urban scenery, expressing Vargas Regime corporatism, social control, and state regulatory interventionism. This article analyses the Avenue building process, its precedents, and the conflicts between the desires of customers, bureaucrats and architects in the search for a modern image for the city.

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Rebuiding the Urban Fabric: Constraints and Opportunities

BUILDING COIMBRA'S MODERN HOSPITAL OVER THE ANCIENT COLEGIO DAS ARTES

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This paper intends to show how the former Colégio das Artes, responsible for the preparatory studies for university, was appropriated by the national treasure and was transformed into the University's Hospital.

This key equipment in the structuring of the new liberal city required successive adaptations to fulfill the new sanitary demands and the changes in the scientific knowledge. Despite facing major financial restrictions, hospital director, António Augusto Costa Simões, managed to follow the international technological trends and gradually it became the main Portuguese medical center. Costa Simões' project interconnected two more ancient colleges and, within the new sanitary ideals, an area for gardens, from the skeleton of the old Colleges this plan draw a modern scientific equipment.

Over the twentieth century the building survived the mass demolition of the ancient uptown to give place to the new University City and today returned to the teaching function, the old hospital now houses the department of architecture of the University of Coimbra.

This paper aims to stress the process of transformation of the old College from school into Coimbra's main attraction as hospital and nowadays the transformation into school once more.

ANTIFRAGILITY AND THE RIGHT TO THE CITY: THE REGENERATION OF AL MANSHIYA AND NEVE TZEDEK, TEL AVIV-JAFFA

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Henri Lefebvre's idea of the right to the city, as a contra to the modernistic approach, expresses the right of the citizens to be part and to take part in their city's creation. Furthermore, the chase after the efficient city lead to the formation of urban projects, which are not only alienated to their inhabitants, but that are also rigid and unable to adapt to the ever-changing nature of the city. "Inefficient" urban systems, as Jane Jacobs had shown, have proven to be efficient after all, due to their fragmented urban economy, enabling them to better adjust to unpredicted changes. Nassim Taleb called this type of behavior Antifragility, which describes complex systems that do not only remain unaffected by unpredicted changes, but also manage to take advantage of them. Manshiya and Neve-Tzedek are two adjacent neighborhoods in Tel Aviv, built in the 19th century. In 1954, they were declared as slums and designated for deconstruction. Manshiya's redevelopment was led by large-scale corporations, which excluded the citizens from the process of urbanization, granted a minimal Right to the city and concluded in a rigid and failed mega-structure. Neve-Tzedek in contrast, was regenerated due to small-scale investments led by the local community, which granted a much larger Right to the city and enabled the neighborhood to take advantage of the changes in the city, and to turn to one of Tel-Aviv's most desired areas.

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(UN)HEALING THE URBAN SCAR IN NICOSIA: SPATIAL AND SOCIAL TRANSFORMATION IN POST CONFLICT DIVIDED CITIES

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Urban separation of cities mostly resulting from political and ethnic conflict is not considered a lasting solution. When a political solution cannot be achieved, which is mostly seen as a necessity for cooperative urban and social infrastructure, the temporary solution for the city's divided landscape and everyday life becomes permanent. Hence, divided cities are arenas where issues around urban resilience and (re)production of space under contested states are more than everyday debate. Nicosia, widely known as the last divided capital city in Europe, serves as the capital of Turkish Cypriots in the north and Greek Cypriots in the south. The United Nations (UN) Buffer Zone formalized in 1974 as an emergency measure against inter-communal clashes bisected the Walled City Nicosia, separating its citizens and breaking the urban unity. The union of the two communities in Cyprus were broken up and the continuity of space became a past. Nicosia Master Plan (NMP), the cooperative planning initiative of the professionals that had been managed before political consensus was reached, created a unique solution for the city. The success of NMP in physical terms stayed limited as the division continued. The opening of the Ledra Gate within the Walled City in 2008 had a symbolic meaning as it would make the two communities feel as if they belonged to the united urban texture and had the potential of encouraging new socio-economic developments and daily interactions. Civil actors from formal and informal groups have gradually stepped forward to strengthen the positive effect of the NMP, bringing life to the Dead Zone of the city. Recent spatial and social transformations along the divide of Nicosia are scrutinized in this paper. It explores the policy and planning responses that are being proposed in divided cities and the solution efforts that are promoted by professionals, citizens and NGOs rather than the states. The analysis is based on qualitative data; the visual and verbal records centred on activities and actions of NMP and NGOs on the field. Within this context the paper focuses on intentions and concrete steps where the Buffer Zone is perceived as a shared space. It also aims to point out an insight into social and spatial (re)production in post-conflict divided cities.

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INNOVATION-ORIENTED PUBLIC SERVICE FACILITIES- PLANNING IN HIGH-TECH INDUSTRIAL PARKS – A CASE STUDY OF NATIONAL HIGH-TECH INDUSTRIAL PARK OF YANCHENG

Jing Xia

Southeast University

This article considers the importance of robust public service facilities planning for technology parks in fast changing China. A key issue is to extend to the type and land use characteristic of public facilities in the technology parks different development stages. We explore three development stages in China's technology parks. In the first stage, the technology park is only a township industrial park, which had no independent service space but integrated with the living space. In the second stage, it is based on a city industry development zone, which had service space only in the residential district. In the third stage, it is owned an innovation environment, and the public service is not only constructed in the residential zone, but also exist in the production area. Through a National High-tech Industry Park of Yancheng study, the paper finds its service facilities are entering the third stage but still have the feature of the first stage in some area, and these space are active and popular. To explain this, we interview some researcher and scholar; the result is this place offers stores and restaurants in the industrial areas. Thus, those innovation talents express their satisfaction to those traditional but convenient public space. The article offers three key conclusions. First, a proper and satisfying space is important to the public service facilities. Second, the service requirement is different between the industrial zone and residential zone, so the planning' model and service space type is different. Third, innovation oriented stage, the service facilities in the community are focus on the "small but simple",not "large but empty.

Conservation of modern architecture and urban space in Korea and East Asia: Policy, Innovation and Governance

PRESERVATION OF FUTURE HERITAGE

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Even though urban redevelopment contributed to improving urban function and physical milieu for modern Seoul, the uniqueness of place faded away. Now introspection is spurred about the urban redevelopment to erase all the memories of the past centuries and at last lose the identity of Seoul. Enhancing the competitive edge of cultural values in the city, a new approach is proposed to regain its historical value.

However the new approach trapped in conventional system can't be free of conflicts pros and cons to protect cultural heritage. In particular, it is hard to preserve the heritage in modern era, even the contemporary heritage, of which cultural value is still creating. This lack of recognition as a cultural asset puts this cultural asset in danger to be damaged and destroyed, even though it is one of the important resources to make the city culturally unique and rich.

To preserve the modern and contemporary cultural heritage and intensify its role as an element creating and keeping the identity of place, Future Heritage has been explored and preserved since 2012. Future Heritage is the collective memory shared with citizens who have experienced most dramatic changes since the last century in Seoul. On the contrary of cultural heritage managed by the Cultural Heritage Protection Act, its cultural value is recognised by citizens' initiatives. Anyone interested in future heritage can hand in an application for future heritage candidate and it is deliberated by Future Heritage Protection Committee. They distill valuable collective memory from a candidate as follows:

- 1) Legacy that makes a huge contribution to the understanding of important figures or events in the history of politics, economy, society, culture, or architecture and urban design,
- 2) Unique places or landscape that are well known to citizens,
- 3) Works with great artistic and academic values, reflecting the Zeitgeist in modern and contemporary Seoul
- 4) Assets that can be of a great help to understand the evolution of life styles in Seoul

As of 2015, total 382 cultural assets are finally registered as Future Heritage after getting consent from property owners. Through the process of exploring tangible and intangible heritage, the value of Future Heritage is recognised and its public awareness is increased.

Based on the social consensus and the voluntariness of owners, the preservation of Future Heritage is just to share collective memories with contemporaries and develop them by the interchange with the next generation. Instead of subsidisation to protect a cultural heritage, therefore its cultural value is informed to the public through webpage, SMS, etc. and its voluntary preservation is praised by issuing a certificate and attaching a plaque. This informal preservation can help to release the tensions among stake-holders and evolve the conventional urban redevelopment to the cultural urban regeneration.

BEYOND SOVIET MODEL: INSTITUTIONAL CHANGE AND PLANNING EVOLUTION IN MAOIST ERA'S CHINA

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Pre-reform Chinese urban planning is often described as "Soviet Planning Mode", thus overlook the impact of Mao. The planning history in Chinese context shall perceive it in the vein of its historical development, this article explores planning practice in Maoist Era's China exclude "Soviet Planning Mode". In order to trace the Planning Evolution due to institutional Changes, research selects three typical planning events which are Capital Beijing Planning at the initial stage of new China, People's Commune Planning in the late 1950s, Daqing Planning Pattern in 1960s. The study reveals that urban planning from 1950s-1960s experienced the ideological thought of prudence, learning, idealism and decentralism, its evolving process link to Mao's political and economic policies closely. Besides, in later life of Mao's China, urban planning Thoughts shows a Hybridism state with both Soviet mode and local gene.

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RECONSTITUTION OF POST-COLONIAL STREETSCAPE TOWARDS LOCAL REGENERATION

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Most major cities in Asia have a hybrid streetscape influenced from periods of European as well as Japanese colonialization. After gaining their independence, rather than make city planning choices based on culture or their native history, decisions were usually based on the political or economic systems at that time.

In the case of Korea, until recently, most of its post-colonial heritage buildings from various periods has been torn down and rebuilt to part with their negative history. On the other hand, since 2010, conserving and incorporating post-colonial heritage into the streetscape have increased in many cities throughout Korea. However, the approach used for this historic building conservation has lots of problems from a sustainability standpoint. No critical thinking regarding how the heritage buildings have historical evidence and fit in with the cities was considered before regeneration project was hastily carried out.

In fact, it is difficult to estimate and define the value of post-colonial streetscape. Nevertheless there are 3 significance points to use a post-colonial streetscape for local regeneration. First, a post-colonial streetscapes have traditionally been the residential area of the local people. Second, they are located in the downtown area of cities where there is good accessibility and infrastructure. Third, a post-colonial streetscape can be multi-layered from various influences allowing for creative interpretation and countless ways to design the city.

There is a lot of research on the architecture, urban space and political cultures after colonial eras(Syoji FUNO; 2010, Abidin KUSNO; 2013), the process of conservation and conflicts related to urban planning(Jungyon AHN; 2014) and design types for adaptive reuse(H. MADDEWITHANA; 2012). Research is increasing nowadays because of the change in attitude and the explosion of post-colonial heritage projects.

There is little research on the reinterpretation and reconstitution of anonymous streetscapes. It is difficult to identify their unique value worth conserving because of their lack of significance for the people inhabiting and it may have been changed many times from its originality. As a result, to reuse post-colonial architecture and create streetscapes that resonates with the local people, it is necessary for planners to use their own methods through proper discussion and processes that include the local perception.

In this paper, I will analyze the method for reusing an anonymous streetscape which was made in the colonial era for local regeneration. Through analyzing the various steps of the project and the viewpoint of specialty committee, I will examine the major points of their design for local regeneration of a post-colonial streetscape.

The project was focused in Booksung-ro in Daegu, Korea, which was changed from an administrative and major transportation city to commercial and manufacturing one in the colonial period.

Through this analysis, I will present the methods how to conserve and reconstitute the post-colonial streetscape. Also I wish to discuss the attitude and situation in other countries.

A STUDY ON THE LOCATION CHARACTERISTICS AND PRESENT DISTRIBUTION OF MODERN ARCHITECTURAL ASSETS IN INCHEON AND GYEONGGIDO

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The purpose of this research is to clarify the valuable collective architectural assets of the modernization period in Incheon and Gyeonggi Province in order to understand the process of industrial development and chronological urban expansion. During the gradual modernization and industrialization process, Incheon and Gyeonggi Province have experienced continuous political, racial, and social conflicts since the opening of the port. The major registered heritages of the modern period in Incheon and Gyeonggi Province are administrative buildings, banks, religious architectures, offices, etc., which mainly reflect a social hierarchy controlled by established authorities and foreigners during the colonization period. However, in order to balance out the treatment of cultural assets, a recent trend aimed at the lives of the colonial laity has taken root, examining urban facilities, such as infrastructures, factories, warehouses, laborers' houses, markets, etc.

As for the research objects, Incheon used to be a part of Gyeonggi Province until 1981 and these two cities have been developed as peripheral areas supporting Seoul. Incheon has been the most representative open port and Gyeonggi Province has shown rapid progress as the core of the Korean manufacturing industry. However, following the period of local autonomy and the paradigm shift from urban development to urban regeneration, Incheon and Gyeonggi Province face a transitional moment to understand their local identities and historical meanings in the process of industrialization. In particular, it is meaningful to investigate these two cities in the aspect that they reflect two types of industrial growth and urban expansion, the Inland type (Gyeonggi Province) and the Seaside type (Incheon).

In order to figure out the spatial features and urban structure of modernization, we conducted a GIS Analysis on the distribution of architectural assets of the modernization period, which includes unknown assets and unregistered cultural assets. The primary types of modern architectural assets can be divided into eight categories, including infrastructures, industrial facilities, offices, educational facilities, commercial facilities, religious facilities, military facilities, etc. In addition to these, the distribution and locations can be characterized by their functions and industrial roles and routes.

In conclusion, we could find eight categories of unregistered, yet locally meaningful collective architectural assets and representative industrial routes

of the modernization period. Also, the characteristics of the neighborhood units of the modern period from the collective samples of the Inland type and the Seaside type could be clarified from the spatial analysis to show how industrial facilities and infrastructures have been organically transformed to citizens lives and urban expansion in the modern era. This research will give a specific viewpoint to consider the modern architectural assets that have an organic connection with railways, industrial facilities, relevant cultural facilities, and common peoples' daily lives and show a possible way to excavate valuable industrial routes and specialized historic districts that can be adaptable for future investigation and management plans in Gyeonggi Province and Incheon.

Portals to the Past: Transfers and Exchanges of European (Post-) Colonial Architecture and Planning Practices

SUCH STRONG WEAK TIES: ARCHITECTS' WORK ABROAD AFTER PORTUGUESE DECOLONIZATION

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The downfall of the Portuguese empire occurred later than most other European colonial countries. In 1974 the Carnation Revolution unleashed events which led to democracy in the country and the long-awaited for decolonization. Possessing colonies in Western and Eastern Africa and Far-East Asia, Portugal had coped with the corresponding great distances, the dispersal of efforts they incurred and war for thirteen years. The first colony to go had been Goa in 1961; in 1974, Guiné-Bissau's independence was recognized by Lisbon; in 1975, the states of Cabo Verde, São Tomé e Príncipe, Angola and Mozambique gained independence. Only in 1999 was Macau integrated in China; after the end of the occupation by Indonesia, Timor-Leste reinstated political autonomy in 2002. These facts were experienced as traumatic by a nation that had assimilated the auto-image of a huge and transcontinental country - for the last 25 years, also benevolent and non-racialist. Indoctrination was not a monopoly of the New State, having started much earlier in the 19th century. The sudden severance of all the immense areas that had been learned in primary school as bearers of the Portuguese colours, the abrupt loss of opportunities, the desperate return of almost 800000 nationals from the colonies, all lent the occurrence the taste of tragedy - despite a fierce resolution of decolonization and the relief to almost every family for war's end. When in 1986 the country joins the EEC, the past is left behind and great expectations are redirected to Europe.

Notwithstanding this seemingly oblivion, a continued interest in the African and Asian countries is to be noticed, much as had for the last 150 years occurred with Brazil, the very first colony to break away. Without the support, or with meagre support from the State, individuals keep travelling, going to work, and establishing links to the ex-colonies. Architects leave once more Portugal - only this time not with the prospect of non-return - to act as builders of the new countries. They proceed as cooperants and arrive shortly after the year of independence, in very diverse personal situations but united in an activist bearing and elated disposition. In Mozambique, they participate in the preservation of historic buildings, the design and programming of 'communal villages' and the planning of squatter areas encompassing Maputo. In Angola and Mozambique, a number of architects stayed after independence; either as cooperants or as fully-fledged new nationals, they took up posts in the government or in the direction of regional planning offices. From much older colonizers' involvement, there is the singular case of Viana de Lima who works in the conservation of historic towns and restoration of historic monuments in Brazil sponsored by UNESCO; and later works in the restoration of forts and other buildings in Portuguese colonial outposts in Morocco, Mozambique and remote Malaysia for Gulbenkian Foundation. This paper proposes to look into these cases of continued connection and to discuss these seemingly weak links between the lands and people of colonization and the after-1974 ex-colonizers.

CONTINUITY AND CHANGE: URBAN AND REGIONAL PLANNING IN INDONESIA 1920S-1960S

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This paper provides a transnational perspective on the establishment of modern urban and regional planning in Indonesia, the former Dutch East Indies, by examining the agents and networks that introduced European and Anglo-American planning ideas and expertise to the archipelago from the 1920s through the 1960s: the decades preceding and following Indonesia's independence from the Netherlands in 1949. The authors investigate the role of key individuals including Dutch colonial émigrés H. Thomas Karsten, Jac. P. Thijssen, and Vincent R. van Romondt; visiting Dutch professionals such as Hendrik P. Berlage and Jo M. de Casseres; Indonesian planning officials and academics such as Hadinoto, Soefaat, Suwondo Bismo Soetedjo, and W. Hannie Waworoentoe, UN officials such as the Yugoslavian Ernest Weissmann and UN technical assistance experts such as British planners Kenneth Watts, Clifford Halliday and Jaqueline Tyrwhitt, and American planners William A. Doebele and Martin Meyerson. A partnership between the UN and Harvard University faculty (including Meyerson, Doebele and Tyrwhitt) was instrumental in establishing first planning school in South East Asia, at Bandung Institute of Technology, in 1959. Additionally, the authors will trace the networks fostered by other educational institutions and international development organizations, as well as professional associations such as CIAM and IFHTP.

There is a growing literature on the transnational exchange of planning ideas between the global East/West North/South (see: Ward 2005, Frank 2006, Kwak 2008, Healey and Upton 2010, et alia.). In examining how this global process of dissemination and cross-fertilization played out locally in Indonesia before and after independence the contribution of this paper is to highlight the patterns of continuity in colonial and post colonial planning thought and practice.

The paper builds on the authors' ongoing research and draws on material in various collections, including the National Archives and Libraries of the Republic of Indonesia and Netherlands, the United Nations Archive, the library and archives of the former Royal Tropical Institute in Amsterdam and the Royal Netherlands Institute of Southeast Asian and Caribbean Studies in Leiden (now Leiden University Libraries), the Tyrwhitt collection of the RIBA Library Archives in London, and private collections.

DETERMINING FACTORS FOR THE URBAN FORM AND ITS ORIENTATION IN SPANISH COLONIAL TOWN PLANNING: PLANNING THE TOWN OF GUATEMALA IN THE EIGHTEENTH CENTURY

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In Spanish town planning during the colonial period, basic planning philosophy was often incorporated into urban designs; however, during actual construction, these ideas were rarely realised in accordance with theory. Nevertheless, some of the planning concepts developed during this period provide the basis for principles of modern town planning from the 19th century on. This article examines factors involved in the determination of town size and urban form, terms that were defined through the process of modern city planning. Using the town planning of Guatemala City in the 18th century as a case study, this paper discusses trends in practical planning methods during the colonial period. An analysis of different town plans for Guatemala demonstrates that, in town planning, an area's boundaries were typically designed as straight lines, and that its urban form was based on easily understandable elements of geometrical drawing, rather than locational or geographical features.

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RESTORATIONS OF HISTORIC URBAN PATTERN UNDER DIFFERENT LAND OWNERSHIP, A COMPARATIVE RESEARCH OF NANJINGO, BERLIN

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A recent trend in China sees an increasing number of historic cities seeking overall protections of their old towns after more than two decades' radical urban renewals brought about by the economic boom. But in most cases, as the traditional urban pattern has been severely damaged from large-scale redevelopment, how the restoration project could be conducted becomes one essential issue. In the last decades, both urban redevelopment and urban protection of Chinese cities drew lessons from western theories and experiences. However, the fundamental difference between China and western countries, regarding the issue of land tenure, inevitably results in differences on relevant plan strategies and means of their realization. Against this backdrop this research is attempting to make a comparison of two projects aiming at the restoration of historic urban pattern in Nanjing(China) and Berlin(Germany).

Nanjing, a famous ancient capital of China, launched overall protection for its South Historic Town in 2009. The reconstruction of Mendong Changledu Area as the pilot project is meant to restore the historic urban pattern that was erased by large-scale demolition in 2006. With rigid planning regulations their primary strategy, it is hoped that the traditional street system and building form could be restored. The traditional urban pattern is a morphological result under the private ownership while the current planning mechanism and redevelopment mode are based on state ownership and characterized by mass expropriation and large-scale plot pattern. Under this condition, the concept "Renewal Unit" is developed in the Conservation Plan as a substitute of property boundary in controlling the building scale, in which the antique courtyard houses can be rebuilt.

Unlike certain European cities whose old towns remain largely unchanged throughout the 20th century, Berlin was destroyed in the 2nd World War. The urban pattern radically altered under its divided status as well as the separated post-war reconstructions. Since the German reunification in 1990, large-scale redevelopment took place in the inner city, aiming at a urban restoration and integration. Berlin Townhouse Project on Friedrichswerder, located in the once East Berlin, is a typical housing redevelopment under the principle of critical reconstruction and seeks the re-privatization of state owned land. With the change of land tenure, the state owned land should be re-subdivided and distributed for private development through bidding process. To keep the integrity of the urbanscape, a regulatory planning framework is set up. But meanwhile the freedom for architecture design is given to meet the individual demands.

Important issues in the research are as follows. How can the restoration be understood in the context of urban history and institutional transformation? What are the differences of planning strategies and means of realization in both cases and how the institutional difference serves to exert their influence? The ultimate intention of the comparison is to find out the common principles for the restoration of historic urban pattern, going beyond the institutional divergence.

Entangled Histories of Cross Cultural Exchange

Global Connections

THE WORK OF THE JAPANESE SPECIALISTS FOR NEW KHMER ARCHITECTURE IN CAMBODIA

Kosuke Matsubara

University of Tsukuba

Cross cultural exchanges are an important aspect in the development of modern architecture. Multiple flows of ideas have shaped the architecture of Cambodia in the second half of the 20th century. Western designers shaped Cambodia's architectural and urban form, but the country also saw collaboration from Japanese practitioners and this paper explores their respective roles and paradigms. Helen Grant Ross and Darryl Leon Collins, for example, regarded the 1960s as the age of New Khmer Architecture in Cambodia. They have explored the French-educated architect young Cambodian

leader Vann Molyvann, who led this age as an architect-administrative official. However, the fact that there were some Japanese architects who collaborated on some of these projects is not well known. In particular, Gyoji Banshoya (1930-1998) and Nobuo Goto (1938-2000), two students of the Japanese leading architect Kiyoshi Seike, officially participated in projects during the 1960s and wrote plans, reports and articles. Based on new resources found in the private libraries of the Japanese planners, this paper discusses New Khmer Architecture based on the largely unknown fact that some Japanese architects participated in projects in Cambodia.

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COLIN BUCHANAN'S AMERICAN JOURNEY: A CASE STUDY OF THE INTERNATIONAL MOBILITY AND MUTATION OF PLANNING IDEAS AND PRACTICE

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In Autumn 1962, the British planner, Colin Buchanan, made an extensive eight-week tour of the United States. His purpose was professional and official, part of a major British government study to find an appropriate planning response to the long term problems of urban motor traffic. Buchanan's intention was to learn and draw lessons from American experiences that could be applied to Britain, then becoming a mass motorised society. He also made other short visits to several European cities, mainly in West Germany but also Stockholm and Venice. This resulting exotic knowledge was then integrated with a larger volume of British-based contextual, conceptual and practical studies that Buchanan and his six-strong working group had been preparing since spring 1961. The results appeared in late 1963 in what became the most important government planning document of 1960s Britain, *Traffic in Towns*. This report's analyses and conclusions have exerted a huge influence on British urban planning and have had a major international impact. The report and the great volume of work quickly flowed into the private practice that Buchanan established with his research team made his reputation as the foremost British planner of his generation. Although Buchanan's work stimulated much contemporary comment and has regularly been re-examined since 1963, relatively little attention has been given to the role that foreign examples played in shaping his thinking. This paper is therefore a detailed investigation of Buchanan's American visit and the impact it had on formulating this seminal report. His other short European visits are also considered but, because no original evidence of these has survived, the depth of possible examination is limited. By contrast, the available contemporary detail on the American visit opens a window on to Buchanan's personal views and contemporary British attitudes to the United States. In a wider sense, this investigation is also a case study of how investigative visits can be used to mobilise urban policy knowledge internationally. It also shows how exogenous experiences, by the way that they supply positive and negative lessons can inform, and to some extent, shape city and national policy. This connects it to a growing body of work within political science, urban geography and planning theory, as well as the more empirical studies into the international diffusion of planning undertaken by other planning historians. Although this paper uses insights from these other disciplinary traditions, it is based primarily within the planning history field. The documentary research on which it is based draws extensively on published and unpublished source materials. The latter include Buchanan's own account of his American journey, other files from the UK National Archives and Buchanan's own personal papers recently deposited at Imperial College, London. Additionally, this article makes use of contemporary and subsequent comment and draws on recent historical work about *Traffic in Towns*.

THE "MAYOR CONFERENCE PROJECT": THE MAKING OF THE MODERN CITY DURING THE COLD WAR

Sujin Eom

UC Berkeley

This paper examines the Second Japan-American Pacific Coast Mayors' Conference held in Seattle in 1953, whose main purpose was to create an environment for Japanese and American city officials to discuss common problems and share solutions facing port cities in the Pacific. What is more important was the national tour of US cities offered to Japanese delegates thereafter, which provided opportunity for them to observe American cities firsthand and translate the urban experience into their own local settings. After their return to Japan, Yokohama city officials embarked upon the remaking of the city's Chinese quarter modeling on American Chinatowns. Highlighting how this making of Chinatown reflected Japan's important political economic transition in the Asia Pacific region as well as changing relations with its neighboring Asian countries and the United States during the Cold War years, this paper sheds new light on the dialectical relationship between relationality and territoriality in the production of urban space.

REINVENTING DOWNTOWN ACROSS THE ATLANTIC- DETROIT AND THE HAGUE

Conrad Kickert

University of Cincinnati

This presentation compares the rise, fall and rebirth of downtown Detroit, Michigan and The Hague, Netherlands over the past century. The presented research focuses on the remarkably similar challenges that both urban cores have faced, the various planning and design strategies that both cities have deployed to counter them, and their functional and morphological outcomes. The research adds to and challenges the current body of knowledge on downtown planning history by adopting new methods in digital humanities, augmenting traditional qualitative archival research with morphological and functional mapping. The combination of methods enables the unveiling of shared patterns of central decline and renewal between both cities – regardless of their ostensible socio-economic, cultural and political differences. The detailed comparison between these two case studies challenges the common notion of insurmountable Transatlantic differences, and sheds new light on the agency of city planning in reinventing the urban core. The two case studies are indeed hardly comparable at first sight – while The Hague's inner city consistently wins design, commerce and tourism awards, much of downtown Detroit continues to suffer from abandonment as the city that surrounds it hemorrhages residents and jobs. Yet an historical approach reveals that both city centers have in fact faced a remarkably similar path of socio-economic decline and morphological erosion over the past century, especially in the prewar years. The suburbanization of residents, followed by retail activity and jobs from the early 20th century onwards resulted in a similar pattern of fringe slum formation and early urban renewal in both urban cores. Simultaneously, both cores welcomed the unprecedented modernity of department stores and offices heralded by new construction and transportation technologies. Across the Atlantic, downtown had specialized itself as a business and commercial district well before World War 2 – but its hegemony was increasingly challenged by new suburban development. The paths of both urban cores only significantly began to diverge in the postwar era – even though their predicament of looming obsolescence was quite similar. The differing support for city planning played an important role in this bifurcation. While The Hague had suffered significant citywide damage throughout World War 2, Detroit's economy had greatly benefited from wartime manufacturing, which hardly bolstered its downtown. With prosperity and economic activity increasingly moving out, Detroit both had the sense of urgency to reinvent its urban core, as well as the financial and political means to do so. While the Motor City radically altered its downtown landscape, The Hague had no lack of plans to follow suit, but suffered from a lack of financial, material and political support for downtown renewal. In a sense, the Dutch government capital was preserved as it 'survived' the most radical postwar era of city planning, with Detroit still overcoming the scars of the 1960s today. By matching the apparently unmatchable, this presentation focuses on the pertinent role of city planning and its support in shaping the downtown landscape in apparently opposite cultural contexts.

Change and Exchange of Planning Ideas in Latin America

THE VALUE OF MEDELLIN'S SOCIAL URBANISM AS A BEST PRACTICE

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Independent researcher

In the last decades Latin American planning models have been recognised for their innovative character and impact. One of the countries that features prominently in this list is Colombia. Yet, despite some local successes, the value of these models as best practices is limited, since circumstances vary enormously, even within the same country. I will demonstrate this on the basis of the Medellín planning model of social urbanism, which was developed and realized between 2004 and 2012 and gained huge international attention. The essence of social urbanism is a combination of physical, social and institutional measures with the aim to diminish violence and inequality in the city. The focus is on improving mobility, constructing public buildings as landmarks and as a representation of the state, creating public spaces and investing in education. Social urbanism has dramatically transformed the city although it has not reached all its goals. I will describe the social urbanism model by looking into the specific circumstances in Medellín that led to its development. Medellín has a culture very different from other regions in Colombia, where a cooperation between the city administration and the business elites has deep historical roots. Its successful public utilities company provided the financial base for this huge urban transformation, a situation that is quite unique to this city. The decentralization of power in the 90's has made Colombian mayors much more influential and independent. On the governance level it is therefore interesting to make a comparison with the other successful Colombian example of urban transformation, that of Bogotá under mayors Antanas Mockus (1994-1996 and 2000-2003) and Enrique Peñalosa (1997-1999). In both cities strong, independent mayors played a key factor: However, differences in historical and cultural background and in the financial position of the two cities led to different outcomes over the years. Given all these different local circumstances, what are the general lessons to be learned from social urbanism and what is its value as best practice?

CONDITIONAL URBANISM IN SAO PAULO: REFLECTIONS ON CONTEMPORARY PLANNING INSTRUMENTS

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Space production suffers contemporarily from an absence of linearity, regularity and continuity in urban development, with important spatial consequences. Cities find in the fragment the minimal unit of development. This process, however does not take shape the same way everywhere in the world. Meanwhile there is a worldwide discussion on urban projects, participation and right to the city, empirical observation allows to conclude that the contemporary Brazilian city is not materializing accordingly to the discourse - nor with the same instruments of different contexts - despite based on the same theoretical premises. In this proposed paper, an analysis of Lapa and Barra Funda´s redevelopment will be done by revisiting the planning instruments and how they materialized. Besides zoning, we will address Urban Operations, which are planning instruments designed to implement urban projects in Brazil. Despite its origin, urban operations promote what here will be framed as Condition Urbanism. This critical assessment also questions the sovereignty of zoning as the major regulatory principle in Sao Paulo, promoting what here will be called an FAR Urbanism, which endorses city development spontaneously, improvisation plot by plot, according to market convenience, the material outcome of the policy. Observing the materialization of the site promoted by means of distinct plans, regulations and projects, the historic approach will be used to explore the site´s materialization, interweaved by district paradigms. In one hand it will map the FAR Urbanism represented by zoning and its spontaneity when materializing the territory. In another, the “Conditional Tense” Urbanism - in which private stakeholders “could”, “should” or “would” adhere to the municipality’s plans - represented by the Urban Operations Água Branca will be mapped and explored, confronting the aims of the Urban Operation to its spatial outcomes. The hypothesis here is that in this form of Conditional Urbanism, regulations can only speculate on what will be materialized, but not define it. Finally, the consecutive attempts to implement urban projects on this site will be addressed. As an outcome, one intends to reach an understanding of the contemporary urban form of this area, marked by this sequence of successes and the failures on guiding urban development that characterizes the experience on planning instruments in Sao Paulo.

THE POLITICAL MEANING OF INFORMAL URBANIZATION: CROSS-NATIONAL COMPARISONS ON THE POLITICAL ECONOMY OF INFORMALITY

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Democracy’s success depends not only on the ability of formal institutions to respond to the legitimate demands and rights of citizens. It also depends on how these citizens are able to enter the political realm in order to claim their rights. Exclusion from formal political structures has deep-reaching consequences and is reflected on the built environment as well. In many cases, informal urbanization can be the physical expression of the absence of rights and deficiencies in the rule of law. In this sense, informal urbanization is not a pragmatic solution for the lack of formal housing in developing countries, but the sign of non-inclusive political systems. Informality can therefore be seen as the expression of exclusion from the rule of law and the protection it offers to citizens. It often creates all sorts of distortions in the relationships between citizens and political power. However, these forms of exclusion in the realm of housing can also stir up the political awakening of the urban poor. Vibrant socio-political movements originating in informal settlements in cities of the Global South are sometimes rather effective in demanding their rights, forcing governments to improve the livelihood of citizens. Urban informality can thus become a vehicle for social, economic and political emancipation and lead to the democratization of governmental institutions. This paper explores the mutual relationship between the struggle for political inclusion and processes of informal urbanization in Brazil have led to changes in the planning practice. It investigates the theme of democratization and political emancipation in relation to the development of new planning frameworks and laws.

TERRITORIAL PLANNING IN CENTRAL AMERICA IN THE TWENTY FIRST CENTURY: COMMON TRENDS, ORIGINALITIES, AND CHALLENGES

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This paper studies the transformation processes occurred in the field of territorial planning in Guatemala, Belize, Honduras, El Salvador, Nicaragua, Costa Rica, Panama, and the Dominican Republic during the XXIst. century. All countries have undertaken major conceptual and political changes in their planning systems in the last 15 years through the approval of national planning legislation, policies, plans, and guidelines. These instruments are concerned with: environmental issues, particularly climate change adaptation and economic development. Moreover, a new Territorial Planning Agenda has emerged within the Central American Integration System (SICA) providing with a new regional framework that fosters change at the national level. Nonetheless, national particularities persist, related with different planning histories, and institutional designs. Some countries maintain predominant urban planning practices whereas others are more oriented by environmental concerns or national development strategies. In this scenario common challenges appear in terms of: institutional design, articulation between national and local levels, and addressing urgent social issues. Future perspectives for territorial planning in Central America will be related to: resolve institutional conflicts, gaps and overlaps; strength professional capabilities; consolidate the social relevance of the discipline and the pursuit of regional agendas without losing the diversity of current pluralistic approaches.

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MISSING LINKS IN PLANNING FOR URBAN RESILIENCE: A MEXICAN CASE

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After a number of dramatic natural and man-made disasters in Mexican cities in the last decades of the past century (earthquakes, floods, landslides), a disaster relief system has been developed and consolidated in the country. However, the approach of the State's intervention remains a top-down policy, where the federal government provides for assistance and funds most of the reconstruction at the local level. The seemingly successful disaster insurance system might not encourage local governments to adopt a preventive approach on urban planning, since they tend to over-rely on federal assistance for reconstruction and make little use of urban planning as a tool for risk prevention. This paper wonders whether officials as well as the population have set urban risk prevention within the planning agenda. It is our belief that risk prevention is not really perceived as a planning matter at the grassroots and this might hinder the construction of a more resilient community. Through the case of the city of Minatitlan (near the Gulf of Mexico), the research explores how in a highly corporate political and socio-organizational environment, there is a serious lack of bottom-up initiatives for risk prevention. The city is located on the banks of the Coatzacoalcos River (the third largest river in Mexico), and is exposed to natural hazards –floods, and technological hazards –the first refinery in Latin America was founded here in 1905, and the city now hosts a number of oil-related industries. The development of the city is closely linked both to the river and the oil industry, and has been shaped by the hazards represented by them. Informal land occupation, in a time when land use planning was nonexistent in the region, was the norm when urbanizing the area and people have coped with risk ever since the early days of the settlement. Today, risk areas are occupied by disadvantaged populations, but also by middle-income households and some public (crucial) facilities such as markets, bus station and governmental offices.

In a situation of daily coexistence with risk, few strategies are developed at household level for reducing exposure to hazards, and risk acceptance seems to be the norm. An analysis of risk representation through press review (over 400 local newspaper articles, relating to 4 catastrophes in the area), shows how top-down assistance is the norm in disaster relief, and denotes a quasi-total absence of a representation of risk prevention as a matter of urban planning. The case study aims to illustrate two major faults of the Mexican disaster prevention policy: one is the weak connection among urban planning and risk prevention resulting from a dissociation among resources and responsibilities for local governments, and secondly, reinforcing the former; the prevailing risk perception at local level. As long as local populations and authorities do not problematize risk prevention as a planning matter; and a call for better urban planning remains absent from grassroots demands, there is little hope that the community increases its resilience.

NARRATIVES OF A TRANSFORMATION: THE ROLE OF SPACE IN THE ADVENT OF NEOLIBERAL PLANNING IN BOGOTA

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This text aims to explore, with a critical perspective intellectually rooted in postcolonial theory, one among the most controversial urban transformations of postmodern Latin America: the one that took place in Bogotá chiefly between 1993 and 2003, and that dealt primarily with the city's public space. By focusing on the spatial aspects of change (according to Henri Lefebvre's trialectics of social, physical and mental space) and, within that, on the urban processes and projects that determined a detachment between imaginary and real Bogotá, the article aims to critically query the most prominent and first case of postmodern urban transformation in Colombia, through the analysis of the contestation that such change introduced between official and unofficial urban narratives. From the analysis of the diversity of urban narratives that emerged from a specific case – the *alameda* El Porvenir, this work locates the urban transformation experienced by Bogotá within those local/global phenomena of rapid urban development that seem to call with growing force for the epistemological reformulation of the symbology and role of space in postmodern cities, as well as for more critically aware theorisations of its codes of production. The analysis of the narratives emerged from the case of the *alameda* El Porvenir will help to clarify and, hopefully, start relocating the contested "success" of the neoliberal urban agenda that, locally, has been driving urban transformations in Colombia since then. While, regionally, it has contributed to change the way public space is conceived (and planned) in Latin American cities.

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"OFF-PLANNING", THE RESILIENT STRATEGY OF MODERN LATIN AMERICAN CITIES

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Latin America is the most urbanized and unequal region in the world. According to the statistics the South-continent has 634 million inhabitants and approximately 80% of them reside in urbanized areas, as the result of inequality, 190 million of urban dwellers live in squatter settlements. Still the general idea, the megacities of the region only concentrate 14 percent of the population, while more than a half of urban inhabitants live in secondary metropolis. The outside urbanization represents the linking element between this city-typology, and thus, border fabric is fundamental in confronting the new urban challenges. The integration projects for the squatter settlements have been conceived from conventional planning systems: superblocks; serial housing; habitat production by participation processes; public space; and architectural artifact as public space. Nonetheless the efforts of the spatial professionals, the other metropolis are built parallel from the 'inside planned city'; the 'outside settlements' unveil the planning of 'what if' as the dominant Latin American urban fabric. Hence, this paper argues that if we turn off the city-planning relationship, and remap the urban remains, it will be possible to create a new resilient theory beyond cityism, revealing the 'what if' as the key piece of the planetary urban strategies. The outside urbanization is not free of hegemony, oppression, power forces and spatial injustice. However, it represents the geographical resilience, the Terra Incognita, where new planning ideas should be thought. Using examples from Mexico and Brazil, I firmly propose the theoretical concept of the 'off-planning' based on four new research findings: 1) Squatter settlements as the proto-cities of the 21st century; 2) Post maps as tools to re-shape the idea of city; 3) Hyper-hybridity as the new urban condition; 4) Putting the other urbanization first: for a reversed history of Latin American cities. This assemblage represents the initial step in the long way process to build another kind of engagement with the urban reality. Only then will it be possible from the 'off-planning' to create resilient strategies that they might consider the elsewhere as a valid returning place.

URBAN ACUPUNCTURE AND INCREMENTAL HOUSING: TWO KEY CONTRIBUTIONS OF LATIN AMERICA TO URBAN DESIGN

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An intense debate regarding the relevance of urban planning and design pervades our field, as we face an overwhelming explosion of urban entropy throughout the tropical and sub-tropical regions of the world. What role are the urban designer and planner expected to play amidst the relentless expansion of self-built areas? How is the colossal presence of the latter altering our field? Latin America faced its first urban explosion between the 50s and the 70s, while some of its favelas are a century old (Providencia, Rio de Janeiro). The region has a long tradition of rethinking design and planning within the constraints of unplanned expansion. Several design and planning experiments have been developed in this territory and shared across national borders. Of these, two are of particular interest: the urban acupuncture scheme deployed by Jaime Lerner and his team in Curitiba, Brazil; and the incremental housing projects that have been designed and built in the region for six decades, the latest version of which, Elemental, is the most broadly acknowledged today. Incremental housing stems from a deep engagement with informal growth, as it becomes interpreted and formalized through the lens of modernity; and urban acupuncture has proved to be an efficient strategy of urban integration, as the following paradigmatic cases proposed for analysis demonstrate:

Urban Acupuncture – Precedents and Case Studies

- Urban Acupuncture, Curitiba (Jaime Lerner)
- Centralidades urbanas, Barcelona (Manuel de Solá-Morales)
- Urbanismo social, Medellín (Alejandro Echeverri)
- Favela Bairro Project, Rio de Janeiro (Jorge Mario Jáuregui)
- Educational Acupuncture, Sao Paulo (Paulista School)
- Vertical Infrastructures, Caracas (Caracas Think Tank, Matías and Mateo Pintó)
- D´ Lacoste, Espacios de Paz)
- Van Eyck Style Puntual Interventions, Buenos Aires (Villa Tranquila – Flavio)
- Janches y Max Rohm; Villa 31, Javier Fernández Castro y Jorge Mario Jáuregui).
- Decentralization and Civic Acupuncture, Quito (Hernán Orbea)
- Regional Acupuncture; Paraná, Brazil and Santa Fe, Argentina
- San Diego-Tijuana border, US-Mexico (Teddy Cruz)

Incremental Housing – Precedents and Case Studies

- Previ-Lima, Lima, Peru
- Habracken´s supports
- Incremental housing experiments of Modernity (50s and 60s)
- Elemental-Chile

Cross-Cultural Juxtapositions, Collaborations and Confrontations in Urban Form

URBAN FORMATION AND CULTURAL TRANSFORMATION IN MUGHAL INDIA

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India was comprised of many villages before the arrival of Muslim. Those Muslim invaders, who conquered India and established their rule, essentially belonged to the urban ruling classes. In early Turkish Empire (1206 – 1266), ruling classes have developed numerous urban centres across India. In Muslim period, Iqta system provided opportunities to Turko – Afghan communities to have luxurious life style which provoked skill workers, artisan and architect to migrate from villages to urban centres. Early towns and cities flourished around the military garrison. These towns also emerge as cultural centers with the passage of time. Early cities like Daultabad, Fatehpur Sikri and Shahjahanabad (Old Delhi) were royal capital cities. Some of the major cities like Kabul, Agra, Allahabad, Lahore and Multan were developed near major road (Grand Trunk Road). Many towns like Dholpur, Jodhpur, Sirohi, Asirgarh and Ajmer were inhabited near non metalled roads . European travelers also narrated the glory and significance of these cities and towns in their accounts. They compared Indian cities with Europe, like Fatehpur Sikri was larger than London and Delhi was not less urbanized than Paris. These urban centers were not only the administrative units but also considered as cultural centers in Mughal State. Emperors sometimes generated the economic

activities in these urban centers. Many factories in Delhi, Agra and Fatehpur Sikri supplied many precious articles in the King's wardrobe. People brought their masterpieces in the capital cities just to get the acknowledgement of kings and nobles. This paper analyzes the development of major urban centers in the period of Mughals (most illustrated dynasty of the Muslim civilization). It also highlights the cultural transformation of Muslims under the influence of native rulers. It also deals with the mediatory classes which were so powerful in these urban centers. These classes paved a way for English rule in India. Urbanization was its zenith in the age of great Mughals. Many of the Mughal cities like Delhi, Agra, Ahmadabad, Benaras and Cambay are still survived and having a rich culture of cosmopolitan cities. (It is an oral presentation.)

THE RENAISSANCE OF POST-WAR METROPOLITAN PLANNING IN MELBOURNE, AUSTRALIA 1949-1954

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- 2 RMIT University
- 3 Heritage Consultant

This paper examines the context to the preparation of Melbourne's first statutory metropolitan planning scheme in 1954. Metropolitan planning initiatives in Australia before World War Two were few and far between. The agency officially charged with devising, promoting and implementing a new regional-scale planning scheme in 1949 was the Melbourne and Metropolitan Board of Works (MMBW). Three themes structure the discussion. One is the avowed openness to international ideas and expertise which flavoured the appointment of the first chief metropolitan planner although it was ultimately a local professional who was chosen. Two is the disavowal of a visionary planning approach in favour of a more politically-pragmatic and business-like incrementalism. Three is the endeavour to secure broad citizen acceptance of the proposals highlighted by a series of major public exhibitions in late 1943 and early 1954. The paper revisits these and other key events in the narrative to establish metropolitan planning oversight on a secure footing in Melbourne. The campaign proved successful. The MMBW was confirmed as Melbourne's regional planning authority in December 1954, thenceforth permitting regional planning to be woven into the bureaucratic machinery of state government. From that point, planning debate shifted decisively from a general one of whether or not to plan to the more substantive issues of plan implementation.

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RESILIENCE, DESIRABLE AND UNWANTED: HISTORIES OF NEGATIVE PLANNING AND ITS PERSISTENT EFFECTS ON SOUTH AFRICAN URBANISM (1940-1975)

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Despite the '40 lost years' of apartheid, South African cities have demonstrated an astounding positive resilience as they have continued to function in ways that have provided opportunities to millions of migrants, domestic and international. Of course, the conditions under which majorities have had to live are not by any means always positive. Yet there are features of the urban that have persisted despite the destructions wrought by apartheid planning that constitute forms of resilience. At the same time, whilst an argument may be constructed in favour of positively resilient aspects of urbanisms, three further points emerge in the South African experience. First, it may be argued that 'the people' rather than the physical city have proved resilient. Secondly, some of the most resilient elements less happily derive precisely from plans of the segregated and oppressive past, whilst newer plans sometimes seem ephemeral by comparison. In consequence, some forms of resilience could be described as negative. Thirdly, the quarter century of post-apartheid urban policy and planning has rather weakly struggled to overcome the negative 'resilient' aspects created in the past, and to engage positively. The purpose of this paper is thus to explore varied meanings of resilience in South African cities and to contribute to enrichment of thinking about resilience in contemporary conditions around the world. The sources for the paper include archival, documentary, and related types, and the argument of the paper includes revisiting the account of planning history made in perhaps more optimistic earlier times of post-apartheid (see for example Mabin and Smit 1997). The paper searches for evidence of diverse tangible and intangible structures that support positive social and physical resilience and rebuilding, as well as identifying negative elements in the persistence of urban forms, urban visions, governance structures and policy making that undermine recovery from periods of oppression, destruction and difficulty.

MADRID VS BARCELONA: TWO VISIONS FOR THE MODERN CITY AND BLOCK (1929-36)

Jean-Francois Lejeune

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The paper proposes a comparative analysis between two parallel moments in the growth of modern architecture and urbanism in Spain before the Civil War: in Barcelona with the works of José Luis Sert and GATCPAC (1931-1936), and in Madrid with the works of Secundino Zuazo (1929-1936). Unique in this comparative situation is the fact that both architects spearheaded, at the same time, a master plan for their city and built an experimental block whose urban and architectural characteristics concretized their morphological and typological conception of the modern city. The comparative process intends to emphasize the presence of two major spheres of influence and two fundamental visions of modernism—equally radical in spite of the Barcelona bias in the historiography—in pre-Civil War Spain: Le Corbusier in Catalonia and German modernism in Madrid. Sert and his friends from the GATCPAC group developed the Plan Macía for Barcelona (31-36) in collaboration with the Swiss-born Le Corbusier. Beyond some radical transformations of the historic center, the plan proposed a morphological and typological revision of the Cerdá grid based upon Corbusier's concept of the "immeuble à redents." During the same years, Sert, along with Subirana and Torres Clavé, built the Casa Bloc as an experimental block that was to serve as model for the new expansion of the city (1931-36). In Madrid, Secundino Zuazo, in collaboration with German planner Herman Jansen, won the competition of 1929 for the Madrid master plan and its focus on the northern sector of the city along the Paseo de la Castellana. Between 1930 and 1931, he built the Casa de Las Flores housing block, a re-interpretation of the Viennese Hof with influences from Adolf Loos and the rural-based vernacular of Castile, which he had proposed as the primary typology in his master plan. The paper will argue that, even though these two visions of the city and blocks strongly differed in morphology and typology, both embodied a modern and Mediterranean approach to the city and urban life, which contrasted in many ways with contemporary examples in Northern Europe. Eventually, the master plans were not implemented, but the buildings, damaged or mutilated after 1936, have been renovated or reconstructed. They remain as two exceptional references in the short history of modernism in pre-Civil War Spain, as well as continuous sources of inspiration for contemporary housing in Spain.

Cross-Cultural Dimensions of Urban Green Space and Community Mapping

EVOLUTION OF COMMUNITY MAPPING IN PUBLIC SECTOR URBAN PLANNING: CAPE TOWN, SOUTH AFRICA

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Public participation as part of urban planning processes has historically been a varied and contested space. Different levels of public participation are evident from practise and are generally dependent on a range of influences, including the specificities of the planning issue at hand, its objectives, the approach of the practitioner, and the wider policy and legislative environment. Increasingly, it has been recognised that urban planning issues cannot be addressed solely through technical expertise of the planning professional. Collaborative urban planning processes have grown in prominence in recent times, particularly as part of local scale urban planning processes, where the public and other stakeholders' views are regarded as critical to shaping positive outcomes. With this shift, a range of techniques and tools have been employed as a means to enable more effective public involvement and collaboration and to bring to the fore valuable local knowledge.

Traditionally, baseline information such as contained in census, and socio-economic surveys have formed the data backbone informing (especially "top down") public sector urban planning processes. With the advent of Geographical Information Systems (GIS) and its advances, the ability to spatially display and analyse and even model future performance within the urban environment has enhanced these efforts. However, with a more localised "bottom up", collaborative planning focus where local knowledge is emphasised as the critical source of knowledge, a new focus on the role of spatial analytical techniques has arisen. One of those techniques reflects active involvement of the public in the collaborative production of knowledge through processes such as "community mapping". These techniques have demonstrated success both in terms of what they bring to the nature of the public participation process including levels of trust and ownership, but also in shaping the planning proposals and interventions.

There is a strong legislative basis for public participation in South Africa since the end of apartheid (post 2000), it has been in practise where the specific challenges of its operationalising have been faced. Effective public participation on municipal level has become all the more critical in the face of urban planning challenges facing the Country including rapid urbanisation, high levels of inequality, crime and violence and a host of service delivery challenges, which are all experienced at a local scale. As such, urban planning is beginning to engage more strongly with collaborative planning processes and the use of related techniques and tools in efforts to shed its history of "top-down" approaches. In this context, the paper reflects on the evolution of community

mapping as a technique used to strengthen local planning programmes and associated public participation processes. The paper provides a literature overview on advantages that relate not only to the final product, but also the manner in which the technique can be utilised as a means of interactively and collaboratively developing knowledge and uncovering spatial issues, patterns and opportunities. The progressive emergence of this tool at municipal level in Cape Town reflects promise in terms of adding new levels of depth of public participation in local planning processes.

URBAN TREE PLANTING IN PARIS SINCE 1600: BETWEEN PATH-DEPENDENCIES AND PARADIGM SHIFTS

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The history of urban forestry management sheds a unique light on the evolution of the relationships between cities and nature, and on how these relationships play out in urban policies and actions. Since they live on average 80 years, decisions regarding urban trees are at once contemporary, highly path-dependent on practices of the last century, and highly influential on the coming century. This places urban trees at the intersection of century-scale cultural developments and changing trends within each cultural-historical period. In Paris, we can track over 400 years of municipal urban forestry practices. In addition to trees in parks and gardens, the Paris municipality has implemented large-scale programs to plant street or “alignment” trees since the early 17th century. Haussmann’s 19th century infrastructure works included major – though little recognized- green infrastructure investments. The Second Empire saw the doubling of the number of trees along streets and boulevards from 50,000 to 95,000 (about the current number of trees), along with the first major effort to diversify tree species. Inheriting this program, the current municipality has shifted its urban forestry focus toward sustainable management. For instance, the city uses no chemical applications for pest control, plants diversified, adapted, regional and climate-resilient species, focuses on flowering trees to support the bee populations of the 300 Parisian beehives, and has created small orchards in primary schools. The municipality owns and manages its own dedicated tree nursery and two municipal horticulture schools. It has also setup an open access real-time tree management database for ongoing tree surveillance and tracking, and for public information. Finally, the recognition of exceptional trees enhances the public visibility of these longstanding urban forestry programs. This paper presents the historical context of the development of Paris’ urban forestry policies and practices over four centuries. It then discusses the connections between these practices and prevailing views of cities, nature, urban form, aesthetic and sanitation priorities in French culture over the last four centuries. Recent shifts are then analyzed in light of several urban public policy criteria: economic expediency, political commitment to, and framing of, sustainability, and climate change preparedness. Finally, I conclude with a discussion about the lessons urban forestry can teach us about the tensions between cumulative trends (whereby each era builds – or rather plants- on the last) and rapid paradigm shifts.

TREE PLANTING AND MANAGEMENT IN TWENTIETH CENTURY PHILADELPHIA: ACTORS, DRIVERS, AND OUTPUTS

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Municipalities are showing substantial interest in urban greening, defined here as the introduction or conservation of vegetation in cities. Tree planting is a prominent expression of this movement, and in the United States cities are pursuing ambitious canopy cover goals and large scale tree planting initiatives – some of which aim for a million new trees within the decade (Young 2011). Yet, there has not been much research on the historical, sociopolitical, or institutional bases of this activity (Pincetl et al. 2013). This presentation seeks to address that gap by assessing twentieth century tree planting and management in Philadelphia, focusing on actors, drivers, and outcomes in the public realm. The investigation addresses the twentieth century because the preceding era has been fairly well covered. In *City Trees: A Historical Geography from the Renaissance Through the Nineteenth Century* (2006), Henry Lawrence conducted an in-depth history of urban trees wherein Philadelphia figures quite prominently. Likewise, Thomas Campanella’s portrait of the American elm in New England touches on nineteenth century city tree planting and management writ-large (2003). These histories identify aesthetics, civic improvement, and national identity as important drivers of U.S. urban tree planting. They also conclude that by the end of the nineteenth century, American cities were characterized by a vast sylvan landscape, and tree planting had become an established component of municipal practice that framed the green city ideal as “a model for the world” (Lawrence 2006, 221). Based on a review of literature, historical analysis of similar depth in the twentieth and early twenty-first centuries is lacking. To address this gap, research will be conducted based on municipal and newspaper archives, meetings with city and nonprofit staff, and aerial photographs. If appropriate, findings will be organized in chronological periods. To situate contemporary practice in historical context, the discussion will conclude with a comparison to tree planting in earlier periods as well as potential implications for future practice.

A HYBRID STREAM: NATURE, TECHNOLOGY, AND HISTORY IN THE CHEONGGYECHEON RESTORATION PROJECT IN SEOUL, SOUTH KOREA

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The Cheonggyecheon Restoration Project (2003-2005) was an urban initiative to “restore” the 5.8-kilometer stream in central Seoul by demolishing elevated highways and peeling back the decades-old concrete pavement. A massive civil engineering project in itself, the restoration work caused heated debates on whether it brought back “an environmentally friendly civic jewel” or resulted in a humongous “fish tank” with artificial water supply and meticulously engineered riverscapes. In this study, we examine the entanglement of nature, technology, and history along the new urban landscape in Seoul by following the processes and effects of Cheonggyecheon restoration. What does it mean to “restore” a stream that has been in close contact with human society for hundreds of years? How are nature, technology, and history molded into this new, or restored, urban landscape? What kind of place has the restored Cheonggyecheon become? We argue that the Cheonggyecheon restoration project produced a nature-technology-history hybrid. During the restoration process, scholars, urban designers, and city government officials had a serious debate on how to restore the stream to its “original state.” On the one hand, they had different opinions about the right proportions of natural and technological elements in the restored Cheonggyecheon. On the other hand, the urban history of the stream was subject to different interpretations, and thereby to different measures of restoration. As Cheonggyecheon was becoming an “organic machine,” a mixture of nature and artifice, its historical role and status within the city added a very important dimension to Seoul’s new urban amalgam. The restoration of Cheonggyecheon also had implications for the city’s socioeconomic history and future. The restored stream became a place of erasure and denial of the “Cheonggyecheon people,” whose life and work had been tightly embedded in the stream’s physical and social structure. Displacement of Cheonggyecheon people during the restoration project destroyed the finely organized social and industrial ecology that had been built along the stream over several decades. Given the history of Cheonggyecheon as a place for the urban poor, the restoration project can be considered as yet another example of slum clearance. The restored stream may be loved by many visitors strolling around it, but it has become an urban “non-place,” devoid of identity, history, and human interactions.

Planners’ Portrait Gallery

VICTOR GRUEN: A PARADOXICAL ROUND TRIP BETWEEN EUROPE AND THE UNITED STATES

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Fifty years ago, Victor Gruen (1903-1980) – now usually relegated as a footnote in most of the histories of architecture of the Twentieth Century, was one of the most influential architects in the occidental part of the world. Two reasons, at least, could explain the oblivion regarding his work: First, his aim was to design the architecture of everyday life, mainly intended for the middle class caught in the Post World War II euphoria of mass consumption. Second, his architecture and planning refer mainly today to a double failure: the shopping centre failed to be the new urban centre he had imagined for the suburb; the shopping mall (or pedestrian mall) failed to save the city centre from the decline – and sometime the ruin – speeded up by the development of the shopping centre. Actually, his thought seems to most of the critics at least paradoxical. Recognized as the “father” of the shopping center, Victor Gruen Associates was acclaimed for building new regional shopping centres all over the United-States. On the other side, as early as the mid-fifties, he alerted his contemporaries to the dangerous phenomenon that was hitting most of the American cities, changing them into “doughnuts”: the depopulation of the cores and the increase and development of the suburbs. To fight against chaotic suburban sprawl and the death of the downtown, he urgently called for comprehensive planning at the metropolitan scale, as the only means of preventing simultaneous expansion of the “dough” and irremediable ruin of the “hole”. The pedestrian shopping mall designed for the downtown area as part of a revitalization plan integrating – with the help of the three-dimensional planning – all the essential functions of the city – traffic, business, shopping, housing – was thus imagined as the counterpart of the regional shopping centre. Born in Vienna, Victor Gruen never forgot his European background and always kept in mind an idealized image of the European City. His architecture and planning are a transposition, in the second half the Twentieth Century, of this idealized image, with the hope that it would build a better urban environment. Back in Europe, mid-sixties, he urged his contemporaries not to reproduce the mistakes made in the United-States, and to focus their attention on the city centres of the old as well as of the new towns being designed. This is another paradox of Gruen’s career: once back in Europe – retired from Victor Gruen Associates –, he started a new activity in Vienna (Victor Gruen International) and created a new foundation (Victor Gruen Association for Environmental Planning), working fervently to bring back life in the city centres while Europeans were dreaming about the American shopping centre. This paper will focus on this second part of his career during which Gruen worked in France, Belgium, Italy, Swiss, Austria with the aim to understand Gruen’s major influence on so many projects for new towns or city centres revitalization plans.

HANS BLUMENFELD & URBAN RENEWAL – THE RESILIENCE OF URBANISM IN THE CRITICAL 1960S

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There is a growing interest in the intriguing figure of German city planner Hans Blumenfeld, due to his international experiences that exemplified the exchange of ideas between Europe, the Soviet Union and North America (Hein 2014, Joch 2014) and because much of his work in North America took place at a critical juncture for urbanism (Klemek 2011). Following stints in the USSR and the US, Blumenfeld arrived in Canada in 1955, where he worked for Metro Toronto until 1961 and then as a professor at the University of Toronto and a special advisor to the city of Montréal. My aim is to study the Canadian writings of Blumenfeld from the 1960s to show how he redefined the discourse of urbanism on the urban renewal in order to maintain the authority of the planner. Recent works have showed that the 1960s were a shifting period for urban planning, marked by the end of the CIAM and the collapse of the transatlantic urban renewal order (Mumford 2000, Klemek 2011); but less has been done to understand the resilience of urbanism as an expert discourse in spite of the shockwave. Analyzing the theoretical actions of Blumenfeld will provide some answers. By taking on the critiques addressed to urbanism, Blumenfeld tried to modify the planner's language to answer and fight back: no more "slum clearance" or "blight area," the focus would now be on "obsolescence" and "rehabilitation." Moreover, he turned away from large demolition projects to propose smaller, more dispersed and less photogenic actions. He also marked the difference between the problems of the city and the problems in the city, arguing that urbanism alone could not solve the housing problem of the poor in the city, although it certainly was part of the solution.

However, even if the discourse and actions had changed, as shown by the Montréal project for La Petite Bourgogne in the mid-1960s compared with the Plan Dozois ten years earlier – two cases that I will analyze closely – resistance continued to grow and to rally against the authority of the planner. Recognizing the richness of citizen participation, Blumenfeld nevertheless attacked what he considered immoderate critiques on two fronts. First, he engaged a dialogue with activist thinkers like Jane Jacobs. Turning her own critique against her, he suggested that her criticism of urbanism had created a new form of dogmatism. He also showed that, by acting like interest groups, activists couldn't take future generations into consideration; and, since built forms were a constraint on the liberty of the future, urban policy needed to be based on serious projections of future demands. Consequently, he criticized professionals, like his old colleague Harry Lash, who focussed too much on participation, thus anticipating the debates of the following generation on the value of the communicative turn in planning. Even if the plan must, and will, evolve over time, planners cannot rely only on planning as a process; they have to draw some rational ideas about what to do with the city.

CONSTANTINOS DOXIADIS AND THE EKISTICS MOVEMENT

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The planning firm of Constantinos Doxiadis (Doxiadis Associates) was one of the largest engineering, architecture and planning consultancies in the world in the postwar decades. Its projects ranged from housing programs to new towns in over forty countries. Doxiadis himself was the jet-setting impresario of the modernizing regime, with contracts from the Ford Foundation, the World Bank, as well as with a host of national governments. He produced dozens of books, hundreds of articles and planning reports on his planning concepts. He is most closely associated with his design theory known as Ekistics, or the science of human settlements. The Ekistics movement was a media-savvy promotional machinery with assets that spread Doxiadis's message far and wide. The Ekistics Society became the magnet for an assembly of charismatic futurists probing alternative visions of global human settlements, many of whom attended his famous Delos Symposia and wrote regularly for his *Journal of Ekistics*, begun in partnership with Jacqueline Tyrwhitt in 1955. The Athens Technological Institute (founded in 1958) and its Center of Ekistics became an international command center on the future of cities. Its seminars and conferences were a catalyst for high-spirited discussion among mid-century visionary thinkers. More research is needed on Doxiadis and his city-building theories. Even less is known about the Ekistics Movement as among the most important international planning networks of the twentieth century. This conference paper will examine Doxiadis and the membership and activities of the Ekistics Movement as linchpins in the development of a postwar planning culture and fulcrum of visionary planning ideas. Rather than privileging Doxiadis Associates' planning projects, the paper will concentrate on the Ekistics Movement and the *Journal of Ekistics* as a communicative network and knowledge regime utilized by a wide array of planners, architects, and global thinkers in the 1950s and 1960s. The *Journal of Ekistics* in particular published original articles and reprinted articles from top professional periodicals in what amounted to a media campaign of extraordinary magnitude and influence. The idea of "human settlements" became the leitmotif for imagining the future of cities. Of particular interest is the role of Jacqueline Tyrwhitt in the Ekistics Movement and her role as interlocutor for the journal. Renowned urban visionary Buckminster Fuller contributed regular articles as did the most important American and European urbanists of their day. The paper will discuss the urban imaginary produced by the thinkers allied with the Ekistics Movement and how their concepts were disseminated through Ekistics meetings, the Athens Technological Institute, and the journal itself.

THE PARADOX OF GORDON CULLEN: BETWEEN INTERNATIONAL CELEBRITY AND A LIMITED CAREER ABROAD

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The British draughtsman, journalist and “townscape consultant” Gordon Cullen had a paradoxical position in the post-war international planning scene. He acquired early international celebrity thanks to his editorial work at *The Architectural Review* and the publication of his book *Townscape*. However, he never managed to establish a broad international professional practice even if he was at first recruited for consultancy abroad by the Ford and Rockefeller Foundations.

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THE LAND USE SOCIETY AND THE BRITISH BRANCH, INTERNATIONAL CENTRE FOR REGIONAL PLANNING AND DEVELOPMENT – TWO PLANNING NETWORKS IN POSTWAR BRITAIN

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The paper explores the membership and activities of two overlapping networks of academics, consultants and professionals in postwar Britain, the Land Use Society (founded in 1950), and the British Group of the International Centre for Regional Planning & Development (founded in 1957). Meeting in London for discussions under Chatham House rules, they sought to fill deficiencies in the expertise available within central and local government for the policy requirements of Britain's postwar planning legislation. In pursuing their domestic agenda both networks were open to transnational exchanges of knowledge within the planning movement worldwide. Names such as Francis Amos, Sylvia Crowe, Blaise Gillie, David Glass, Gunther Hirsch, Jimmie James, Emrys Jones, Leslie Ginsberg, Otto Koenigsberger, Nathaniel Lichfield, Frank Layfield, Derek Senior, Percy Johnson-Marshall, Gerald Wibberley and Christie Willatts demonstrate how in the first postwar decades the broad disciplinary basis and holistic perspective of the planning movement served as a counterweight to the particular interests of lobbyists.

THE SCHOOL OF PLANNING CLUB (1948-1956) AND THE ORIGINS OF THE REGIONAL STUDIES ASSOCIATION

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This paper examines the origins of the Regional Studies Association (RSA) in the context of the activities of the School of Planning Club, which was formed in 1948 by alumni of the School of Planning and Research for Regional Development (SPRRD). SPRRD continued the work of the School of Planning and Research for National Development (SPRND), established in 1934 as part of the Architectural Association School under the direction of E.A.A. Rowse, to teach regional planning along lines inspired by Patrick Geddes. The Regional Studies Association (RSA) was founded in Britain in 1965 in order to: “promote education in the field of regional studies (... which relate to the economic, physical and sociological problems of development in major areas) by the exchange of ideas and information; and to stimulate and aid studies and research into regional planning, development and functions and to disseminate the results of such research.” To commemorate its fiftieth anniversary in 2015, the Association commissioned an institutional history, authored by historian James Hopkins, which was published both as a book (*Knowledge, Networks and Policy: Regional Studies in Postwar Britain and Beyond* (Routledge 2015) and in pamphlet form available on the RSA website. In his statement introducing the pamphlet, Association Chairman Andrew Beer cited as noteworthy themes both the important foundational role played by Sir Peter Hall, and the evolution of the Association “from a relatively insular organisation with a focus on the United Kingdom and its policies to being a truly international organization.” Significantly, Hopkins took issue with an account of the origin of the Association by Michael Wise, a founding member. Wise traced a direct link, via the School of Planning Club, between the Association and the Geddesian line of planning thought taught at SPRND. Hopkins argued that Wise under-emphasized the contribution of another group of actors, who studied regions using quantitative methods, along the lines promoted by Walter Isard as Regional Science. Examining the activities

of the School of Planning Club between 1948 and 1956, this paper contributes a more nuanced look at the early history of the Association that suggests additional dimensions of the origin story not fully appreciated either by Wise or Hopkins, one that emphasizes both the School of Planning Club as a transnational community of scholars, and the key role Jaqueline Tyrwhitt played in founding and establishing the Club. The paper draws on archival material in the Tyrwhitt collection in the RIBA Library Archive and the Architectural Association Archives.

ARCHITECT MASATO OTAKA (1923-2010) AS URBAN DESIGNER: RE-EVALUATING HIS THOUGHTS AND PRACTICES IN URBAN PLANNING AND DESIGN

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University of Tokyo

Masato Otaka (1923-2010) is a well-known architect as a member of the Metabolism Group, which was the most important post-war Japanese architectural movement organized in 1960. He proposed the concept of “Group Form” with up-and-coming architect Fumihiko Maki and realized some architectural and urban design projects including Sakaide Artificial Land as an alternative model of urban redevelopment and Hiroshima Motomachi Apartment as an pioneering model of high-density and high-rise residential block in 1960s. He became a leading star architect before the end of 1960s in Japan. However, he had been gradually dropped out from the front line of architectural design since the early 1970s. Why did he stop presenting his architectural design works in architectural media? An architectural journal picked up Otaka’s works after more than 5 years interval in 1974. He wrote in an essay for the issue as below.

“Towns and villages are getting worse while high number of buildings are constructed. Nevertheless, architectural media is filled with many new design works. I am dissatisfied with such a current situation. “Only one project in 10 works he presented in the issue was an architectural design work. All other projects were practical urban design and planning works.

Otaka worked behind the scenes of important big-scale planning projects with planners and engineers from the Japan Housing Cooperation and local governments after 1970’s. For example, he was involved in the Tama Newtown construction project as the biggest postwar new town in Tokyo metropolitan area and the Minato-Mirai 21 project as the distinguished urban scale conversion project in Yokohama. On the other hand, Otaka kept a commitment to village planning based on agricultural cooperativism looking for an ideal community-based improvement which had been already lost in urbanized areas. In addition, he continued to be an advisor of the mayor of Miharu, a small local castle town where he was born. He involved many professionals and citizens in environmental design and planning of Miharu. In this paper, I will re-evaluate the forgotten achievement of Masato Otaka in the field of urban design and planning, including his philosophy about urbanism. I’d like to discuss how urban designer should be in reference to the career of Otaka.

THE REGIONALIST VISION OF HENRY WRIGHT: LESSONS IN SUSTAINABILITY

Kristin Larsen

University of Florida

This paper examines archival writings of landscape architect, architect, and planner Henry Wright, his contemporaries in the Regional Planning Association of America (RPAA), and more recent explorations of new regionalism, green infrastructure, and sustainability to assess the elements of Wright’s community planning, site design, and broader regionalist ideas that prefigured these modern movements. As Planning Advisor to the New York Commission of Housing and Regional Planning, his contributions towards a 1926 proposal for statewide planning form a critical component of this examination. His book, *Rehousing Urban America*, published in 1935, just a year before his death, advocates for more efficient design and development of moderate income and working class housing. Further, his lesser known articles on town planning, land development, and the economics of housing design offer arguments for regionalism and affordability consistent with sustainability principles. These proposals include new town designs integrating intensive mixed use urban areas punctuated with outlying parks as part of a balanced regional network of communities. A comparative and critical analysis of these contributions within the context of his RPAA colleagues and regional scholarship today highlights his legacy.

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Cities of Multiple Identities

THE LOST IDENTITY OF IZMIR

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Port cities are distinguished from other cities by their waterfronts, which were shaped by economic and cultural transactions between each city and its networks. Trade-related activities prepared the conditions for accelerated globalisation with economic changes. The Ottoman Empire supported commerce and production in Western Anatolia after 16th century. Many European merchants thus moved to Izmir in accord with an agreement made by the Ottoman Empire in order to maintain commercial events. Afterwards, the city developed as a culturally diverse entity due to its port activity. The waterfront and arguably the whole structure of the city have been influenced by cross cultural exchanges. Study explains how shifting networks have created a unique palimpsest of structures and actor networks between 16th and 21st century in Izmir, a port city on western coast in Turkey. This paper explores the transformation of Izmir's urban form and identity. Different architectural practices such as Dutch, British, French, Italian, Greek were concretised on Izmir's waterfront and have become a part of the city's identity. Nevertheless, political decisions, governmental policies, fires, earthquakes, planned and unplanned events changed the waterfront and caused gaps in history told by its built environment. This study analyses the vicissitudes in the planning history of Izmir's waterfront.

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東京ポップ POP TOKYO - BETWEEN TRADITION AND MODERNITY

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The main question of this research is defined by the "multiconditions" that characterizes the culture of Japan, and mainly its capital, Tokyo, into its multiple aspects of urban and architectonic approaches. In this sense can you define a Pop Tokyo as a present condition of the capital of the Japan? This proposal explores a very contemporary vision about Japan and the city of Tokyo that touches its various urban areas: urban planning, architecture, urban sustainability, safety, metropolitan ways of life, etc... A journey that brings out on one hand the ancestry and tradition and on the other the bold modern condition between pop and minimalist. A complex and paradoxical vision, which produces support for a wide reflection on the contemporary urban condition. The best and worst of the city, united in a global vision of the twenty-first century, which had, has and will always have, as defined Aristotle, the ultimate goal of happiness... In this sense, the proposal presented, systematizes on one hand the historical contrast of a city that became the capital of the country in 1868, which until about 100 years lived closed on itself in a perfectly feudal system, and that in less than a century it was assumed as a megalopolis with over 12 million inhabitants. A city with several cities, with multicultural senses, feelings and tendencies. A city where system, security, hygiene are slogans on par with a crime rate that is 0.3 per 100 thousand inhabitants... The proposal focuses like a phenomenological view through the city, its most characteristic, exotic, fancy neighborhoods. Deciphering streets, shops, products which runs routes well organized transport and systematized, where it neatly line up to enter a metro carriage or bullet train that connects cities more than 400 kilometers per hour. This actual Tokyo is support for a contemporary reflection that seeks above all to systematize the contrast ratio that today makes up this mega city. Pop Tokyo so advocates the intrinsic relationship between tradition and modernity. Relationship that has always guided the evolution of cities along the world's urban history. It is effectively resume this paradox which makes the relevance of the topic and its presentation within the program of this conference. A research that focuses the contemporary urban condition and its framed by the research project Houses for a Small Planet that is being developed at CIAUD - Research Centre of Architecture, Urbanism and Design at the Faculty of Architecture of Lisbon.

THE DIPLOMATIC QUARTERS IN RIYADH. A WESTERN-SHAPED NEIGHBOURHOOD IN AN ISLAMIC CITY?

Maria Margarita Gonzalez Cardenas

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Riyadh, the capital of the Kingdom of Saudi Arabia, is a complex relatively young city. One of its major districts was built ex-novo during the eighties as part of a governmental input to define Riyadh as capital of the Kingdom. Albert Speer III and Partners thus designed the Diplomatic Quarters (DQ) as an enclave built in a major spot on the Valley Hanifa, in a proximity to Riyadh's first urban settlement. DQ's urban fabric, landscape, and major core have been locally and internationally recognized as a main example of local identity. The paper analyses the DQ's urban planning by highlighting the elements that leads to the interpretation of identity, such as landscape integration, district configuration and mostly the Major Core's urban spaces and typologies. The paper will question the validity of the identity discourse, and will show the DQ challenges facing Riyadh's modern urban planning. Finally, this paper expects to raise awareness on the need to revisit from a historical perspective a main district in one of the fastest growing cities in the world.

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THE TWO FACES OF URBANITY: EXPLORING GLOBAL AND LOCAL VALUES: TWO URBAN STUDIOS IN TAKSIM SQUARE AND ALONG THE SHORES OF THE GOLDEN HORN IN INSTABUL

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Since the 18th century, the irritating but also fascinating scenes of urbanity – a complex phenomenon with cultural, social, political, economic, temporal, spatial, functional, and formal dimensions – have been described in literary works. Many seemingly opposite facts – such as individuality/society, freedom/loneliness/socialisation, anonymity/strangeness/identity/belonging, diversity/chaos/segregation, indifferent city-dweller/initiative citizenship – have been revealed through literary works, travel and utopian writing, urban theories, scientific studies, manifestos, and newspaper articles. On the one hand, there are those who advocate a life outside the city because they consider the problems produced by the city and the phenomenon of density – which they perceive merely in quantitative terms – as unsolvable problems. On the other hand, there are those who see the production of loose urban fabric as a solution or those who accept the (seemingly) opposite facts of urbanity as positive values and therefore support city life. All of these ideas are still as actual today as they were in the past. We often are unable to use our citizen rights to the city, to encounter different classes (social/ethnic/religious), to experience heterogeneity as an aspect inherent in city life and in the route of our daily life – following the orders of the capitalist system mainly organised around work – and we are often drawn into the same districts on the same paths. Our perception of our urban environments may get monotonous and shallow, but the irritating yet fascinating features of the first big cities still exist and may be grasped and brought into consciousness. Throughout their architectural education, especially in urban design studios, students can be encouraged to investigate the rhythm of their daily life, the conditions of their urban environments, and discovering the city as an intellectual and sensual programme, so that the phenomenon of urbanity can be grasped not just on formal, but on various other dimensions as well. This study focuses on the process and outcomes of two urban studios located in Taksim Square and along the shores of the Golden Horn in Istanbul. Taking the multidimensional content of urbanity into account, acquired theoretically through literary works and studies on urban planning and its history, the main aim of these studios has been the phenomenological understanding of the dynamic content of urbanity by the students. Through creative analysis of permanent/temporary spaces engendered by the diversity of user profiles and actions discovered on phenomenological excursions, students examine the qualitative values of density and global and local dynamics. We believe that designing spaces as 'prototypes' helps highlight the multidimensional content of urbanity. The present study aims not only to highlight the multidimensional content of urbanity, but also to encourage its discussion in architectural design education and to emphasise the positive contribution of theoretical readings and phenomenological studies to urban design studios. The present study also aims to emphasise the beneficial correlation of global and local dynamics as the two faces of urbanity; important more than ever for the big cities of the 21st century if we advocate for a vivid and resilient city life and citizens.

Volume 02

The Urban Fabric

Housing and Neighborhoods

Evaluating the Neighbourhood as a Scale for Planning

THE RISE OF NEIGHBOURHOODS AND NEIGHBOURHOOD PLANNING, 1900-2015

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The concept and the reality of neighbourhood planning has been around for a century. Planners almost everywhere, but especially in Britain, the United States, Canada, Australia, and New Zealand, are now accustomed to thinking of the neighbourhood as an important focus of their activity. Few scholars have considered why neighbourhood planning arose and became so prominent. An obvious reason is that neighbourhoods have become more important. There is no way of assessing definitively whether neighbourhoods are more important now than a century ago. However, an extensive review of secondary sources, a systematic survey of newspaper coverage, and data on historical trends in formal education and property ownership make it possible to develop a plausible interpretation. There is a widespread belief that neighbourhoods are less significant now than in the past, notably because of the decline of local community. It is true that new means of transportation, together with media and digital communications, enable us to travel further and more frequently, and to learn about and communicate with people in distant places. People are increasingly more mobile and spend less time around the home. This is especially true of women who make up the labour force in unprecedented numbers. In addition, residential areas differ less, in that all now have a standard package of basic services.

However, other trends point to the growing importance of neighbourhoods. Newspaper coverage in Canada and the United States indicates that neighbourhoods, and neighbourhood planning, have a higher profile than ever. Everywhere, formal education matters more than in the past, thus most parents prize good local schools. In most countries, notably Anglo-American ones, homeownership levels are much higher; people move less often, pay more for children to access good schools, and have a large financial stake in their place of residence. Arguably, those households who lack such choices and live in disadvantaged neighbourhoods are, in relative terms, worse off than in the past. On balance, neighbourhoods matter more now than ever. This argument is broadly valid for many countries, although the details and chronology vary, notably with respect to the timing of the rise of owner-occupation. If neighbourhoods do indeed matter more, and in the ways suggested, the connection between housing markets and school systems needs to be better understood, while neighbourhood planning is clearly here to stay.

THE "NEIGHBOURHOOD RENAISSANCE": COMMUNITY DEVELOPMENT IN ST. LOUIS IN THE 1970S

Susanne Cowan

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This paper will examine how national trends shaped the way in which neighbourhood planning was implemented in St. Louis in the 1970s. This new urban planning focus on the neighbourhood, both nationally and locally in St. Louis, can be seen when examining the planning proposals for two moderate-income neighbourhoods experiencing post-war urban change, Skinker DeBaliviere and Soulard. By tracing the relationship between neighbourhood based planning and policies at the national and local level, this paper will start to define how a growing emphasis on historic preservation and community based development shaped the changing meaning of the neighbourhood as a planning unit at the national level. It will also question how these theoretical trends in planning shaped neighbourhood-based planning projects in the specific context of deindustrializing St. Louis. The paper will argue that the new programs did not benefit all neighbourhoods equally, neglecting poorer, African American neighbourhoods, and promoting gentrification in lower income white areas. In the end, neighbourhood based planning policies in the 1970s leave a mixed legacy for social justice and democratization, both in St. Louis, and in other cities across the nation.

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THE GREEN DREAM AND UNEVEN DEVELOPMENT: A CENTRAL FOOD PROCESSING PLANT FOR OAKLAND UNIFIED SCHOOL DISTRICT

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Independent Scholar

On January 31, 2015, the Oakland Unified School District (OUSD) consultants attended a community policing meeting in the heart of a neighborhood that would be considered by most urban planners as a blighted area. The Hoover/Foster area of West Oakland, USA, is in fact often referred to in 'hood' vernacular as 'dogtown'-a gang-name that refers to an area this is both quickly gentrifying, and contested gang territory.

The community gathered at the meeting was told by the NIAM Group, OUSD's community planning consultants, that this was an award-winning design whose construction schedule was set to begin in June 2015. The project had been named, "Rethinking School Lunch: The Central Kitchen Instructional Farm and Education Center". The project was marketed as a green project with a 48,000 square foot food processing plant and a lovely community garden where a local non-profit, Eco-Literacy would teach OUSD students urban agriculture. When asked how OUSD could build this project without notifying the community, the NIAM Group claimed there was nothing the community could do about it, because OUSD was exempt from local planning review for development on school property.

Rather than a green dream, this project lies within a long history of racially discriminatory land practices in housing and development depressing housing values in West Oakland, particularly for African American families who settled here in the 1950s through the 1970s. The historical list of racially discriminatory development projects includes racial covenants, redevelopment, freeway development, and other types of development. Racial covenants limited housing choices for people of color to areas like the Hoover/Foster area until post-World War II. Hoover/Foster has been identified as a blighted area under redevelopment and as a suitable location for housing authority units. The development of freeways leading to the San Francisco-Oakland Bay Bridge, often called 'the MacArthur Maze' drew boundaries of freeways around West Oakland, severely impacting neighborhoods through the destruction residential areas and the fracturing of community cohesion. The area became more blighted and plagued with drugs as more affluent members of the community relocated and the original migrants aged. The area is currently being gentrified by Millennials who find affordable housing near downtown Oakland in an overheated real estate market; this destabilizes the population but also brings vitality and youthful interest to the community.

The response to the placement of an industrial use kitchen and community garden on a 100-year old school site in a residential neighborhood has inspired heated discussions about the neighborhood's future and identity that are complex, particularly in racial representation. The polarized discussion pitted the Committee Against the Demolition of the Marcus Foster School (designed in partnership by African American architect Robert Kennard) against a group of community garden activists and OUSD. The community groups are racially diverse as is typical in West Oakland. The OUSD staff, consultants and superintendent were nearly all African American.

This paper will examine through this local American project the complexities of community neighborhood planning, including racial difference, uneven development and green marketing.

ENVIRONMENTAL EDUCATION AS A TOOL FOR ADEQUATE PARTICIPATION IN THE PLANNING OF BRAZILIAN CITIES

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Outlined in the 1988 Federal Constitution, the Brazilian urban policy aims to protect every environmental issue effectively, regarding the regulation, planning and development of cities, to promote important changes to achieve sustainable development. According to history, the process of the Brazilian urbanization in the XX and XXI centuries resulted primarily from industrialization, when Brazil ceased to be arranged in rural areas. From then on, this framework guided the State's political actions. It had to match the urban-housing interests with the need for economic and social development of the territory and environmental protection. To the Brazilian Federal Constitution, article 225, the ecologically balanced environment is a "good of common use" and "essential to a healthy quality of life", indispensable to life with dignity. Thus, the Brazilian urban and housing policy has had to be redesigned. In this context, Brazil focuses on the Master Plan, a basic tool for improving towns whose guidelines are to meet citizens' needs, ensure quality of life and economic and social development. That results in proper urban control, sustainable growth and adequate infrastructure. Citizens' participation in the design and supervision of municipal activities is necessary to fulfill the constitutional principle of participatory democracy. However, for the population to participate in this debate effectively, citizens must receive adequate education to find viable solutions to dealing with urban issues.

Environmental education provides citizenship, awareness, education and an interdisciplinary approach focused on human development. The 1988 Brazilian Federal Constitution guarantees the right to education in article 205, establishing it as a right for all and a duty of the State and family. Article 225, section VI, of the Constitution requires that the Government promote environmental education at all levels to ensure the effectiveness of the environment. In 1999, the National Environmental Education Policy (Law n°. 9795), increased the importance of the awareness for the protection and defense of the environment through the implementation of formal and non-formal education. The concepts and ideas on environmental education convey a new look on how to educate citizens to focus on the development of a critical environmental awareness. Thus, this paper aims to analyze the general guidelines of the City Statute (Law n°. 10.527/01) and the relevance of municipal master plans for its planning. It also discusses popular participation, indicating mechanisms of the City Statute that should implement democratic management of the urban environment by creating approach

strategies of governments and social actors, based on education for participation. Finally, it analyzes the environmental education under the bias of the Brazilian National Environmental Education Policy (Law n°. 9.795/99), underlining its status as a fundamental right and its indispensability for effective participation, harmony with sustainable development promoted by Agenda 21 and expanded by the Sustainable Development Goals to create new paradigms for the implementation of the 2030 Agenda, formally adopted by United Nations.

PLANNING A REVOLUTION LABOUR MOVEMENTS AND HOUSING PROJECTS IN TEHRAN, 1943-1963

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TU Delft

When life itself becomes a political project, any distinction between space of action and dwelling ceases to exist. This differentiation indeed is tended to neutralise the life itself. The emergence of such forms of life has progressively eroded the strict division between public and private space, between the space of living and space of political action. The city becomes at the same time a continuous field of exteriorised publicity and a sequence of autonomous, privatised interiors. Tehran is a paradigmatic case of the latter phenomenon; the house is the place where all the economic, political, social, theological and class conflicts are deployed. In Tehran, parallel to the Post- World War II political movements (1943-63), the immediate need for massive reconstruction not only resulted in developing new construction techniques and planning regulations, but also paved the way for direct implementation of series of political projects. Those attempts are commonly seen as political projects to instrumentalise new technology and modernist architectural and planning principles in order to tame the socio-political tensions. However the paper tends to read the first post- WWII housing projects in Tehran as instruments of social and political mobilisation, through which the city's working class and middle-class re-established their social and spatial autonomy, through a dialectical process of action and resistance.

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THE OTHER NEIGHBOURHOOD RESILIENCE OF CULTURE, HERITAGE AND RENEWAL

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Moving beyond traditional interpretations of heritage settlements in Asian cities as a locally fixed entity, this paper highlights how heritage and neighbourhood development intertwine as a resilient urban practice that draws together different institutions, and cultural practices. Heritage and cultural landscapes in India is a meaningful node between contemporary urbanization and the planning of neighbourhoods in cities. In 1999, the Delhi Chapter of the Indian National Trust for Art and Cultural Heritage (INTACH) and Delhi Development Authority published a list of 27 heritage precincts/areas/neighbourhoods in Delhi. The capital city's preservation policies challenged head-on the rapid urban transformations produced by the forces of liberalization at the end of the 20th century seeing a rise of boutique bazaars (markets) within heritage spaces, urban renewal developments nudging shoulder to shoulder with glass tower offices and shopping malls. In this light, the issue of urban conservation in India is complex mainly because historic neighbourhoods are occupied by a diverse group of residents, including the urban poor, leading to the worsening conditions of these areas. Taking the case of the capital city of Delhi, the paper explores the concept of heritage slums and the method of planning a prior historic cultural area through a comprehensive approach of area development and urban renewal – as a cultural historical urban landscape. This paper builds on the project of Nizamuddin Area Development Project as an urban renewal initiative in 2007 to conserve the heritage and improve the quality of life of residents in the basti (village) through joint venture between Aga Khan Trust for Culture (AKTC) and multiple municipal authorities. The project is the first of its kind to combine conservation with environmental and socio-economic development while working with local communities and stakeholders. The project is in the Nizamuddin Basti-Humayun's Tomb, and Sunder Nursery area with an aim of integrating these segregated heritage zones as a part of an urban revitalisation project. Confirming with the framework of the Aga Khan Historic Cities Program, the project engages in area based development programs and evaluates various changes in the quality of life of the residents. The Hazrat Nizamuddin Basti (village) is an urban village whose historical existence, and continuity lie within its religious and cultural context. The influence and the role of Sufism in the south Asian framework becomes an accompanying part in the contemporary planning process. It gives the basti its essence –its history, its urbanity, its meaning, its culture and its economy. This paper builds on two entangled questions. What are the ways in which the multiple historiographies of the neighbourhood – the historic basti become the dominant form, and are entangled with the everyday cultural and social spaces of the capital city of Delhi? Second, how does the transformation of planning affiliations with an international agency, local agency and multiple municipal authorities inform us about the 21st century neighbourhood planning of Indian cities? The paper situates along these questions an inquiry and illustrates an intertwined approach to heritage, urban cities and neighbourhood planning.

A STRATEGY FOR THE SEVENTIES: CIRCULAR A-95 AND AMERICAN REGIONAL PLANNING

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On July 14, 1982 United States President Ronald Reagan issued Executive Order 12372, one of many policy changes that were part of a broad effort to rebalance how power was shared between the federal government, the states, and municipalities. The order “discouraged the reauthorization or creation of any planning organization which is Federally-funded, which has a Federally-prescribed membership...and which is not adequately representative of, or accountable to, State or local elected officials.” In doing so, Regan also unceremoniously “revoke[d]...Circular A-95.” Though Circular A-95’s sunset passed with limited notice, for many planners it had been a critical piece of urban policy during the 1970s.

Based on primary documents and secondary literature, this paper explores the quiet history of Circular A-95. We argue that in retrospect A-95 succeeded in creating a national framework for regional planning, even as its revocation signaled the end of a watershed era of federal support for regional governance. We conclude that the program should be read as a critical (but overlooked) outgrowth of the “creative federalism” of the 1960s, and as an important attempt to use federal power to establish a national planning policy in the United States in the second half of the 20th century. The idea for Circular A-95 originated in President Lyndon Johnson’s 1960s Great Society programs, when federal assistance to state and local governments in support of domestic policy increased significantly. The expansion of domestic programs pushed state and local governments to undertake a greater range of planning activities, though officials often complained of the difficulty of managing the range of requirements the different federal programs put in place. This hampered efforts to develop and implement plans, frustrating federal officials. Contemporary analyses of the situation concluded that a major problem was coordination, between different levels of government but also between neighboring political jurisdictions. In response, Congress passed two key pieces of planning legislation: 1) the Demonstration Cities and Metropolitan Development Act of 1966, and 2) the Intergovernmental Cooperation Act of 1968. Both were designed to streamline policies and improve coordination among federal, state, and local governments. To implement these laws, the Bureau of the Budget, issued “Bureau of the Budget Circular No. A-95” in mid-1969. This slim booklet established a new coordination and review process that state and local governments receiving federal funding for development projects would be required to follow. Hopeful that the program would spark greater regional coordination but skeptical that it actually could, researchers who examined A-95 during its short life struggled to produce solid evidence of its effectiveness. The “regional intelligence” many observers had believed the program would generate proved difficult to measure. Absent a clear metric of the program’s success or failure, the history and legacy of the A-95 program has since been largely neglected.

FORMS OF CITIZEN RESILIENCE AND URBAN HOMEOWNERSHIP IN PORTUGAL’S POLITICAL DEMOCRATISATION, 1974-1986

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This paper investigates the relations between forms of citizen resilience and urban homeownership during political democratization in Portugal, focusing on the period from 1974, when the Caetano dictatorship was overthrown, to 1986, when the country became a member of the European Economic Community (EEC). Drawing on Lefebvre’s theory of space, as well as on urban histories on the emergence of a market in space, such as the one by Scobey, the paper conceives the production of housing as both a circuit of capital and of subjectivity formation, considering therefore homeownership as an assemblage that includes capital fluxes and a phenomenological dimension of space. The paper foregrounds a reflection on the disjunctions between a plurality of resilient forms for citizens to attain housing, inclusively through mortgage credit, and a discourse on the normativity of homeownership through credit that became gradually dominant from 1974 onwards. The paper argues that in present-day Portuguese cities like Lisbon or Porto, the links between inequality and the financialisation of spatial production are partly determined by persistent discourses on homeownership that were integral to a previous authoritarian project for social harmony. If scholars such as Bodnar have examined how the specificities of post-socialist homeownership in Central Europe cannot be understood without an examination of the persistencies of previous discourses and practices on housing, little is known about the rearticulation of the housing policies of authoritarian regimes in southern Europe after democratization. In past work I explored how envisioning a future of mass homeownership was defended as part of an anti-Communist vision of social harmony by the Salazar and Caetano dictatorships in Portugal. A valuable literature by scholars like Caldeira and Beauregard has examined coeval discourses in other Atlantic states such as Spain, Brazil, or the USA. In Portugal, both Salazar and conservative experts described homeownership as ensuring the freedom of propertied domesticity within a frame of planned urban growth. Nevertheless, housing was excluded from development plans, and much of the slight increase in homeownership rates was due to households moving from centrally located rental housing to informally created suburban subdivisions, tolerated by local municipalities, but illegalized through new planning laws during the 1960s. In this paper, I address how it was only after democratization in 1974 that the state started investing significant resources in fostering urban homeownership, through tax subsidies and campaigns by state-owned banks. This policy only started having effects in earnest after EEC membership and the legalization of private banking, and even then it was initially restrained due the avoidance of debt

by citizens experienced in resilient practices of attaining homeownership in informal subdivisions. The paper draws on archival research on discourses relating homeownership and urban planning, focusing on representations of homeownership vis-à-vis life as a renter, in order to understand the discursive setting for the explicit housing and planning policies of the state. This work is part of a research project titled 'Inhabiting in Financial Times', undertaken at the Centre for Social Studies of the University of Coimbra.

Micro-Level Resilience to Water Scarcity and Overabundance in Urban Neighborhoods

A COMPARATIVE STUDY OF COMMUNITY PARTICIPATION IN LOCAL WATER MANAGEMENT IN LAGOS, NIGERIA AND MEDELLIN, COLOMBIA

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This paper explores the issue of community participation in water management in Lagos, Nigeria and Medellin, Colombia. The paper also reviews the history of water management in these two postcolonial cities and addresses issues of access and micro-level resilience of urban communities. In both cities, residents experience acute urban conditions including a lack of access to clean water, inadequate sewage systems, and vulnerability to flooding during rainy seasons. Over the past five decades, the two cities have been experiencing rapid growth, territorially as well as population-wise. Today, both face serious challenges in their attempts to provide basic resources—potable water, housing, and electricity— for their growing populations. To address these issues, the governments of Lagos and Medellin have recently introduced new policy strategies that involve the participation of local communities. After weighing the pros and cons of these newly proposed policies, this paper look at two local grassroots initiatives currently addressing the need for implementing flood water protection measures, educating local populations on water-related issues, and building local networks for the provision of potable water. This paper will also review the history of water management in Lagos and Medellin and address issues of access and micro-level resilience of urban communities. I will then focus on the policies recently introduced in these two cities promoting public participation in water management as a potential solution to acute access to affordable potable water. The water policies proposed in the two cities differ in the ways they delineate participation and in what outcomes they anticipate. In Lagos, the new policy proposes a combination of constitutional and traditional customary laws to remediate water problems, introduces minimum potable water quotas per resident, and promotes public-private partnerships (PPP) in providing water. In Medellin, participation is currently sought through decentralization and privatization of water resources. However, both face challenges implementing these new laws in practice, including lack of resources, weak databases, problems with accountability of governmental agencies, and disagreements as to what form public participation should take. After reviewing these new water policies, I will discuss two grassroots organizations, one from Lagos and one from Medellin, comparing the work on ground and policy advocacy of these organizations. In contrast to Western cities, most of which have taken a centralized approach to water management and implemented the so-called “bacteriological” model of water infrastructure (Gandy 2006) in which all water-related tasks are performed through a municipal water authority, cities in the Global South tend not to have such extensive and centralized water infrastructures. Although this is usually seen as a problem, it can be reframed as an opportunity to take water infrastructure development in a direction that promotes more democratic decision-making and sustainable water provision. Given that many cities in the West are currently facing difficulties maintaining their extensive water infrastructures in the face of economic stagnation and austerity measures, we would be wise to pay attention to the lessons of these experimental policies.

QUESTIONING THE CURRENT WATER DELIVERY STRUCTURES: AN INVESTIGATION OF POLICY AND PRACTICES WITH AN URBAN PLANNING PERSPECTIVE

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Systems for transporting water have been in place for thousands of years. Drains and pipes have been found dating to 3000 BC in Mesopotamia, and ancient aqueducts still appear across the landscape in Rome. Water has been hauled and transported in cans and wastewater disposed of in sluices and canals, and in pipes made of clay, stone, wood, bamboo, lead, copper, brass, iron, and plastic. As communities grew, networked systems became an efficient way of delivering water from distant water sources into cities and to a large number of people. In recent times, centralized piped systems have become the most common facilities to distribute water from distant natural water sources to a large population, especially in the world's urbanised regions. Despite economic development and the advent of new technologies, the problem of delivering reliable water to large sections of populations remains dire. Over 1 billion people in developing countries have no access to safe drinking water; and many more have only intermittent access. With its increasing urban share of the population, just over 50 percent of Indian urban households in the second most populated country, India, obtain water through piped access (via individual or communal taps). Piped access however does not assure reliable water; most piped water service is intermittent, or the water pressure is irregular, or the water is of questionable quality. Tracing this situation into history, this paper investigates the historical influences in water service deliveries and how communities in different contexts managed to adapt to impending problems. The planning perspective lends to the investigation of policy, practice, and the urban conditions in which the water delivery occurred and still occurs. The paper juxtaposes the historical and current contexts and presents findings from a combination of the extensive literature review and fieldwork by the author. The findings reveal literature on local water deliveries from the pre-modern period illuminating the different colonial and socio-cultural influences from the later 1700s and 1800s onward and influences on access to clean water in different parts of India. The paper discusses the different ways and various influences for the different ways the local neighbourhoods and communities gained access to water in an organised fashion – as community groups or from government agencies attempting to gain access to water – and how the local context (e.g., the diversity in urban neighbourhoods) got incorporated into the planning and delivery practices in ad-hoc ways. This paper also sheds light on how current policies have little reflection on the dynamism of growth and of the rapidly changing local context – physical urban development and form or the local municipalities and agencies. This raises important questions for the governing structures and policies connecting the spatial context and water delivery, which are rarely studied simultaneously in literature.

WATERFRONT JAKARTA: THE BATTLE FOR THE FUTURE OF THE METROPOLIS

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Jakarta, Indonesia was established as the Dutch trading center of Batavia in Southeast Asia in the early 17th century, a place identified by its connection to waterways. Thirteen rivers (and their tributaries) created the delta region where the Dutch planted this port and the city builders incorporated water into its essential fabric. Between the 17th century and the early twentieth century, Batavia's waterfront was the gateway to the Queen City. Throughout the 20th century, it was transformed into its backwater, a process facilitated by the dominant governmental, industrial, service and residential functions shifting to the interior regions of this expanding metropolis. The transformation was guided by a planning process that neglected the social and ecological foundations of the city and that treated the waterfront area as the place to accommodate the least desirable aspects of the modern city. Beginning in the 1980s, there was renewed attention to Jakarta's historic waterfront area, in large part because of the redevelopment potential that it offered. From the very beginning of this renewed interest in coastal Jakarta, there has been accelerating protestations from indigenous residents who challenged the implications for their neighborhoods and their lifestyle to accommodate redevelopment. At the same time, the city experienced flooding at an unprecedented scale, not just in the always vulnerable coastal areas, but reaching deeply into the metropolis. This revealed the disastrous consequences of insufficient attention to water management, especially along the coastal areas. The dislocations that resulted from renewed waterfront development after 2000 brought increasing challenges from a civil society empowered by the transformation of Indonesia from an authoritarian regime to a more democratic society. The newly empowered local stakeholders challenged some of the planning efforts aimed at sustaining waterfront development and redressing the decades of neglect of the city's ecological systems. In recent years, therefore, the waterfront of Jakarta has reemerged as contested space, where the conflicting agendas of development, sustainability and environmental justice in this megacity are being played out. Building upon an historical perspective, this paper examines impacts of planning and development on the changing character of Jakarta's waterfront in the late 20th century and the emergence of the battle for the future of the metropolis. It is noteworthy that the past three Jakarta governors, Sutiyoso, Bowo and Widodo, devoted significant attention to the waterfront region not just to promote development but also because of the increasing problems of flooding and in response to political pressures. Overall, however, less attention has been given to the implications of new development and flood mitigation on the indigenous population. As noted in a recent UN-Habitat study (2005) the problem of forced displacement prompted by the rejuvenated pace of redevelopment along coastal Jakarta has accelerated. The impacts of development and flood mitigation on the indigenous populations are central to the contested process of planning for the future sustainability of Jakarta.

THE RESILIENCE OF THE KAROO TOWNSCAPES OF SOUTH AFRICA: CONSERVING WHAT THE GROUP AREAS ACT, 1950, SPARED

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Apartheid South Africa was obsessed with separating citizens on a racial basis yet despite passing various segregationist laws, in many urban areas members of different ethnic groups continued to live as neighbours. This was countered by the passage of the Group Areas Act, 1950, which restricted the occupation of land and property ownership to specific racial groups, and saw the forceful relocation of citizens and the demolition of building stock, even in small towns. This paper will examine the imposition in Richmond, a historical town of the Karoo in the arid interior of South Africa, and a settlement with built environment characteristic of the type. By tracing the origin and development of the town, this paper will define the impact of such political vandalism. It will also argue that the spatial separation and demolition in terms of the Act affected mainly the visible environment of the poor, which vestiges remain for all to see. In 2013 the morphology of Richmond was studied by senior students of Architecture of the University of the Free State, Bloemfontein campus, who set out to conserve the resilient historical townscape with demonstrations of appropriate infill functions and architecture.

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WATER CRISES MANAGEMENT IN MARSEILLE IN THE EARLY NINETEENTH CENTURY: SPECIFICITIES AND TEMPORALITIES OF SOCIO-POLITICAL ANSWERS (1800-1850)

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Until the mid-19th century, Marseille's water supply was problematic. And, in order to overcome the chronic lack of freshwater, solutions were always temporary and ineffective for supplying poor-quality water. Many river diversion projects planned since the late Middle Ages for providing a reliable resource to the city have failed, without real efficient management from the successive municipalities. However, as the issue became so pressing in the first half of the 19th century, it forced municipal officials to quickly address this problem. In this context, we explore adaptation and resilience of both urban and peri-urban communities to water scarcity at a micro-level at that time and socio-economic options that have successfully addressed ongoing supply problems. First, after describing the hydro-climatic context of the Provence area during the 19th century, we present both major social and economic crises in Marseille due to lack of water. Then, we analyze adaptation of households and neighborhoods together with public policy answers and challenging technical choices made to address chronic water shortages, mainly during the design/building process of the new Canal de Marseille from 1838.

CITIES UNDER SIEGE: THE FLOOD OF 1931 AND THE ENVIRONMENTAL CHALLENGES OF CHINESE URBAN MODERNIZATION

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This paper explores the relationship between China's urban modernization and the resultant environmental vulnerabilities revealed in the 1931 flood. One fourth of China's population was affected by this flood, which is believed to be the deadliest such disaster in 20th century China. The conventional view of the flood as a 'natural disaster' mainly caused by bad weather conditions does not persuasively explain why key urban centres along the Yangzi appeared unusually vulnerable and suffered such great losses. The paper takes the worst affected urban region in 1931—Wuchang, Hankou and Hanyang—as its focus. It explores how a new political regime changed the region's economic focus from agriculture to commerce, which led to the urban growth that weakened the traditional flood prevention system. In addition, the birth of 'the developmental state' and social reconfiguration after 1927 created a drastic rupture in water control policy and practices. The concentration of power in the technocratic officials of the revolutionary government led to the decline of organizations and groups that formerly played a key role in water control at the local level.

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FLOODS AND EXTENSION PLANS: DISCOURSE AND PROJECTS IN SOUTHERN BRAZIL

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This paper focuses on four extension projects on floodable areas in the city of Porto Alegre, in the State of Rio Grande do Sul. The city is in the Jacui River delta, which flows into the Guaiba Lake, one of the main waterways in Southern Brazil. Such urban projects – with similar goals amongst themselves, such as integrating housing and industries, for instance – were never implemented. However, as initiatives associated to state economic and strategic development plans (between 1935 and 1960), the study of such projects significantly contributes to the understanding of Porto Alegre's trajectory of expansion. The Jacui delta and its islands limit Northern Porto Alegre. The projects were to be located on such wetlands, given their strategic site in relation to means of external connection, such as waterways, roads and railways. Because this area had always been subject to floods, a solution for overcoming such issue with infrastructure works was always present in the creation of projects for the delta. Porto Alegre, from its foundation to the first half of the 20th century, suffered with floods of the Guaiba Lake that caused major damages to the city. Because of that, from 1942 through the 1970s, a levee and a wall were built; to this day, they influence the connection between city and Lake, maintaining the collective memory of past floods. Therefore, this work focuses on the different approaches and discourses of the authors of the extension projects for the flood issues, and on their intentions towards making such projects resilient to the recurring floods. While researching the plans, we have observed that the cost of construction work and of the expropriation needed for building the levee has contributed to postponing, deterring and modifying the execution of such projects. In spite of the failure on implementing the projects, their focus on the relation between the city and its surrounding waters became an important resource for the study of the city's history, given that the wetlands are a significant part of its collective memory.

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SMART CITY'S ANTI FLOOD SYSTEM: FEASIBILITY AND COSTS OF INTEGRATED GOVERNANCE

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This article's main question is to consider the planning of Smart City with effective anti-flood system. For this purpose, it will be addressed the historical development of "Smarts Cities" with anti-flood systems, indicating its feasibility and costs of implementation. It will also be analyzed the technology used in anti-flood system (the G-can), evaluating its implementation costs, economic damage and possible secondary use. Finally, it will be indicated how the integrated governance can be applied to these cities in order to give greater effectiveness and efficiency to the systems.

Seeking Urban Resilience through Affordable Housing

REDEVELOPING SHENZHEN'S URBAN VILLAGES: CAN AFFORDABLE HOUSING BE PRESERVED IN VULNERABLE LOCALES?

Lawrence Vale | Linda Shi | Zachary Lamb | Qiu

Xi | Hongru Cai

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The dramatic economic growth in Shenzhen, China since 1980 and its recent unprecedented increases in housing prices threatens the city's affordable housing, especially for migrant workers who constitute the vast majority of residents. Without permanent residential status (*hukou*), these workers lack access to the formal housing market and publicly subsidized housing. For decades, they have found affordable rental housing in Shenzhen's urban villages—the bubbles of collectivized land that have been engulfed by Shenzhen's expansion. Village associations have gradually transformed these villages into ever denser housing settlements, but a soaring real estate market makes it difficult to pass up the opportunity to sell village land to developers for wholesale site clearance and redevelopment. At the same time, Shenzhen is one of ten most financially exposed cities worldwide to flooding, according to a 2013 World Bank report. Such exposure often translates into the greatest vulnerability for cities' poorest residents.

In this context, our paper examines the tensions and opportunities of China's unique urban village condition in preserving affordable housing and increasing urban resilience. We ask whether and how urban villages enhance urban resilience, broadly conceptualized as efforts that enhance access to economic livelihoods, environmental protection, personal security, and empowered governance. Our research draws on fieldwork in Shenzhen, interviews with municipal staff and officials, researchers, urban village leaders and residents, and a review of English and Chinese literature on urban villages and climate adaptation in China. We also overlay maps of flooding hotspots and of urban village locations. We find that policy frameworks and officials in Shenzhen place little emphasis on retaining centrally located urban villages for their affordable housing value. Instead, the national government calls for the eradication of urban villages in China by 2020. Shenzhen officials instead emphasize “affordable housing” for educated knowledge workers needed for an innovation economy. Meanwhile, local planners largely ignore the increased risks that sea level rise, storm surge, or more frequent and severe typhoons pose for either central or peripheral communities, and lack plans to study or change future engineering and design. Urban villages are not necessarily disproportionately exposed to flood risks, but when they do flood, it is used as an argument for wholesale site redevelopment. Redevelopment changes the tenure status, which opens access to public infrastructure funding, and site clearance allows for massive reengineering works. Although redevelopment projects often retain some rental units, rental prices increase significantly, thereby displacing the poorest migrant workers to more peripheral villages.

The case of urban villages in Shenzhen demonstrates the complex challenge of improving the holistic resilience of low-income urban residents in Chinese cities. By integrating issues of housing affordability and climate change-related hazard vulnerability, we question who gains from attempts to enhance resilience when the low-income migrant poor without higher education fundamentally lack a right to the city. In the absence of broader housing and land policy reforms, emphasizing the value of urban villages for housing young educated migrants may represent the most likely way to retain some parts of urban villages in the short term.

POST-APARTHEID HOUSING IN CAPE TOWN: LEARNING FROM THE REDEVELOPMENT OF JOE SLOVO

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The consolidation of the Apartheid regime as a way to control and dissuade urbanization was based on dictatorial urban planning and enforcement mechanisms to impose where and how people should live and work. In and around Cape Town, for example, Black African and Coloured townships were created in environmentally fragile areas, often below sea level, and disconnected from the economic vitality of the central city. The Reconstruction Development Program housing policy (1996) promoted the expansion of the urban footprint and reproduced the Apartheid planning rationale of low density, satellite cities, and disconnection between jobs and residential areas. Empirical analysis demonstrates that the urban form—a product of spatial arrangements of the old regime—did not change. For example, the city has not densified as the population density models predict would occur in a city that is overcoming the large welfare losses of apartheid. The results indicate that while enormous expenditures have been made, the urban form of the city has not changed in ways that improve the living conditions and spatial integration of the poorer Black African population; they remain excluded from the city's social contract. The phased redevelopment of the Joe Slovo informal settlement in Cape Town exemplifies the evolution of post-apartheid housing policy, showing how—after significant false starts—it is possible to overcome both the legacy of hyper-dense dangerous places and the alternative policy of segregating the non-white poor population into distantly located, low density, underserved and environmentally fragile areas. The paper begins with an overview of the national and local policy to understand how the experience fits into a broader context and—at the same time—contests the mainstream narrative. It also investigates the preconditions that enabled Joe Slovo to become a catalyst of change and innovation for so many stakeholders (state, NGOs, community members, developers). Second, the paper studies the structure and dynamics of the relationships among different actors and how these affected the evolution of the process, while permitting local residents to gain enhanced capacities for its own governance. Third, it explores the ways that the community has gained increasing resilience regarding different types of risk and threats, such as displacements, fires, and violence. Furthermore, it evaluates the different characteristics of the built environment in Phases I, II and III, and their approach to ecological risks and stresses. Last, the study compares the three interventions' development outcomes, regarding the community's social structure and economic livelihoods.

GLOBAL LEARNING FROM THE 1953 DUTCH FLOODS TO JAKARTA'S KAMPUNGS AND POST-SANDY NEW YORK

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Cities around the world are proposing ambitious plans to adapt to the impacts of climate change. They promote ecological security and the perpetuation of economic growth, while often raising questions about justice and equity. Scholarship on urban climate change adaptation planning has tended to reinforce static conceptualizations of the city as a bounded territory, at the present moment. It has neglected interconnections across space and time--the networks and processes of globalization, urbanization, and geopolitics, and historically specific institutional relationships and political trajectories. This paper explores global/urban networks in urban adaptation, probing the frameworks through which concepts travel, transform, and embed. Beginning with the phenomenon of globalizing Dutch water management expertise, I trace the historical and spatial connections between the 1953 North Sea Flood in the Netherlands to adaptation planning initiatives in Jakarta and New York. I focus on the roles of emerging global networks, institutional partnerships, and the politics of designing urban spatial plans. This research lays the groundwork for a theory of global learning in the context of climate change and globalized urban development, and develops a method of urban relational analysis to study disparate, yet highly interconnected sites. I find that global, national, and urban scales are increasingly intertwined, with new institutions and frameworks forming multiscalar, multilevel networks through which ideas, influence, and capital flow. These networks are conferred further reach by colonial and postcolonial histories, the inherited conventions of global development, and, now, the imperatives of climate change. Alongside, I find that urban adaptation projects, while globally constituted, are reformatted by and to local sociospatial systems. They precipitate direct and indirect resistance, and the production of alternative visions -- "counterplans." These findings emphasize the agency of marginalized urban communities and the embeddedness of climate change responses within scales, levels, and histories of global urban development. They imply that planners committed to just socio-environmental outcomes engage across the range of urban scales and networks, and learn from critical social and political imaginaries and practices.

HOUSEHOLD RESILIENCE FROM NEW ORLEANS TO DHAKA: LEARNING FROM LEVEES

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Dhaka and New Orleans are each situated in the heart of great continental river deltas (the Ganges-Brahmaputra and Mississippi, respectively), in that critical dynamic landscape where a large river meets the sea. Like other delta cities, both Dhaka and New Orleans owe their existence and their privileged position within their regional and national economies to the strategic opportunities afforded by their delta landscapes. Also like other similarly situated cities, both Dhaka and New Orleans have been dramatically shaped by the ever-present hazard of their watery landscapes. Heavy rains, river flooding, and tropical storms have periodically devastated the populations and built infrastructure of both Dhaka and New Orleans. Throughout the histories of these two cities, the tension between the economic opportunity and biophysical instability of their settings has driven residents and state authorities to mobilize infrastructural interventions to divide land from water to protect property and population. This paper will explore the history of one particular form of infrastructural intervention that has been critical in shaping the relationship of these cities to their landscapes: levees or embankments. Both the Ganges-Brahmaputra Delta and the Mississippi Delta abound with forms of construction and community that developed to accommodate the periodic flooding characteristic of the landscapes. Nonetheless, the 19th and 20th century urbanization patterns in Dhaka and New Orleans relied heavily on levees to define urban from non-urban, dry from wet, inside from outside. Even as critics and scholars have raised serious concerns about the efficacy and unintended ecological and social consequences of such infrastructure, allied local and national interests in both cities continue to expand levee protections to accommodate further urbanization in the face of climate change-related increases in flood vulnerability. This paper will combine analysis of historical records and field interview data from Dhaka and New Orleans to consider the ways in which decisions regarding levee design and construction reflect the evolving roles of states in mediating between environmental hazards and urban people and places.

KUY-E NARMAK: A RESILIENT HERITAGE OF MODERN HOUSING IN TEHRAN, IRAN

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As part of the Iranian national development programme during the 1950s, the local architects collaborated with the government to develop the first affordable housing project in Iran, known as Narmak. For constructing this neighbourhood, the architects were inspired by the ideas discussed in the CIAM IV, and they integrated them with the local architecture. Although the project was aimed at accommodating 7,500 families, about 90,000 families live there, at present. Considering this increase in the population density, surprisingly, the urban structure of Narmak has remained unchanged, and there is still a strong sense of belonging among the residents. Therefore, this paper unfolds how the architects of Narmak addressed the local culture and society, and through which processes this resilient urban form was created.

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Mapping the Neighbourhood: Ideologies and Tools Shaping Twentieth-century Urban Visions

MILAN AS A LAB: THE LENS OF PLANNING AGREEMENTS TO UNDERSTAND HOW THE CONCEPT OF NEIGHBORHOOD IS TRANSLATED IN THE LOCAL CONTEXT

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This proposal deals with the role the concept of neighborhood had in the definition of the contents of planning agreements between 1930s and 1970s in Italy, with a particular focus on the city of Milan. Planning agreements, in their national definition of *convenzioni urbanistiche*, are arrangements between the public administration and private or public actors; they concern the control and organization of interventions on the territory and reciprocal commitments. Born at the end of the 19th century, they were officially mentioned in the legislation only with the National Planning Law of 1942; their relationship with the general planning instruments was not made official until 1967. A parallel system of regulation not included in the directions of the General Plans thus originated, mirroring the balance of power between public and private actors. But even in the two post-war periods, when rapid urbanization was mainly due to private funding, most of the planning agreements consisted in a direct implementation of the Plans – overcoming their complex bureaucratic procedures – rather than in codified dismantling of municipal policies as has been widely assumed. From a planning perspective, planning agreements have been investigated mainly in relation to negotiations on parcelling plans and social housing, with particular attention to the suburban expansion of the main cities in the second post-war period. In this context, the reference to the neighborhood – even if frequently simplified – is recurrent: the standardization of the contents of planning agreements linked to the new legislation of the 60s focuses on the key features of neighborhood for the definition of residential layouts, infrastructures, and services. However, planning agreements were also widely used in building up city centers and well before the legislation framed their features. Case studies from the 30s and 40s in the historic center of Milan highlight how some aspects related to a design-oriented declination of neighborhood were the object of groups of planning agreements related to specific area or blocks, thus suggesting a private interest for these aspects and a possible influence of this concept even before the Italian reconstruction and the economic boom. In this paper, planning agreements are proposed as a tool of investigation of the relationship between planning instruments, models, and actors: in the interwar period they promoted – even if not completely consciously – some aspect of the concept of neighborhood which was further articulated in the second post-war, declining at a local level international rethorics and imageries. Case studies, differentiated for period and urban localization, exemplifies the potentialities of the tool and the variety of relation with the concept of neighborhood.

CITIES NOT SETTLEMENTS, OR WHY LOOSE DOESN'T FIT: HANS SCHMIDT'S MODEL OF THE SOCIALIST HOUSING COMPLEX AND THE COMPETITION FOR BERLIN-FENNPFUHL

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This paper seeks to revisit the competition for the Fennpfuhl district in 1956/1957, the last competition in which architects and planners from both parts of Berlin and from East and West Germany participated, and the debate it instigated in the GDR about the form of the socialist city. The winning entry by Ernst May, who had returned from Kenya to West Germany in 1954 in order to become planning director of the housing construction company 'Neue Heimat' in Hamburg, soon became the subject of criticism in the official architectural journal 'Deutsche Architektur'. Hans Schmidt, who had moved from Switzerland to East Berlin in 1955 to work at the Institut für Typung, polemicalised against May's proposal for the neighbourhood, refuting his idea of a loosely structured cityscape which became characteristic for the reconstruction of West German cities, and proposed instead the model of an ordered socialist housing complex as the basic unit for the socialist reconstruction of cities. At the heart of Schmidt's critique was the issue of urban form. Form, according to Schmidt, distinguished the socialist housing complex from the Western neighbourhood. While the neighbourhood and its historic precursors, the garden city, and 1920s settlements (Siedlungen), sought to dissolve the city, the socialist housing complex was seen as an expression of the 'collective nature, the common and unifying character' of human settlement. The housing complex in Schmidt's view went beyond statistical problems of planning material supply and communal services, as it formed a spatial unity that could be perceived by its residents. Thus far, Schmidt's critique of the 'disorderly' arrangement of housing in May's scheme has chiefly been read ideologically; that is, within the arguably narrow historic and, at the same time, highly politically charged context of the late 1950s, as an indicator of the deteriorating relationships and growing resentment in the wake of the 'Hauptstadt Wettbewerb' of 1957/1958. This paper proposes to take into account Schmidt's revision of his own position toward town planning during his time as chief planner of the city of Orsk in the Soviet Union in the late 1930s, following May's own departure from the USSR. While May's proposal for Fennpfuhl was deferred and eventually never implemented, Schmidt's notion of the socialist housing complex as an urban architecture, also remained a road not taken by East German planners in the 1960s, as this paper will show by pointing to a number of exemplary projects. His understanding of the socialist housing complex did not readily square with either the demands of building production or later speculative proposals for megastructures, which drew on Western precedents as well as reinterpretations of 1920s radical designs for collective living.

FROM COMMUNITY PLANNING TO NEIGHBORHOOD AND BACK: SPATIAL DEVICES AND POLITICAL ORGANISATION IN THE PROJECT OF COMUNITA (1946-1968)

Patrizia Bonifazio

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In the immediate aftermath of the War, Italian architecture magazines began publishing articles on examples of the so called "neighborhood units" capable of providing a new settlement model and a design method to rebuild and modernize the country. These articles described the direct and in-depth knowledge of American examples that had been implemented between the two wars and during the last war: the "neighborhood" concept – in its different translations as district, neighborhood unit and community – will become a frequent topic of discussion among Italian city planners and architects, and it will also turn into one of the most original and important instruments to understand the concept of reconstruction itself, as well as a fertile ground of exchange between the Italian and the American architectural culture for over a decade. This paper aims at presenting the different forms of dissemination of the "neighborhood" concept in Italy, by underlining how well rooted it is in some space-related strategies that will have a peculiar, if not obvious, political outcome. This paper focuses on the program proposed by Comunità, a magazine and political movement founded by Adriano Olivetti – industrialist and prominent personality in the Italian and international cultural and architectural debate since the Thirties. Since 1946 until the second half of the Fifties, Comunità represented one of the most interesting design arenas, and aimed to investigate the combination of shapes and positions the "neighborhood" concept would express in the Second World War. Based on the recovery of the personal library of Adriano Olivetti, the library that was to be found in the factory plant starting in the Thirties, on the readings, the documents, the enriching exchanges and the contacts of this Piedmontese industrialist in the years 1944-1945 when he was in Switzerland as refugee, my paper tackles the roots of the Community proposal in the cultural world of production engineers and American technicians who were dealing with the programs of the New Deal; it also discusses how their technical proposal affected the methods of use and the subsequent development of the "neighborhood" concept in the various areas of work promoted by Olivetti, in particular in his role as President of the City Planning National Institute. Community, meant as political Movement, allows to shift the focus on how the concept of Community itself embraced the initial proposal of Olivetti; it thus becomes a technical tool for converging ideologies that could not be superposed and for alternative proposals that will become widespread in the reconstruction process.

CIAM 8 – THE HEART OF THE CITY AS THE SYMBOLICAL RESILIENCE OF THE CITY

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The “Heart of the City”, title of the 8th CIAM held in 1951, is a contradictory and pervasive figure of speech which has marked a thinking and urban transition after the Second World War. In 1951, two opposite urban conditions are considered by Sert, President of CIAM, as main issues which the discourse on the Heart should face: the disappearance of city centres because of the destruction of war and the negation of urban centrality due to urban sprawl and the constant enlargement of city boundaries ad infinitum. However, the Heart itself also represents two different figures of speech, the symbol and the metaphor. On the one side it becomes a humanist symbol ‘which springs directly to the senses without explanation’, as stressed by Giedion during CIAM 8; on the other, the Heart retains its anatomical and metaphorical organic meaning though translated into the presumed correct physical form and dimension of the city. Analyzing the CIAM 8, the paper investigates these Post-war urban tensions, which lie at the crossroads of intellectual-theoretical and architectural-design worlds. The aim of the paper is to analyze and re-interpret these complex theoretical layers of significance of the Heart between reconstruction and recentralization within the Modern Movement in the 1950s.

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MAPPING THE NEIGHBORHOOD: LISBOA, LUANDA, MACAU

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Between the 1960s and 1980s, in cities founded in a Portuguese historical context, such as Luanda, Lisbon, and Macao emerged a number of residential complexes that had a shared matrix: privately developed high-rise buildings aimed at the middle class and located on the periphery. The three cities had different urban histories, even if they were united by the common denominator of being under Portuguese political and administrative control. Lisbon was a European capital made up of successive strata and occupation phases with ancient and mediaeval predecessors. Luanda was an old outpost on the west coast of Southern Africa that gradually took on the status of main city in Angola in the course of the 19th century, and in 1960, was undergoing a process of rapid population growth and expanding through its many areas of informal occupation. Lastly, Macao, an Asian city within the confines of a peninsula and the boundaries that separated it from continental China, was in a process of self-renewal and permanent reutilization of the space, with the urban transformation processes characterized by a speed that set it apart from the conventional European city. In this context of diverse backgrounds and conditions, an analysis of these residential complexes takes on particular importance, by applying residential models with a common urban, architectural and social matrix. This paper stems from a wider research project entitled “Homes for the biggest number: Lisbon, Luanda, Macao”, funded by Fundação para a Ciência e Tecnologia (2013 – 2015) PTDC/ATP-AQI/3707/2012 and its main intent is to analyze the residential models applied in the construction of the peripheries of cities with a Portuguese background from the 1960s onwards, and its current state in an historical and patrimonial perspectives.

REASSESSING THE DISCOURSE ON NEIGHBORHOOD DURING WWII: THE CONTRIBUTION OF AMERICAN ARCHITECTS

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Between the 1950s and the 1960s the concept of ‘neighborhood’ became a crucial and recurring reference for Italian planning by deeply influencing its discourses and practices. However, its use in multiple declinations and versions, brings to the light a partial understanding of the original aims and context that originated this concept. This abstract focuses on the role the American architectural culture had on the process of re-definition of this spatial model, deeply rooted in the legacy of the British lesson, filtered through the contribution of Clarence Perry during the 1920s, and strongly marked by the encounter with the New York settlement movement. It will observe some of the most relevant moments and places of the elaboration and circulation of the urban vision during WWII, that took shape through the specialized press, exhibitions, professional culture, and also mirrored by the first large-

scale public housing programs and projects inaugurated in the United States after 1945. Documenting a quite unexplored moment of the discourse on neighborhood and community planning (that at the beginning of the 1940s anticipated some of the most relevant experiences inaugurated in Europe and Italy during the following decade), this abstract highlights the multiple ways of the dissemination of the concept and of its codification, interpretation, hybridization and forms of resistance at local level, through the discourses and the practices of Italian planning.

THE FISHEYE MAP AS A WAY TO SOLVE THE “DISCONTINUOUS CONTINUITY” OF URBAN PROJECT: ITS USE FOR SENDAI PROJECT BY YOSHIZAKA TAKAMASA

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The 2011 Earthquake (in XXX), forced architects to think about the small and large scale, and relations between local communities and national bodies(?). Sendai was the foreground's capital region during this disaster. The city since a long time was thinking about this correlations. In the 1970s, a committee called the “Sendai Developer Committee” was created to bring together local administrators, central government employees, individuals from the financial sector and academics. This committee decided to map-out a big concept for Sendai, called “The Ideal Form of Sendai, The City of trees: a proposal for Its Future.” To carry this out, Yoshihiko Sasaki and Yoshizaka Takamasa (professor of architecture in Waseda University, Tokyo) collaborated to create a common image. They started to compile data from local government and inhabitants. In the final report, they made guidelines for the entire region toward promoting the image of “the city of tree”. While this project and process is widely documented, this paper focuses specifically on the kind of representation used for the final document. This project also recorded the change of scale in Yoshizaka Takamasa's thinking. After being educated by Kon Wajirō in Waseda University, he went on to work with Le Corbusier in France. He developed production and thinking at the cross of European modernity and buddhism. His drawings are part of the method and philosophy of “discontinuous continuity.” Furthermore, he developed the theory of DISCONT that he applied to his architectural and urban production. How fisheye representations used in Sendai project are one response to the inherent discontinuity of urban project, especially in the context of resilience? A large panel of illustrations can be find in the final report of the project from diagrams at the scale of Sendai's region, to very detailed urban situations. Those diagrams and drawings reveal a specific process and thinking in urban planning. The fisheye map is a specific distortion of the map that combined three different map scales: community, city, and landscape. The renewal of the traditional map encourages new and more resilient thinking, especially with connections between locals and city government. This analysis should be related to the specificity of previous town planning in Sendai area. Thereby, it is specific situation in Miyagi prefecture, close to the sea and mountains. The various representations of the project are building this image of a great connection between Sendai city and nature. Through the analysis of this project, the beginning of machizukuri practice (bottom-up thinking in Japanese urban design that became popular in 1990s) can be recognized by the creation of some “platform”, space, and time dedicated to discussions between a various type of actors. This platform is the place for collaboration between universities, locals, and local government. Such kind of “platform” allows the recognition of the local resources and the importance of the relationship between cities shapes and landscapes. Fisheye maps are still used as images for reconstruction process and recovery management.

THE UNIQUE CASE OF SQUATTER PREVENTION PROJECTS IN TURKEY: TOZKOPARAN NEIGHBORHOOD

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Istanbul is a metropolitan city that owes its present form to many harsh city planning decisions made in the 1950s. Rapid urbanization and internal immigration created an urgent need for housing, resulting in uncontrolled, unplanned urban growth. Public authorities, constrained by inertia, offered only limited solutions to the problem of sheltering the urban poor. Instead, public investment was used for the construction of new highways and housing for the middle and upper-middle classes. Old neighbourhoods in the historical center of the city were torn apart in order to accommodate a new, automobile-based lifestyle, while many former residents of the city were evicted and relocated. Tozkoparan neighborhood was the first example of “Squatter Prevention Projects”: it was an exception, as a public housing project intended to shelter those evicted from their houses or incapable of dwelling in their former homes. A limited number of Squatter Prevention Projects were put into place across Turkey after being made possible by the Squatter Act of 1966. Yet, with shifting urban politics from the 1980s onwards, these projects became the target of a new urban renewal discourse which would result in a radical transformation of the neighborhoods they were based in. Our paper offers a short overview of the last 40 years with the aim of highlighting the emerging issue of neoliberal policies being used against the urban poor.

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Resilient Housing

THE CULTURE OF PROPERTY: HISTORICIZING SPAIN'S OWNERSHIP SOCIETY

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Over the course of the Spanish economic crisis, hundreds of thousands of households have lost their homes to foreclosure. In both popular accounts and academic work, this recent, devastating spate of evictions often appears to be a result of exuberant urbanization and the proliferation of novel and risky forms of credit. Yet when read against the longer backdrop of 20th century planning, we can locate this moment within a deliberate spatial history that brings together earlier considerations of autarkic self-reliance under Franco with more recent aspirations of European integration and identity. Looking first to property's role in Madrid under the Franco regime, I demonstrate the various threads that led to private property's dominant role in Spanish culture. While contemporary accounts of Spanish housing policy often signal the ideological considerations that prompted the dictator's enthusiasm for this model, I here illustrate it must be placed within a broader political economy of economic self-reliance. Indeed, I argue that throughout various moments in recent history, property has been treated as a social, economic, and cultural tool that would facilitate integration into a very deliberate political whole for both Spain and in the greater European landscape. When I use this term integration, I am invoking its dual meaning, perhaps provocatively, of the integration of certain social groups into the general polity, and the greater project of European integration, in which housing, speculation, and the capitalization of urban land played a decisive role. Further, this duality allows us to understand how the spread of homeownership was a deliberate strategy that joined together both visions of social harmony and prosperous domestic economies with the larger aspiration of flamboyant city building for a European audience. Finally, I argue that while homeownership was often an ideological project, linked to certain social processes of transformation, the Spanish private property regime has always functioned as a de-facto urban economic development policy. Drawing upon an array of archival materials, I look to private property and real estate to reveal how Madrid's urbanization, even when cloaked in the mantle of Catholic autarky and then democratic social justice, has always operated under through the logic of economic expansion and exploitation. This expansion operated through household economies and regional industrial development, domestic bank balances and municipal treasure chests. First, I explore the development of Spanish and madrileño concepts of homeownership during the Franco regime to demonstrate how the state used it as a tool for both human development and economic growth. Then, I explore the creation of Madrid's robust real estate market under democracy to show how the state privileged private urban investment as a means of both generating wealth and furthering the identity project of Europeanization. In addition to deepening understandings of the private property model in Spain, this presentation will reveal how the recent, disastrous spread of mortgage credit among immigrants and the working class is not a break, but rather concomitant with much longer historical trends.

HOW TO UNDERSTAND THE HISTORY OF HOUSING PLANNING IN MODERN SERBIA TO ACHIEVE NEW QUALITY IN HOUSING?

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The topic of (post)socialist housing has been in the spotlight of European science for years. It has usually been examined in relation to specific social and economic aspects, such as tenant rights, social affordability or the issue of rents. Furthermore, it has been interpreted through the lenses of functional and physical aspects, close to urban planning. Nevertheless, scientific research traditionally makes a clear distinction between (post)socialist housing and its "counterpart" in Western Europe, regardless of the aforementioned aspects. However, this "dichotomy" has not been clear-cut in all parts of Europe. The space of former Yugoslavia is a good example of this ascertainment. Centrally positioned, Serbia has had a particularly interesting history of housing planning. Both western/capitalist and eastern/socialist influences have blended in Serbian housing since the beginning of modern age, in early 20th century. The former Oriental matrix of housing has gradually transformed into a specific urban construct through mixed influences. It began with early capitalist progress, which formed both the first modern housing and the informal housing in interwar period. The second period was very interesting because of a unique socialist model in housing with numerous western influences. The last period, i.e. post-socialist transformation, has brought some remnants from the past; visible informality has been developed side by side with new market-oriented housing models, causing observable housing segregation. This situation has created a new distinctiveness of Serbian housing. The purpose of this research is to understand these planning patterns of housing in Serbia, aiming to give recommendations and guidelines for a more resistant and proactive housing planning. This aim will be achieved through the critical presentation of the mentioned three periods. Significant effort will be put into headlining the distinctiveness of the planning of Serbian housing, which can be a crucial element for its qualitative transformation.

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TRAM-CARS, TENTS, "IGLOOS" AND GARAGES: AN INSTITUTIONAL-THEORETICAL LENS ON TEMPORARY DWELLINGS IN SYDNEY

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Following World War II, Australia was confronted by a severe shortage of dwellings. One relief valve for some cities was a stock of un-serviced building lots situated on the suburban fringe. In Sydney, Australia's largest city, thousands of aspiring home-owners purchased such allotments but, affected by shortages of money and materials, could only construct a temporary dwelling. These homes ranged from shacks and garages to tram-cars, ex-army Nissen-huts and tents. The post-war phenomenon of such housing in Australia has been neglected both empirically and theoretically. This paper draws upon Sorensen's suggestion of Historical Institutionalism in an attempt to pursue the theoretical challenge. The proposition explored is that the existence of temporary dwellings in Sydney was evidence of a critical juncture in the institutionalised regulation of housing, creating opportunities for policy change. Firstly, local authorities were forced to permit the occupation of dwellings which did not comply with existing ordinances, and secondly, they adapted their regulations to give permanent approval to sub-standard accommodation. The paper concludes by suggesting that these policy changes reverted to the institutionalised model for two reasons: path dependency and positive feedback mechanisms privileged those committed to an unchanged institution, while the permanent housing converged with adapted regulations.

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RESILIENCE OF DWELLINGS AND THE CREATION OF LIVEABLE HISTORICAL RESIDENTIAL AREAS IN CHINA

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There are numerous traditional residential buildings in China, but only in the last sixty years have academics studied historic dwellings. Currently, there are four metropolises, Beijing, Shanghai, Guangzhou, Shenzhen in mainland China, and with a number of unique traditional residential areas, such as Hutong, Linong, and Qilou. In 1928, due to Liang Sicheng's contribution, the first Department of Architecture in China was established and Western theories of conservation were introduced as well. However, due to the Chinese Cultural Revolution, preservation activities were interrupted in the 1950s. Also, beginning in the middle of the twentieth century, because of their ambition to develop the economy, Chinese elites attempted to expand their cities and transformed these places in response to the demands of urbanization. Despite learning from the experiences of other countries, an effective and harmonious development situation has not yet been established in China. The application of preservation concepts began again in the 1980s by the government; however, most contemporary architectural scholars have no clear knowledge about modern conservation theories. Even the researchers who have roots in this field might not appropriately explain and apply these theories in practice. From 1997 to 2008, some residential areas were preserved and listed as World Heritage Sites, such as the Ancient City of Pingyao and the Old Town of Lijiang. All of these sites are located in rural or suburban areas. Comparatively, in urban areas, some inhabitants are suffering from poor living conditions in high-density neighbourhoods. Indeed, this has become a common phenomenon in China's cities. Development of modern cities is a process of capital operation. If residents who live in these historic dwellings or inhabitants who are affected by the circumstances and sites of those old buildings do not pay attention to protection issues of the traditional dwellings, then our common culture and history will eventually be eroded. The significance of protection lies not simply in displaying these historic residences, but in continually using sustainable renovation methods, and maintaining their own characteristics. Moreover, in the developing process, because of shortage of issues of funding, housing property and ambitions from governments and capitalists, attention to inhabitants' real lives in the remaining residences will not be seriously concerned. Accordingly, in this research, answering how to support the sustainable development of traditional residential areas will include an overview of the history of heritage, dwellings, and neighbourhood preservation, its shifting values, goals, tools, and techniques, and their influence on preservation activities over the last sixty years in China. First, this study will make an argument about the specific implications of the theories, principles and values of preservation and their changes. It will also analyze case studies—mainly in Shanghai, Pingyao and Yangzhou—to record and classify different obstacles in preserving processes and the sustainable development of historical dwellings. With these steps, this study aims to strike a balance between the preservation of historic dwelling structures and recreating approaches for continuous use in order to benefit both the economic growth in cities and inhabitants' lives in historical dwellings.

Morphology, Housing and Renewal

Housing Production

SITES AND SERVICES IN PERFORMANCE: HOUSING IN ADDIS ABABA BEYOND CRISIS AND HEROISM

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The so-called “sites and services” program was arguably one of the most successful cases of affordable housing promotion in the developing world. The turn of the 1980s was the heyday of this program and the World Bank its main sponsor. However, from the late 1980s on, a combination of geopolitical shifts and the pressure of neoliberal policies steered to its decline. In the meantime, what happened to the settlements created more than three decades ago? How do people live there? What can we learn from the performance of these settlements, neighbourhoods and townships? To contribute an answer to some of these questions, I will examine the case of Nefas Silk, a sites and services settlement with approximately 3500 plots, sponsored by the World Bank and built in Addis Ababa in the 1980s. In the urban global South, Nezar AlSayyad contends, forms of urbanization, social actors and forms of social organization should be investigated employing an intellectual framework that embodies urban informality as a “new” urban paradigm and a “new” way of life. However, as Ananya Roy points out, informality is often addressed from two opposing and conflicting frames: crisis and heroism. On the one hand there are those like Mike Davis who express deep concern for the disruptive characteristics of informal urbanization, and on the other hand those like Hernando de Soto who praise the entrepreneurship of the informal sector. In either case, however, there is a pervasive tendency to create a divide between formal and informal urbanization, authority and self-help, control and freedom. I will use AbdouMaliq Simone’s notion of “people as infrastructure” as an intellectual framework to contest this divide. In doing so, I aim at bringing about alternative approaches to cope with the mismatch between rapid demographic growth and limited financial resources in the implementation of housing policies in the developing world. I will discuss the potential of progressive development for the majority as opposed to instant development for a few as a strategy to promote a synergy between affordable housing solutions and sustainable urban growth. The goal of my paper is to produce a critical account on development aid policies based on affordable housing solutions underpinned by the concept of incremental growth. Using documentation gathered in empirical research on housing figures built in Addis Ababa from the 1974 revolution on, I will compare the Nefas Silk sites and services settlement with a housing figure promoted in the 1980s by the Norwegian non-governmental agency Redd Barna (Save the Children) and a housing programme developed in the mid-2000s by the Ethiopian government with technical support provided by the German international cooperation agency, GTZ. With the result of this comparative analysis I will single out the potentials and the threats of reconceptualizing the sites and services programme to develop new housing policies and to produce knowledge to support design decision-making processes for all the stakeholders engaged in actively promoting sustainable development of affordable housing in the global South.

THE NEW TENEMENT

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The Hofdijk Housing Scheme in Rotterdam (Jan Verhoeven, 1977-83), the Hundertwasser House in Vienna (Friedensreich Hundertwasser/ Josef Krawina, 1982-84), and the International Building Exhibit block on Ritterstraße in West Berlin (Rob Krier and others, 1981-83) were all showcase projects by which their respective municipal governments promoted specific local policies aimed at the regeneration of the inner city. They were aimed at complementing or reversing several decades of functionalist planning which at the time was increasingly perceived as destructive and outdated. My paper will present these projects as evidence of an emerging European discourse about the qualities of urban life. These new ideas mixed anti-modernist criticism with nostalgic images and strategic goals, absorbing conceptions about the city as a generator of creativity and innovation, locale of democracy and productive debate, and object of identification and personal attachment. The showcase projects of the 1970s and 1980s were connected to this discourse, through their characteristics. They generated public space in the form of traditional squares and corridor streets and perceived as a counterproposal to the bleakness and disorienting arrangement of many modernist tower block estates. On the other hand they related to a revised view on the nineteenth-century metropolis, which since the 1970s was no longer predominantly connected to blight, filth, and oppression, but rather to intellectual advancement, political reform, and artistic innovation. Thus they operated in the generation of a post-modernist intellectual framework that influenced planning in European cities to date.

THE NEOLIBERAL URBANIZATION IN SAO PAULO, BRAZIL: THE CASE OF AUGUSTA PARK

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The current neoliberal environment transforms the urban space and restructures the city, creates marginalized and segregated urban environments and replaces public spaces with private amenities. Augusta Park represents a kind of resistance to accelerated neoliberal urbanization in São Paulo. To demonstrate this we contextualize Augusta Park as a public space, in the downtown area of São Paulo, representing a significant green area. Then we show how, in recent years, the region has become a strong target for the property market who intends to suppress the Park to make way for luxurious housing. This fact has generated a large mobilization of the park's users, locals and others, who demand that this area be preserved and handed over to the population in the form of a public space. The case remains a legal process in the courts. So, we analyzed urban planning in São Paulo to understand the effectiveness of urban management and social actors involved in the protection of public spaces. In conclusion, we believe that despite the devastating effects that neoliberal practices are having on the local way of life, promoting the disintegration of history as well as the memory of the city and decaying urban spaces definitively, Augusta Park reveals itself as a potential resistance to this neoliberal influence.

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TOWARDS A SUSTAINABLE PLAN FOR NEW TUBE HOUSES IN VIETNAM

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In Vietnam, the history of cities can easily be seen through their urban patterns, landscapes and housing typologies. Most recently, the economic reform in 1986 has resulted in huge impact on the Vietnamese society. The rapid economic growth and privatisation of the market has resulted in the appearance and significant development of the "new tube house" which soon became the most dominant housing type in Vietnam. Hanoi, the capital city of Vietnam, has a long history and also is very rich in architectural styles and typologies which are reflected in its urban pattern. However, there is no actual clear boundary in urban scale as the new tube houses are scattered all over the city and they are adapted differently to the contexts. This paper aims to investigate how the traditional urban tube houses in Hanoi transformed into the new tube house and, on the other hand, present the results of a survey conducted in Vietnam on how these houses respond to the Vietnam local climate and perform in terms of energy consumption.

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Land Use and New Planning Ideas

PATRICK GEDDES AS SOCIAL-ECOLOGIST: A CENTURY OF MAPPING UNDERUSED SPACES IN DUBLIN

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The emergent discourse on urban resilience can be considered a response to the rapid pace of change and severe challenges facing urban areas. Urban resilience is understood as the application of social-ecological systems thinking to the city, and this paper reports on research that places the discourse in a continuum of urban planning theory and practice stretching back to the early years of the town planning movement that was carried out as part of the EU FP7 TURAS project (Transitioning to Urban Resilience and Sustainability) (2011-2016). We explore the mapping of underused spaces as an example of

urban resilience in practice by establishing links between urban resilience and key aspects of the theory and practice of Patrick Geddes (1854-1932); the re-examination of a map showing vacant sites in Dublin from 1914 influenced by Geddes; and the review of an online civic engagement platform called 'Re-Using Dublin', which facilitates the mapping of underused spaces in a participatory civic survey process. The paper seeks to illustrate that Geddesian ideas on vacant sites as a resource for alternative uses and civic engagement through the practice of surveying, are still very relevant and informing new experimental practices in Dublin.

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EBENEZER HOWARD'S IDEAS IN RELATION TO THE PLANNING OF KRAKOW: A SHORT HISTORY

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In 1912, Krakow received a visit from Ebenezer Howard, whose garden city concept had been familiar to architects and planners in Poland right from its inception in 1898. Here he delivered a lecture in which he declared that "Krakow [was] a garden city from natural growth." Howard's garden city concept had a certain impact on Krakow urban development and typical examples of this approach from different periods are discussed in this paper. Relatively small-scale examples of this approach were in fact already in existence prior to his visit, such as the Salwator housing project (1908) and the Kobierzyn psychiatric hospital (1909). Ebenezer Howard's influence may also be seen in the large-scale Greater Krakow plan for the development of the newly extended city (1909) and in plans for several Officer Neighbourhoods (1924), and even a district planned during the Nazi occupation (1940) reveals a certain indirect influence. The final and largest example is to be found in the planned "Socialist" city of Nowa Huta (1949), which was firmly related to the concept of the neighbourhood unit and thus indirectly to that of the garden city as well. With time, the influence of the garden city approach weakened, and examples both in range and numerically were limited. It should be noted that the popularity of Howard's concept did not necessarily mean that his original views were shared; and equally, that the notion of the garden city itself also continued to evolve.

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COLLECTIVE URBAN ADVERSE POSSESSION IN REGULATING IRREGULAR OCCUPATIONS AND PROMOTING THE SOCIAL FUNCTION OF URBAN PROPERTY

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In this paper, we will deal with collective adverse possession and focus on analyzing this urban instrument within a more humanitarian view. This is due to the fact that the difficult access of the low-income population to the real estate market has made it settle in the outskirts of the great centers, in faraway territories, frequently without public service, causing urban disorganization and concentration of slums. This setting affects not only people's life but also the whole structure of the city. This study aims to show the evolution of the right to property, abandoning its absolute notion, focusing on the use of the property in line with the social function of the city, thus allowing for this right to be exercised in a more humanitarian and fair way. It points out the importance of the right to housing as a fundamental right and as a way of assuring dignity and healthy development of the city and its inhabitants.

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INSURGENT URBANISM: ALTERNATIVE MODES OF PRODUCTION AND APPROPRIATION OF URBAN SPACE IN THE OUTSKIRTS OF SAO PAULO

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This paper presents a research on new forms of appropriation of public space through actions that are self-managed and crosscutting to government arrangements, led by decentralized groups, organized so anarchic and horizontal, flexible and situational, which has been called in Brazil as "Urban Collectives". Because of their critical stance to the status quo and limiting forms of access to urban, these groups propose alternative ways to use, look, plan, discuss, build and inhabit the city, we call: insurgent urbanism. Therefore, this paper seeks to understand the appropriation of public spaces by these groups in the outskirts of Sao Paulo, on the margins of large investments primarily cultural. The aim here is to understand their legitimacy as a social organization, and the public sphere concepts tied to the emergence of these groups in Brazil. In these areas, the key element is the functionality and the potential for organization to fight, argue and claim for public policy for the communities. Thus, this research expects to provide conclusive data not only for the understanding of this experience, but mainly to provide support to the urbanist generates solutions that really meet the demand of the population, respecting cultural differences of each region.

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Rebuilding and Renewal

A HISTORY OF VISIONS AND PLANS FOR THE TRANSFORMATION OF A COASTAL TOURISM CITY INTO A KNOWLEDGE CITY: AUSTRALIA'S GOLD COAST

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Many coastal mass tourism centres have attempted to reinvent themselves as they have grown from informal coastal towns into large cities. Lifestyle migration boosts urban growth as these cities become home to 'permanent tourists' attracted by the characteristics that attract tourism. Australia's best known resort, the Queensland Gold Coast, provides a case study of a resort region experiencing similar transformations to those noted in Honolulu, Miami and Sitges, Spain. These cities have pursued broader socioeconomic resilience rather than the common strategy of simply expanding or improving their tourism appeal. Using literature review and documentary research, this paper traces how ideas of a 'knowledge city' have featured in Gold Coast planning history since the 1980s, through proposals including an 'innovation corridor', 'research triangle', a designated knowledge precinct and the development of universities and hospitals under plans and strategies for economic development. Although implementation has been sporadic, the case study demonstrates a continuity in narrative that has shaped outcomes towards the desired 'knowledge city', thereby creating a more cohesive urban structure integrating knowledge nodes, town centres and urban transport infrastructure investments. This case study will add knowledge to inform planners grappling with the transformation of similar coastal tourism areas into significant cities.

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NEIGHBOURHOOD REGENERATION IN ISTANBUL: FROM EARTHQUAKE MITIGATION TO PLANNED DISPLACEMENT AND GENTRIFICATION

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The paper analyses the development of neighbourhood regeneration in Istanbul since the 1999 Marmara earthquake, contrasting initial concepts and policy recommendations with actual policies and outcomes. An historical analysis of Turkish urbanisation identifies the specific characteristics which have influenced a shift from the concept of neighbourhood regeneration as earthquake mitigation to private sector-led redevelopment which fails to target earthquake vulnerable neighbourhoods but delivers planned gentrification. The analysis identifies three phases in the recent emergence of neighbourhood regeneration in Istanbul. The first was a series of studies and pilot projects which established the key components of a Turkish model of earthquake resilient redevelopment of poor neighbourhoods, with minimum gentrification. The second was dominated by the implementation of pioneering projects with controversial gentrification outcomes. The 2012 Urban Regeneration Law has established the parameters of the third phase dominated by the launch of a national programme. This evolutionary process is illustrated by a case study of Bağcılar. The paper concludes that the challenges of neighbourhood regeneration are rooted in Turkey specific historical urbanisation processes. Current neo-liberal redevelopment policies will not protect the urban poor from future earthquakes but this situation may change as the earthquake threat regains the attention of policy makers.

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GORAKHPUR: A CASE STUDY OF RESILIENCY

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India with its immense geographic diversity faces multidimensional risks to climate change. Increased flooding, heavy storms and extreme weather events are affecting people's everyday life significantly. Statistics related to its devastating effects show how weak infrastructure and services magnify the impacts of extreme events for modern cities. Henceforth, Government of India, while envisioning '100 New Smart Cities' or 'Rejuvenation of 500 old cities' (AMRUT, 2015), does resilience get priority? This research paper will try to investigate the nature of resiliency we should envisage through the case of Gorakhpur (one of the three pilot cities in India to have developed their resilience strategies under the ACCCRN network), because of country's rapid physical as well as climatic transformation, in order to assure safety & sustenance first for its people. The research enquiry will also showcase country's successful historical example (Varanasi, 3000 years old city located in Uttar Pradesh) of 'Flood Resiliency'. A comparable context of both traditional & contemporary cities will capture a holistic scenario of Indian planning history in terms of acknowledging 'Resiliency' as a part of core city planning principles. Critical understanding of that transforming process will help to find out how contemporary inclusive resilient planning strategies can be framed for modern India.

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THE RECONSTRUCTION OF GIBELLINA AFTER THE 1968 BELICE EARTHQUAKE

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On 15 January 1968 a catastrophic earthquake struck the Belice Valley. In some cases in the reconstruction plans it was decided to abandon the old settlements and to build new ones in different places. Among these centers Gibellina was the most damaged and the town was built away from the old settlement in an area within Salemi, where the highway and the railroad converged, in an attempt to take away the new center from the isolation in which it had lived for centuries. For the reconstruction of the town a development plan was drawn up by the Institute for Social Housing Development (ISES).

This Institute was assigned the task to elaborate the general plan, designed in an extensive urban model alien to the identity of the local population and it was responsible for the primary and secondary urbanization works. At the same time the earthquake was the pretext for experimenting with significant projects by famous architects and artists, who were called to intervene in the new center. This study aims going deeply into the case of Gibellina by analyzing its urban plan. Particular attention will be given to the comparison between the old and the new urban settlement.

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A STUDY ON POST-CONFLICT REDEVELOPMENT OF BEIRUT CENTRAL DISTRICT: PLANNING, IMPLEMENTATION AND IMPACTS

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Beirut, the capital of Lebanon, is not only a key urban metropolis in the Middle East, but also a city of historical heritage and rich culture. Unfortunately, Beirut was the battlefield for a lot of conflicts in the last few decades. Those conflicts had disastrous consequences on the city especially The Lebanese Civil War (1975-1990) which not only left Beirut Central District in devastation due to its “fierce battles and barbarous cruelties” (S. Khalaf, 2006) and but also had a heavy toll on the whole country. Solidere (The Lebanese Company for the development and reconstruction of Beirut Central District) was formed for the project of rebuilding the heart of Beirut after the civil war. This paper aims to discuss the project’s impacts on the city from an urban resilience perspective and assess its contribution in creating a resilient city of Beirut in case of future conflict taking place. The redevelopment project was on a large scale and it might be considered as “one of the world’s most significant and challenging urban regeneration projects in implementation at the turn of the millennium” (A. Gavin, 1996). After years of redevelopment process, current Beirut has made major recovery steps on both infrastructure and planning level, however, the post-conflict redevelopment in Beirut has created its own issues and proposed many questions about its impacts on the city’s social and physical form. As a result, the redevelopment project drew researchers’ interest regarding aspects of sustainability (G. Bădescu, 2011) or issues of tradition and modernity (A. Sawalha, 2013). However, this paper explains the issues of the actual implementation of the plan by comparing the proposed design provided in the original plan with the actual implementation observed in field survey. In addition, the paper aims to make clear the role the redevelopment in strengthening urban resilience in Beirut by examining its response to the origins of the conflict in the planning process.

“BE BOLD, COURAGEOUS AND WISE”: POST-WAR RECONSTRUCTION IN THE CITY OF EXETER

Clare Maudling

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The city of Exeter sustained extensive bomb damage during the Second World War, suffering a total of 18 air raids between 1940 and 1942. Exeter was designated as a blitzed city and encouraged to produce a comprehensive reconstruction plan. The resultant plan, *Exeter Phoenix*, was initially praised and welcomed by traders and citizens. However, it was not fully executed and later became the subject of derision. The *Exeter Phoenix* has been the subject of a small number of studies which have cited trader pressure and financial constraints as the reasons for the alterations, while the rebuilt central area has been criticised for its architecture, design and poor architectural control. However, it is notable that these studies have not examined the local records in any detail. As a result various factors which led to changes in Sharp’s plan have been overlooked, as have the methods which the City Council used to control the architectural treatment of the new buildings. This paper examines the city’s use of leases as method of architectural control and the handling of trader discontent in order to execute the plan. External factors such as governmental guidelines are also indicated as factors for changes in the plan.

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FROM MAN-MADE-DISASTER TO AN EXPERIMENT OF LEARNING RESILIENCE: THE EXTRAORDINARY EXAMPLE “FERROPOLIS” IN THE LIGNITE MINING AREA IN CENTRAL EUROPE (FORMER GDR)

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Research Questions

Is resilience building “a capacity to work with change” (Walker / Salt, 2006)? And: How can historical reflections on the process of that change and built experiments be part of these capacities?

Case Study

An artscape experiment is being developed on the former industrial site of open-cast mining in central Europe – lignite mining areas around Leipzig-Bitterfeld – a site of development of human awareness. FERROPOLIS is being an example for it. What was once the headquarters of the mining company, the site of equipment used in open-cast mining and necessary service facilities, the base of the management, the central energy supply and logistics is being turned into an artificial new site: five disused scoop excavators and bucket excavators and depositors, each up to 150 meters long and over 30 meters high, were transported to the site and arranged as an ensemble around an arena. The huge machines which have now served their purpose awaken associations: these ‘birds’ from primeval times, the ‘saurians’ of a past industrial age are perched together to deliberate their future life in a time when their peers will have died out. Yet, by using authentic objects from the industrial past, the ensemble forms a construct of new reality in a future based on renewable energy and the transformation of the carbon based industrial society. It stands out from the usual way of redeveloping the crater landscapes of open-cast mining left by man, namely post-mining landscapes which tend to erase all traces of human intervention. Preserving history and their elements from open-cast mining at Ferropolis has created space for new post-carbon and resilient design possibilities. It is also a museum and a memorial, a steel sculpture, a venue for events (“Green Music”), a place of contemplation, a landmark, and an institution for learning resilience.

Conclusion

Is FERROPOLIS a resilient ‘city’? The experiment has begun in the time of transformation of the former GDR, to break open familiar structures, a symbol is emerging which provokes questions and answers in the approach to the legacy of industrial society. The inhospitableness of our real urban and suburban environment, of our fragmented landscape, requires risking powerful and highly symbolic counter impulses, and radical, long-term concepts. The regional strategy called “Industrielles Gartenreich” was the frame for that transformation. Ferropolis seems to mirror this necessity. As a social community, this society only provides relative security it cannot completely ensure the opportunity to take up gainful employment or to satisfy elementary needs – a key moment for resilience. During the last decade – since the EXPO 2000 in Hannover – the project became a new status. It became a model for the transformation as an experimental area for new energies, for art and new economical strategies in a low carbon and resilient future. The main result of the long-term-project on the regional level was the learning process for the regional actors to create regional resilience.

MODERNISM AND URBAN RENEWAL IN HELSINKI: CASE STUDY OF THE KALLIO DISTRICT

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How did modernist urban planners justify the urban renewal of the old city structure after the Second World War and how was the process of renewal carried out? In my paper, I explore the renewal that has taken place in the district of Kallio, located near the city centre in Helsinki. The renewal meant the demolition of the old wooden houses in the workers’ residence district with new constructions according to the mainstream international modernist ideals of the era. The demolition of the wooden houses was carried out thoroughly, as almost all of them were replaced by either multi-storey blocks of flats or large public buildings.

The main actors in the reconstruction process were local town planning authorities, such as politicians, the architectural elite, construction companies and the City Planning Department. The justified objective of the reconstruction was to replace the old wooden houses with modern, open space urban structures. This, according to the planning authorities, would make a healthier residential environment that would develop with the legitimate building code. Estimates on future population rates and maps of future solid block buildings were used as justification for the renewal. However, the other reason for the demolition was more subtle: the local political parties wanted to redevelop the area for middle-class workers.

The renewal of Kallio was a multi-step process. It involved a variety of plans, discussions on the future of the district and the permitted building volume allowed by the building code in the city. The practical implementation was usually realised with detailed plans for changes drawn up for the new buildings. The renewal process took decades, which was also reflected in the city planning ideals; they started to favour the more traditional solid-block construction in city centres.

The key points of the paper are the justified and also the more subtle reasons for the renewal; how, why and with what consequences did the renewal effect the research area. I also analyse the influences of the reconstruction in the present built environment in the area.

Planning Ideas in Motion

THE PRESENCE OF THE GERMANIC IDEAS ABOUT URBANISM AT THE SCHOOL OF ENGINEERING FROM PORTO ALEGRE, BRAZIL (1896 - 1930)

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This paper aims at discussing the role of the School of Engineering from Porto Alegre, between the years 1896 and 1930, as a channel for the introduction of ideas about the construction of cities, according to the urbanism widespread in Germany, from the mid-nineteenth century. The present study reveals the context of Porto Alegre, the capital city of the State of Rio Grande do Sul, in the South of Brazil. From that, the study adopts the School of Engineering and some of its engineers in the period know as/called the Old Republic as a means of conducting a historical narrative, analyzing the correlations of the School, both with the Germanic presence, as with urban issues. The research investigates which ideas circulated, as well as the means or vehicles by which these ideas have come to it. Furthermore, the research identifies at least two characters who had contact with this Germanic knowledge about city planning, while they studied at the *Technischen Universität zu Berlin* and analyzes the contributions of both to the spreading of these ideas over Porto Alegre.

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ASSIMILATION OF THE INDUSTRIAL VILLAGE CONCEPT BY JAPANESE BUSINESS CIRCLES AT THE TURN OF THE TWENTIETH CENTURY

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This article explores how the industrial village concept would have been regarded and discussed in Japanese business circles at the turn of the twentieth century. It reflects on how this concept was assimilated in Japan—through books collected by Japanese higher-education institutions, and the overseas travels of Japanese business people. Schools of Economics and Commerce compiled notable book collections on the subject of the industrial village, some of which were donated by business leaders. This indicates that the concept had been accepted in various contexts, and graduates of various business fields could have been aware of it. By conducting an analysis of Japanese overseas travellers experiences, we found that business travel increased rapidly in the 1890s, and by 1910, one-third of all overseas travel was business-related. This paper concludes by a) examining the remarkable case of the Nikkō Electric Copper Smelting Co. that consistently dispatched core administrators such as Tsunesaburō Suzuki and Tetsutarō Hasegawa to Western countries, and b) discussing the likely extent of their knowledge and understanding of the industrial village concepts they had observed and how they contemplated applying these concepts on their return to Japan.

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THE ENGINEERING KNOWLEDGE CIRCULATION IN BRAZIL: THE CONNECTION BETWEEN RIO DE JANEIRO AND AMAZON IN THE TWENTY FIRST CENTURY

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This paper discusses the ideas and knowledge circulation and its exchange between two social actors who engaged themselves in reflections, plans, decisions making and executions in the urban field in the nineteenth century, especially in Belém and Rio de Janeiro, Brazil. These are the actions of Henrique de Beaurepaire-Rohan (1812-1894), a military engineer who was an important figure at the 19th century second half in Brazil and became the president of the Province of Pará in 1856, and also José Coelho da Gama Abreu (1832-1906) who, in 1855, with 23-year-old and already graduated in Law and Mathematics in the University of Coimbra (1849-1853), became the Director of the Public Works Department in that same province. The intent here is to understand the flow of ideas and the knowledge exchange between these two social actors in Brazil in the late 19th century and its relevance to the planning history.

A thorough research about each of these characters' biography was carried out. Official documents, periodicals, journals, reports and publications written by them were analyzed. A chronology of both figures was made from the possession of these data. This chronology was crossed with another one, made up from the Brazilian urban history data during that period, particularly in Belém and Rio de Janeiro. This research methodology made possible the understanding of these two social actors importance for the planning history.

This research made clear Rohan's great contribution for the urban planning in Belém, especially when a deep investigation was made of his cultural and intellectual formation and how he passed on this knowledge. At that time, Gama Abreu and Beaurepaire Rohan became close. There are several reports that indicate the intense experiences that both had together, as well as official government reports of numerous correspondences exchange between them on work conditions concerning decision that both had to make so far concerning the Public Works Office.

Rohan in his reports to the central government emphasized the engineers' capacity and competence. As it turns out, a year after taking office, Gama Abreu was already mentioned as an engineer and his qualities exalted to the imperial government.

A constellation of ideas coming out of paper can be seen on the chronology nebula that is Abreu's term ahead of the Public Works Office direction. Some of these ideas have been only proposed, but others have got to the stage of design or even executed. Some of them finished, others paralyzed or interrupted by political conflicts or lack of resources. It is evident the importance of the knowledge absorbed by Abreu from Henrique de Beaurepaire-Rohan, especially by observing a shift in his actions and self-confidence after that contact. This all contributed to the planning history in Belém and in Brazil, especially since the importance of these two social actors in defining the image of Belém and Rio de Janeiro. A fact that worth mentioning is that a lot of Abreu's action configures Belém urban image on the present days.

BETWEEN THE INSURGENCY AND THE WALLS: THE PRODUCTION CONDOMINIUM CLUB IN SÃO PAULO IN THE 21ST CENTURY

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The objective of this work is to understand the influence of legislation and public policies in joint action with the real estate market, contributing to the rise of condominium club and, from there, to check the model remaining of recovery of public space by insurgent groups. We analyzed the changes in the city as opposed to occurring in municipal, state and federal urban legislation, with the focus on the production of the condominium clubs regarding the period of the real estate boom between 2004 and 2014. We could note that the production is characterized by the increased in the lot area, in the number of towers and leisure items, and also by the expanding of the area of operation of the real state market, resulting in the inclusion of new areas in the formal real estate dynamics. Through the analysis of the district of Vila Andrade, this article argues that the Condominium Club can be understood as an urban typology, in the sense that their spatial configurations in the local context have induced new territorial dynamics, guided by the spatial segregation and social exclusion. We argue that it has contributed to the reduction of open spaces offered by the municipality.

African Planning Histories and Urban Risk

THE ROLE OF PLANNING IN BUILDING A CAPABLE STATE: REFLECTIONS ON POST APARTHEID CHANGE

Susan Parnell

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More than two decades after the transition to democracy it is possible to reflect on the macro processes of urban change in South Africa and the role of planning, broadly conceived, in the remaking of a democratic and developmental state. The post apartheid transition holds lessons for other post conflict and impoverished nations seeking to fundamentally adjust the service delivery record of government to meet the needs of the poor and vulnerable. The South African experience reveals that building a capable state is central to the developmental planning process, occupying a critical role as a keystone institution that is accountable through a democratic system. The paper uses specific examples from the post '94 expansions of water and transport services to argue that having a range of planning capabilities within the state reduce risk and promote resilience. These include: deep sectoral expertise; having custodianship of settlement information; fiscal and legal administrative oversight (over government and parastatal institutions but also private companies through the taxes that are due); a mandate for development oversight (design and enforcement); and the power to uphold the rule of law.

EXAMINING THE HISTORY OF REGIONAL PLANNING THROUGH THE LENS OF FOOD SECURITY: THE CASES OF KENYA AND ZAMBIA, C1900 TO 1960

James Duminy

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This paper examines the history of the problem of food production and marketing as a way to understand the development of regional planning in East and Southern Africa in the early to mid-twentieth century. Ideas and practices around how to produce, distribute and market food (as an important sector of agriculture more generally) provided a major impetus to conduct spatial surveys and plan land use and infrastructure development at the regional scale. What we would now recognise as 'regional spatial planning' arose from the 1930s as a new strategy for colonial governments to respond to the problems and risks of economic development. This strategy involved new conceptualizations of risk, of the state's role in development, and of the objects and modes of government. It was a strategy made possible through technological changes including the development of food processing technology and aerial survey techniques, and scientific changes including the rise of soil ecology as a discipline. The empirical focus of the study is the British colonial territories of Kenya, Zambia and Tanganyika.

RISKING URBAN PLANNING IN THE AFRICAN PAST

Gordon Pirie

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Intervening in actual and anticipated public health and sanitation crises has been a dominant thread in African city planning historiography. The association of disease with unequally resourced city districts is a familiar trope. Research in some cities has pinpointed the more-or-less cynical failure to actually implement urban visioning and planning schemes from the 1920s to the 1950s, and the long tail of non-planning for some time thereafter. Evidently, the risk of undermining entrenched advantages was too high to make sweeping urban change. And whereas some social strata did benefit by reduced urban health risks after displacement of others from poor housing and deficient sanitation, city planning did not grapple with the longer-term socio-economic, political and environmental risks of rapid in-migration and 'slum urbanism'. When African cities were still small, risks were slight and often just for the calculus of householders and entrepreneurs. Some migrants and expats could de-risk 'at home' beyond African cities. Local personal and civic risk was calibrated against insurable fire and flooding in contemporary settlements, and against manageable service interruptions

and policeable social unrest. Planners never anticipated the pace and scale of African urbanisation in the second half of the twentieth century. Nor was risk ever denominated in terms of long-term vulnerabilities being engineered blithely into future cities by current technologies, funding mechanisms and governance. Dissociating risk from urban futures in Africa arose from powerlessness, complacency, failure to desire and imagine different cities and predict systemic threats, and misplaced conviction in the durability and morality of the status quo.

URBAN GROWTH MANAGEMENT IN SOUTH AFRICA: POST-APARTHEID PLANNING SET UP TO FAIL

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South African cities, similar to cities in other third world countries, have experienced rapid increases in urban population especially since the new democracy in 1994, resulting in formal and informal consumption of land and physical expansion that are considered by many as “unsustainable”. As a result, many cities in South Africa adopted principles of urban containment and densification in an attempt to combat the negative consequences associated with this pattern of land development. Despite the representation of the above mentioned principles in national and local spatial planning and policies, it has been met with apprehension and hostility from urban role players and in most instances to date, failed to achieve the desired outcomes. In an attempt to understand the shaping of post Apartheid spatial planning and the forces that influenced the approaches to restructuring the urban landscape, this paper investigates the history of and role-players in spatial planning since the early 1990s and the inception of urban containment and densification principles in spatial policies. By using the City of Cape Town’s Spatial Planning process as a case study the paper identifies reasons for the entrenchment of the specific spatial ideologies witnessed throughout the South African spatial planning policy environment, and thus illustrates the influence, good and bad, of history and key role players in the shaping of South African cities.

A HISTORY OF INTERWEAVES AND CONTROVERSIES: ITALIAN URBAN MODELS TODAY IN THE TERRITORIES OVERSEAS

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This international research effort aimed at linking Italian colonial and post-colonial history to the history of other former countries and Europe. Asmara and Massawa in Eritrea, Addis Ababa and Gondar in Ethiopia, Mogadishu in Somalia, Tripoli and Benghazi and farming villages in Libya, have been planned during the Italian colonization in Africa. Urban planners and architects, despite the rigidity of the fascist policies in Africa, have designed inserts and grafts of cities and territories taking into account, from time to time, the morphological characteristics of the pre-existing town. In this research we were included studies conducted from the Nineties to present day by Italian scholars (pertaining to the University of Rome and Bologna) and of those African countries that have been involved in the Italian colonial history. Through archival documents collected from Italian and foreign institutions, the study focused on the formation of the settlements related to the colonial era, some of whom now live in a state of serious social and political crisis. In particular, Mogadishu and the Libyan villages, both in the heart of conflict’s zones, have long been subject to tampering and destruction. The relationship between the systematic destruction/erasure of the contemporary city of Mogadishu and its colonial-era planning has been explored taking into account the structural relations, formal and functional, between colonial city and pre-existence, and by analysing the link between ‘formal’ cities and the ‘unplanned’ traditional rural parts of the pre-existing village.

The Libyan rural villages, designed as for a revolutionary farming in desert areas between Tripolitania and Cyrenaica, were gradually abandoned and in many cases have become places of imprisonment.

The main objectives realised of our work can be summarized as:

- creating a digital collection of documents of Colonial Planning, Landscape and Architecture (master plans, cartographies, maps and photographs), to support the knowledge of these settlements. The collection of documents is fundamental for the works of maintenance, restoration and sustainable management of the urban and territorial landscapes, in view of a process of urban regeneration post-decolonization;
- promoting an awareness campaign aimed at training on Mutual Heritage between the involved Countries (Italia, Libya and Horn of Africa);
- promoting the safeguarding policies of European cultural heritage of former Colonies, through the construction of a model/prototype for a Multimedia Archive of the tangible/intangible cultural heritage, containing historical documentation of former European colonies.

The hoped goal is:

- sharing online the digital resources, solving the problem of copyright, which has different legislations in European Countries.
- creating a sustainable model of new social and cultural citizenship between former European colonizers and former colonized countries, building a 'common ground' and creating new cultural alliances.

The study focuses only on Italian Eastern Africa, because the history of Italian planning in Albania and Greek Dodecanese had different assumptions and developments, due to the presence of the Ottoman Empire Heritage.

Historic Urban Morphology

EXAMINING THE RELATION BETWEEN THE URBAN PATTERN AND URBAN HISTORY: USING GRAPH THEORY-BASED NETWORK INDICES

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Cities have always been physically shaped through social and economic activities, as well as human experiences. In addition to the socio-cultural diversity of communities, the spatial layout of the cities tells us about the history, and the human experiences reflect the spatial structure of cities. The composed multi-layered structure of cities that depend on its own historical periods could be seen in today's cities. The historic cores of most cities are well preserved, and they continue to be the visual representations of their historical spatial structures.

By looking at historical remains, one can easily see that history has an effect on urban physical structure or on urban form. For an objective evaluation, quantitative analyses can be applied to understand the relation between the urban pattern and urban history. Based on this idea, the study focuses on how the relation between the urban pattern and urban history can be explained by using Graph Theoretic measures. There are six common Graph Theoretic measures: (1) edge density, (2) edge sinuosity, (3) eta index, (4) node density, (5) order of a node, and (6) beta index. In this study, these measures are calculated for a 1 kilometer radius area in the urban cores of three different European capitals: Lisbon, Rome and Sofia. Selected cities have more than 1 million populations, and they are located in different parts of Europe. Lisbon is located on the Western Europe, Sofia in Eastern Europe, and Rome in central Europe. These measures provide a comparable frame to attain knowledge about the urban pattern as complicated or simple, and help to understand the idea about movement continuity in the urban settings. If the street segment length is high, the movement flow is more continuous. The results show that urban pattern of Rome is more complicated than the others. On the other hand, Lisbon has a more fragmented structure, which may affect the level of pedestrian activity.

This study is important for understanding urban morphology in quantitative ways. The findings are discussed with respect to each city's historical background. The results show that the cities with similar historical backgrounds may have similar urban patterns measured through Graph Theoretic measures.

FROM STREET NETWORK ANALYSIS TO URBAN HISTORY

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The evolution of cities can be studied in different ways. While some researches look for exogeneous reasons (social, economic, cultural, physical...) which could explain the growth or decline of cities, others focuses on endogeneous laws which constraints such phenomenons. Morphology takes place in this second category. It suggests that a theory of urban form's evolution should rely on models which simplify reality, in order to focus on a single aspect: the form itself. Furthermore, the modelling that I propose focuses on a single component of urban form: the street network. The purpose of this paper is to show how the analysis of the street network's evolution will bring insights about the city's formative process.

Some authors have insisted on the necessity of perceiving this process as an *action-retroaction mechanism*: on the one hand, local modifications that occur in the street network have an impact on its global properties (in terms of centrality e.g.); on the other hand, the global network yields a conditioning on its

elements' substitution, which provokes, at least during a period of time, the stability of its global properties.

To expose those stability and change, I compared the morphological properties of street networks, in a diachronic way. An interesting result was obtained by analysing the street network of the city of Beauvais (France), before and after World War II. I demonstrated significant differences between the network's properties, which allowed me to retrace a part of the city's formative process.

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THE VISUAL REPRESENTATION OF THE NETHERLANDS IN EIGHTEENTH-CENTURY HISTORICAL-TOPOGRAPHICAL DESCRIPTIONS

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The most substantial historical-topographical description of the Dutch Republic in the eighteenth century is *De Tegenwoordige Staat der Vereenigde Nederlanden* (The Current State of the United Netherlands, 23 volumes, 1738–1803). Augmenting this was a richly illustrated publication, *Het Verheerlijkt Nederland* (The Netherlands Exalted, 9 volumes, 1745–1774). Because of their encyclopaedic approach, these publications can be regarded as typical products of the eighteenth-century Enlightenment.

This contribution aims to investigate the way in which the enormous task of making the more than 1000 engravings for the two combined publications was organised. Which areas, cities, villages, buildings, etc. were illustrated, and which were not? Which criteria did the editor, Isaac Tirion, and his team of illustrators use, and why? In comparison to my earlier research on this subject, published recently in the *Bulletin van de Koninklijke Nederlandse Oudheidkundige Bond* (2015), the research method is different and innovative. I will focus on the geographical distribution of the illustrated locations in order to find out patterns and systems in the organisation of the two publications, and research the different ways their target audience could use the illustrations.

Surprisingly, most of the buildings depicted in *De Tegenwoordige Staat* and *Het Verheerlijkt Nederland* were quite old, dating back to the Middle Ages, while illustrations of seventeenth- and eighteenth-century buildings were far rarer. The historical-topographical series differ little in this respect from comparable antiquarian publications. A building's age must consequently have been an important criterion for both the publishers and the purchasers of historical-topographical works. This contribution explores the possible reasons for these preferences.

MORPHOLOGICAL CONCEPTS FOR THE URBAN RENOVATION

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Strengthening of regional centres in the Russian Federation takes place at the end of XX - beginning of the XXI century with the collapse of the centralized system of city planning. This is a period of global restructuring of cities associated with the radical change in industrial technologies. However, this is a period of comprehension and recognition of the uniqueness of each human settlement in the urban culture of the world as well. Therefore, a new stage in the development of regional centres consists in changing the purposes, objectives and methods of urban renewal. Preservation of cultural and architectural landmarks and their protection zones was expanded to the development of a unique "image" of the city and its restructuring. Thus, morphological studies have acquired a special role in the process of the cities reconstruction because historic preservation and integration of the valuable fragments of the city fabric into the new logic of strategies, policies and plans of the renovative development ask for the knowledge of universal laws of settlements formation. Background studies of unplanned functions and objects in the structure of the modern city confirm the importance of scientific concepts of urban morphology. They explain not only many unforeseen processes of formation of functional and structural elements of the plan of the city but prove that they are inevitable. Comparative morphological analysis of the cities of Krasnoyarsk and Dresden could be given as a sample. Among the most important for modern urban design and planning of urban renovation are the concepts of "market concretion", "landscape units" and the concept of the "fringe belts" as an environment protecting instrument. Findings of the medieval towns investigations are confirmed by the research of the areas of the building construction of the 50-60 years and can be used as the substantiation for the reconstruction principles and methodology for the renovation of the modern cities. A special role is given to the concept of the marginal zone as a system of "membranes" that prevent the structure of the modern city from destruction. Moreover very often fringe belts and marginal zones as a system of "membranes" having been leapfrogged during the periods of large-scale impetuous construction contains real cultural treasures of urban fabric and architecture which need reconstruction and adaptation for new uses and thus become an essential part of reconstruction strategies. In this connection comparative study of the urban form of cities or their parts of different historical and political periods, physical results of the implementation of the planning concepts is of undoubted interest.

THE CITY OF SMALL PIECES: FOOTPRINT-CADASTERS AND FACES OF THE PRE-MODERN CITY AS GRAPHIC TEXTS

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For those who study planning history, the urban fabric as it has evolved over millennia is a primary text. Our knowledge of the form of the city before its direct and indirect transformations by the factory, the skyscraper, and the car, however, relies on a range of visual and textual evidence. That historical evidence often reveals the earlier city as a very different place than the one we have experienced, especially for cities that exploded in population and extent during the nineteenth century -- with their old core functionally reassigned and sweepingly rebuilt for consumption and business. Representations of that city show effects of planning in its smallest increments, devised by individuals to serve their own interests, even as they show results of such individual agency that align into distinctive patterns in the built fabric of pre-modern cities.

Representations of those cities in single views and maps, many in Europe dating back to the sixteenth century, show topography and street networks, the overall shape and some of the large distinctive elements of the civic core, but they are typically distanced from the detailed textures of the urban fabric, which they show more generically. Closer but more narrowly framed views offer more specific knowledge of individual buildings and places, sometimes comprising a cacophony of disconnected small parts. Many of those views converge on well-known sites richly recorded, while other pieces of that earlier city are far more sparsely represented.

The great connective tissue for knowing this earlier city, though, is presented in records at a middle scale, specifically in much more detailed maps that capture the particularity of buildings and spaces. These maps, mostly from the mid-eighteenth century onward, go by many names -- ward atlas, plan parcellaire, ordnance survey, or Sanborn map. For the moment we might call them "footprint-cadasters." Their essential aspects are more precise plans of public ways, of property parcels, and, critically, of the outlines of structures, typically with encoded conventions describing buildings and infrastructure. Such detailed maps, at scales sometimes approaching 1: 500 or 1 inch to 40 feet, serve to bring those disconnected views into spatial contexts, allowing us to match footprint to face, and attain a more three-dimensional sense of the visual and spatial character of that earlier city. This can be especially revealing where plans are allied with more expansive upright views capturing dozens of buildings in sequence, specifically the "panoramic" urban streetviews that reached their fullest form in the mid-nineteenth century.

This paper describes a project intended to match those long faces to their footprints as a means of seeing that pre-modern urban fabric. It also explores ways to amplify this visual concordance with other kinds of documentation, building a diachronic perspective offered by comparing more modern views and maps of these same places, enriching these with information about the places depicted, and ultimately populating this with some of their internal plans -- all in effort to better know the fabric of the cities that precede our more direct experience of them.

THE HISTORICAL TRANSFORMATION OF IZMIR FROM THE NEOLITHIC AGE TO THE PRESENT

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Throughout history, Izmir has been an important seaport city for Western Anatolia. Although previous archeological research showed that the city may have been founded in about 3000 BC, excavations at the Bornova Yeşilova site in 2005 confirmed that the city has an 8500 to 9000-year history. According to the evidence uncovered by several research studies, the city of Izmir and its earliest settlements have faced many changes in regard to population, location and landform since the Neolithic age. Despite these changes, the city has been populated continuously for 8500 years due to the benefits of its natural harbor and rich hinterland. However, sea level changes, alluvial river deposits, earthquakes, wars, invasions and mass migrations, have all had dramatic effects on the basic form of Izmir. In this article, the historical transformation of Izmir from the Neolithic age to present is discussed within the context of the reconstruction and changes that have been made to the city's location, demographic, macro form, transportation network, and private and public areas. Within this work, catastrophes caused by both natural and human agents are given in a chronological table and their effects on living spaces are explained using schemas. The story of the urban rise and fall is explained with tables and maps in the basis of the outstanding crossroads. Thus the history of urban resilience in Izmir since the beginning of the first settlement, to contemporary environment, will be discussed. This study seeks to promote a discussion of the post-disaster changes and adaptations made to Izmir. This historical discussion will reveal new perspectives on the problems of planning and preserving urban historical and spatial traces, many of which have been allowed to decay in the recent past due to the influence of the capitalist accumulation process.

THE GREEK URBAN BLOCK SINCE THE ESTABLISHMENT OF THE GREEK STATE IN 19TH CENTURY - A CHRONICLE ABOUT MORPHOLOGY AND URBAN FORM

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Based on literature and archival research along with specific plans, the study considers the different transformations of the Greek urban block in relation to street network, built and open space. Case studies such as Thessaloniki, Athens, Patra, Serres, offer the opportunity to highlight the evolution of the Greek urban block through representative examples of urban development in specific periods of Greek history: in the neoclassic city of the 19th century, during the beginning of 20th century, during the interwar period (1923 - 1940) and in the post-war city during 1950s and 1970s. The investigation focuses on the general historical framework connected to urban development, whereas specific masterplans showcase the practice of each period respectively. Moreover, the study highlights parameters, which form, reform or transform the urban blocks, such as planning principles and design tools. The objective of this research is to analyze characteristics and qualities of the morphology of urban blocks in order to understand its importance in the organization of the city.

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COMPARATIVE ANALYSIS OF URBAN MORPHOLOGY FOR OTTOMAN STYLE CITIES IN TURKEY AND NORTH AFRICA

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Urban fabric refers to an environmental level normally associated with urban design. It comprises coherent neighbourhood morphology (open spaces, building) and functions (human activity). Practically urban fabric develops according to different patterns, though the original style is the main factor, which defines its characteristics. During the 16th and 17th centuries, in particular at the height of its power under the reign of Suleiman the Magnificent, the Ottoman Empire was a multinational, multilingual empire controlling much of Southeast Europe, Western Asia, and North Africa... many cities were constructed in this period displaying many commune characteristics of Ottoman style. This study aims to compare different cities of the same style basing on the analysis of urban graph theory network analysis and centrality indices, in order to observe clearly the dissimilarities of their urban fabrics. In this research we use data from three different cities of the Ottoman style, grown under different circumstances; Izmir, south Turkey, Algiers, Algeria a littoral city in north Africa and an interior city, Constantine, Algeria in north Africa, materials and methods for this study was described as well. The results indicate that the observed results from the statistical analysis weren't enough to finish by clear indices of urban comparison, so another solution was driven to deal that issue. The functional forms derived in the paper suggest that North Africa cities' street networks can be most characterized by large dimensions of blocks, bigger difference from the orthogonal network patterns. These features are pointed out many times in the original models of Turkey as reference. The contribution of the present analysis does not lie only in confirming quantitatively the well-said features, but in the success in shaping the elements of main features by applying GIS, ArcGIS Urban Network Analysis toolbox indexes for centrality indices calculation and network analysis indices.

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BEYOND THE COMPANY: INTENDED AND UNINTENDED LEGACIES OF MODERN INDUSTRIAL URBAN PLANNING AND DESIGN - THE CASE OF THE BATA SHOE COMPANY SATELLITE TOWNS (1929-2015)

Víctor Muñoz Sanz

TU Delft

Between 1929 and 1945, the architects of the Bata Shoe Company in Zlín (Czech Republic), planned, and built, partially or in full, more than twenty modern industrial cities in Europe, Asia, and America. These towns were part of a corporate strategy of decentralization targeted at coping with the turbulences preceding World War II. The planning of those communities both reflected the company's managerial system and welfare capitalism and mirrored contemporary debates in town planning—Garden City, modernism, and Soviet linear planning. After World War II, the network of cities was separated by the Iron Curtain. From 1945 onwards, and beyond the company's influence, these towns have been exposed to a multitude of realities that have altered their planned lives. However, a comparative assessment of their post-war development has not been made. This paper looks at the resiliency of Bata's modern physical and community planning model to diverse social, economic, and political changes, in three continents. Based on extended fieldwork, it presents three case studies of Bata towns in transformation today—Batanagar, India; Batawa, Canada; and Borovina, Czech Republic. The study shows a series of intended and unintended legacies of their original planning that still determine the current development of those communities.

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REINDUSTRIALISATION DESIGN: BARCELONA METROPOLITAN REGION - AS CASE STUDY FOR EXPLORING THE ROLE OF SPATIAL PLANNING AND DESIGN IN REINDUSTRIALISATION FOR THE GOOD (WORK) LIFE

Marta Relats Torante

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Over the past three decades there has been a gradual process of overall deindustrialisation in western developed countries (western Europe, USA and Japan). This fact is perceived as a risk by those countries, which want to reverse this trend to remain economically competitive and avoid having their working middle class disappear. In this context, reindustrialisation is an emerging trend in Europe and increasingly seen as an economic growth opportunity by both companies and governments. It is part of a wider renewed interest in advanced manufacturing in both politics and society. It has been widely researched both in terms of concept and implications, but its relation to spatial design is underdeveloped, as the focus is mostly on the economic potential of reindustrialisation. This study argues: that previous phases of industrialisation and deindustrialisation have had direct and intrinsic links to spatial design; that spatial design is relevant when considering reindustrialisation for a number of social, environmental and economic reasons; and that reindustrialisation can contribute to fulfil broader societal goals through design. As a case study, the Barcelona Metropolitan Region in Catalonia, Spain is explored as one of the main industrial regions of Europe. The region's industrial location patterns of the past, and its future advanced manufacturing strategies are studied at a multi-scalar level, presenting the need for coordinated action through design thinking. This study positions design at the core of said coordinated action and explores its potential operative force.

LEARNING FROM GARDEN CITIES: INTERNATIONAL NETWORKS TO ADDRESS CLIMATE CHANGE

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In the past, several urban visions were proposed by historians, academic and practicing planners, geographers, environmentalists, preservationists, public policy makers, communities and other stakeholders interested in urban processes, and some of these visions were planned, built and can be experienced today as best practice examples of resilient urbanism. For example, Ebenezer Howard's 'garden' cities, i.e. a network of urban settlements combining city and country characteristics in order to manage social and economic change, has proven to be one of the most enduring and transferable of these visions, influencing urban planning in Europe and worldwide (Ward 2016; TCPA 2015, 2014, 2011; Dunn, Cureton and Pollastri 2014; Stern, Fishman and Tilove 2013; Ross and Cabannes 2012; Hall and Ward 1998; Hall 1988; Howard 1898).

Nowadays, the world's population is projected to reach 8.5 billion by 2030, and up to 9.7 billion people by the year 2050, of whom 70% will be living in cities (UN 2015; WHO 2010). This pervasive densification of urban populations will increase strains on the built environment, public and green infrastructures, and other urban and natural systems of the planet. On the other hand, static and mobile computing technologies are embedded in all aspects of our daily life, and particularly in today's cities. Moreover, information and communication technologies (ICT) are currently being developed worldwide by major transnational corporations, in order to envision, plan, monitor, and manage 'smart' cities from a top-down perspective (Kitchin 2015, 2014; Boulos and Al-Shorbaji 2014; Henriques 2014; Manville et al. 2014). It could be argued that the association of both trends, i.e. urbanisation and digitisation, which has been leading to the production of previously unimaginable quantities of data (Dragland 2013), has the potential to inform urban processes and places, but there is a need for evidence that it can also support civic and social networks for resilient local communities.

Could the worldwide proliferation of corporate ICT infrastructures in smart cities be seen as a new form of extraction urbanism? Could successful lessons from the garden cities movement be transferable to contemporary civic and social movements in smart cities? In this paper, recent developments in European smart cities are identified, and comparisons are drawn between these and the established planning history and legacy of the garden cities' vision, around the world.

If data is acknowledged as the new gold, oil or soil, the global development of tangible and intangible ICT infrastructures in smart cities could be regarded as a potential new form of extraction urbanism. Within European smart cities, opportunistic and participatory data mining conducted by corporations and local communities (e.g. responding to recent extreme weather events) is compared with the planning history and legacy of the garden city movement. The usability of transferable lessons between 'smart' and 'garden' visions in Europe is discussed, in order to support new bottom-up perspectives on civic and social international networks to address climate change.

REVITALISATION OF AN HISTORICAL INDUSTRIAL PORT DISTRICT - THE GOODS STATION DISTRICT IN ANTWERP

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Built after the city expansion in the 1860s-70s, the former goods station district in the north of Antwerp, near the historic port, was once dominated by nations and warehouses. At the end of the 20th century, the harbour activities moved further northwards. As a consequence, building promoters got interested in the vacant warehouses because of their valuable, large plots near the centre of the city. Their safeguarding is endangered by the speed and intensity by which the urban space is being redeveloped. However, the warehouses are a key element for the revival of the neighbourhood. This paper aims to provide a scientific base to support their preservation and adaptive reuse. It analyses the planning history of the district over the past 150 years, defines the historical importance of the warehouses and assesses reconversions of warehouses and their changing integration in the urban fabric. The study aims to support qualitative redevelopment projects and therefore it is essential to revalue historic industrial buildings in the evolving city centres and to investigate how this valuable heritage can be preserved for further generations.

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Consumption and Flows as Urban Shapers

FOOD PUBLIC MARKETS AS CULTURAL CAPITAL: GIRONA PROVINCE

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The role of public market halls in European cities has been analysed from several perspectives: as specific places for feeding the city; as public services; as the first public places built specifically for women; as places to control health and taxes on food; as places where the urban-rural relationship can be articulated; as places to control citizens' behaviour; or as places providing local trade within a structure. There are fewer studies exploring public food markets as cultural and social capital with a view to improving the local and new-endogenous economy, an economy which not only involves the environment, but also the sociality linked to the tradition of food production. Research on public markets in small provincial towns is scarce, particularly the role they play in maintaining the urban-rural relationship by providing a local food supply, and also in constructing the rural landscape. This case study concerns the province of Girona and its nine public markets halls. The aim of the study is to explore their role as a public service within the territory and the agricultural landscape, the communication system, the local gastronomic culture and economic culture, this apparently being more resilient and stable than the economy of scale.

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MAPPING CONSUMER MODALITIES: RETAIL CENTERS, TRANSPORTATION AND CONSUMER CULTURE IN CONTEMPORARY NEW DELHI

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This paper describes a project that seeks to initiate a critical investigation of Indian urban society as it specifically applies to the collective, present-day idea of the nation via displays of contemporary material culture and acquisition. Theories of continuity and extinction are described that relate post-Independence Indian eras conspicuous consumption, and creative as well as co-opted consumerism as modern historic phases characterized by urbanization in India. It also strives to define the uniqueness of Indian conspicuous consumption, as well as the specific cultural, religious, and political, and economic parameters through which these attitudes and behaviors are shaped by focusing on the domestic market as mediated through global commercialism. The project explores historic precedents and extant examples, and persons, ideologies, and traditions that have defined conspicuous consumption in India's capital city. This investigation into historic archives and in situ examples and direct contact with consumers bolsters theoretical understanding of the social and physical structure of consumer culture specific to the South Asian subcontinent. The research reveals multiple systems of tension as Indian conspicuous consumption is discussed in relationship with nation, state, religion, and gender. Applied case studies reference current theoretical ideas about the influence – both positive and negative – of civic tradition (indigenous, imposed, and coopted) and of over-determined urban design amidst the rapid alteration of social structure, which provides a context for understanding the contemporary relationship between post-colonial global urban design and the everyday urban interaction on urban consumer culture. This particular inquiry considers the consequences of metropolitan planning and development that has impacted urban retail spaces in New Delhi via a matrix of urban sociology and culture, urban enjoyment, and environmental design. This investigation bolsters theoretical understanding of the social and physical structure of urban culture specific to the South Asian subcontinent as it struggles to live up to the demands of functional urbanism.

THE TRANSFORMATION AND INFLUENCE OF OVERSEAS COMMERCE OF MINGZHOU PORT-CITY IN TANG AND SONG DYNASTIES (821-1279) - CONCENTRATED ON THE HISTORICAL RELICS

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Known as Mingzhou in the Tang and Song Dynasties, Ningbo was one of the largest port-cities in ancient China. This thesis takes historical relics as the breakthrough point to research the transformation of overseas commerce in Mingzhou port-city from the Tang to the Song Dynasty (821-1279), and on this basis, to discuss the effect on the city. By comparing the historical relics and archaeological information of "Heyi Gate-Yupu Gate District" and "Dongdu Gate-Lingqiao Gate District", which are the port areas of the Tang and Song dynasties respectively, this thesis explains that the core port-zone in Mingzhou has shifted from Tang to Song Dynasty. Additionally, the port's function has transformed from that of a single to a comprehensive. This shift reflects a process in which management of overseas-related institutions in the sub-city scaled up and spilled over, then completely separated. Finally, the author suggests that a function of the port-city was that it transformed the port region into the earliest street market, which caused the relaxation and disintegration of the Block Mart System; the nature of a port-city established an asymmetric spatial pattern in which "western residential, eastern commercial"; the orientation of the port-city gave birth to the ideas and concepts of open culture.

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THE INDUSTRIAL AND COMMERCIAL HARBORS OF STRASBOURG: WASTELAND TERRITORIES IN TRANSITION TOWARDS A SUSTAINABLE CROSS-BORDER METROPOLITAN CORE

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The current location of the commercial and industrial harbour of Strasbourg dates from the late nineteenth century, as the municipality decided to remove it from the inner city and bring it closer to the Rhine. In reality, Strasbourg's port facilities were first situated on the river Ill, in order to avoid the frequent flooding of the Rhine, whose course was not canalized before the nineteenth century. Located between Basel and Karlsruhe, Strasbourg is trying to assert a leading position among the other Rhine harbours and engaged a strong development policy at the beginning of the twentieth century. Today, the future development of these territories is a major challenge for the construction of the cross-border metropolis, due to harbours' central location, as well as for the energy and ecological territorial transition, a central issue within local debates. Presented as the new "metropolitan belt", the Strasbourg-Kehl urban development axis connecting together the French and German historical city-centers, highlights the interface between the city and the harbours areas. The international competition for the urban development of the customs sector in which we have participated as urban designers in 2012 is a very good illustration of these debates. In reality, the harbour sets new challenges related to industrial ecology, energy transition, environmental concerns, innovative mobility as well as contemporary urban condition and lifestyle, that are at the core of our professional practice (Atelier CMYT) and our action-research (AMUP-ENSAS research laboratory).

This contribution aims to set, from a historical perspective, the socio-economical issues for the territorial development on both sides of the Rhine. We will refer to the new conceptual tools of the metropolitan scale - exploratory scenarios and Territorial Modelling and Visualizing Platform - that we explore through both our research programs and operational practice.

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Urban Expansion & Urban Innovation

THE “VENEZIA NUOVA” DISTRICT IN LIVORNO, ITALY - THE ROLE OF THE DOMINICANS IN THE URBAN DEVELOPMENT OF THE CITY

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The paper analyses, through a study of the Dominican convent in Livorno, the development of this city, from the 17th century, when the Friars established there. They reached Livorno, a maritime trading center, and obtained from the Grand Duke Cosimo III, in 1695, a land in an expanding area, the “Venezia Nuova”. The Dominicans found an urban structure which was particularly appealing to their religious activities and their desire to expand. Indeed, this area had developed in order to suit the merchant class needs. After the suppression of the Dominican convent, this complex was assigned to the Ecclesiastical administration. During the French dominion (1808-1814), the structure was turned into a prison until a few decades ago.

A recent restoration on the ex-Dominican convent, which aim was the transformation of the edifices into a new site for the State Archives, gave the opportunity to know the religious complex.

Nowadays the area still provides great potential, deriving from a perfect synergy between architecture, urban environment and the city. This “value” relationships need to be recovered in a future project that will reinterpret the site and foster retrieving both the functional use and the valorisation of the architecture within the entire urban center.

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NORTHERN ISTANBUL PROJECTS: A CRITICAL ACCOUNT

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As an urban settlement dating as early as 8000 years ago, and the capital for Byzantine and Ottoman empires; İstanbul has been a significant global city throughout history. The most drastic changes in the macro form of İstanbul have taken place in the last seven decades; starting from 1950s with rapid industrialization and population growth; pacing up after the 1980s with the efforts of integration to the global capitalist system; reaching to a climax in the 2000's with the adaptation of a neoliberal urban regime. Today, the rate of urbanization, together with land speculation and real estate investment has been growing enormously. Every inch of urban land is conceptualized as a commodity to be capitalized upon. This neoliberal mindset has many controversial implementations, from the privatization of public land to the urban transformation of historical neighborhoods and consumption of natural resources. City planning decisions have been mainly top down initiations; conceptualising historical, cultural and natural heritage as commodities to be capitalised and consumed in favour of creating rent value.

One of the most crucial implementations of this neoliberal urban regime, is the project of establishing a “new city” around northern İstanbul; together with a number of large scale infrastructural projects such as the Third Bosphorus Bridge; a new highway system, a Third Airport Project and a secondary Bosphorus project called the “Canal İstanbul”. Urbanizing northern İstanbul is highly controversial as this area consists of major natural resources of the city; being the northern forests, water supplies and wild life; which are bound to be destroyed to a great extend following the implementations. The construction of a third bridge and a third airport began in 2013, despite environmental objections and protests. Over five hundred thousand trees are planned be cut for solely the construction of the bridge and the Northern Marmara Motorway. Yet the real damage will be the urbanization of the forest area; irreversibly corrupting the natural resources and attracting millions of additional population towards İstanbul. Furthermore, these projects lack an integrated planning scope as the plans prepared for İstanbul are constantly subjected to alterations forced by the central government. Urban interventions mentioned above are executed despite the rulings of İstanbul Environmental plan by top down planning decisions. Instead of an integrated action plan that prepares for the city's future, İstanbul is governed by partial plans and projects issued by a profit-based agenda; supported by legal alterations and laws issued by the central government. This paper discusses the ongoing implementations of northern İstanbul; claiming they are not merely infrastructural interventions but parts of a greater neoliberal urbanization strategy. In the course of the study, a brief account on the northern forests of İstanbul are presented first. Then, the projects are discussed in detail, addressing how the current planning schemes deal with the natural heritage of the city. Lastly, concluding remarks on how the implementations could affect the future of İstanbul are presented.

GARDEN CITIES AND SUBURBS IN BRAZIL: RECURRENT ADAPTATIONS OF A CONCEPT

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What is the contribution of the garden-city idea to urbanisation in Brazil? Focusing on several layouts for new towns and suburbs designed along garden-city lines all over the country throughout the twentieth century, this paper will show that the garden-city concept was adapted to various purposes and different contexts and will present a panorama of recurrent adaptations. As a conclusion, the paper will stress that the fashionable garden city was mostly and extensively used as a way of achieving modernity, a civilising instrument, a real-estate venture, a potent regional planning tool. It was adopted not because of effective urban-reform initiatives or genuine social problems; it was mainly embraced for stylistic convenience, ideological principles, and as a marketing strategy.

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TRANSFIGURATION OF URBAN CENTERS AND THE MODERNIZATION OF PORT LOGISTICS IN YOKOHAMA CITY, JAPAN

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Today port cities are facing worldwide port logistic competition and are required to have an appealing urban center not only for citizens but also for domestic/international tourists.

Therefore, the land-use change and redevelopment of old port area have been the common issues to be tackled among those cities for these several decades. In Japan, Minato Mirai 21 in Yokohama City is known as the most successful case of waterfront urban redevelopment. The purpose of this study is to examine the process of the redevelopment, especially focusing on its early period. Yokohama is the one of the major port cities in Japan and its history starts from 1859 when the port was constructed by Edo Shogunate as one of the first five ports open to the Western countries. Therefore, the development of port has strong influence upon the planning of urban centers. Especially, the modernization of port logistics started in 1950's accompanied by the introduction of container-system, and required not only the modernization of port facilities but also the change of its location and scale. The oldest part of port, neighboring old downtown, was not suitable for container transportation and expected to be less used. Accordingly, the plan of urban center in Yokohama had to be renewed and "Urban Rehabilitation Project (URP)" was proposed as one of "6 Major Projects" that was announced by Yokohama City in 1965. The original ideas of these projects were planned by Kankyo Kaihatu Center (KKC), pioneering planning firm established by Takashi Asada, former assistant of Kenzo Tange and honorable chairman of Metabolism Group. The chief planner of this project was Akira Tamura, who became the head of the head of Planning and Cordination Bureaux of city government later in 1970's. Based on this plan, urban redevelopment project called "Minato Mirai 21 (MM21)" was started at the beginning of 1980's. In this paper, author tries to clarify the planning process of "6 Major Projects" and reviews the concept of this "Urban Rehabilitation Project" by examining the report proposed by KKC. As the result of the study, following points were identified; 1) 6 Major Projects were proposed as an integrated solution to cope with the expected change of industrial structure and modernization of port logistics, 2) the original ideas were mainly planned by Akira Tamura but some conceptual ideas like 'master program' and 'urban axis' are proposed by Takashi Asada.

Port History

THE RHETORIC OF “PROVISION”: PUBLIC AND POLITICAL DISPUTES OVER PORT PLANNING IN HAMBURG IN THE 1970S AND 1980S

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Urban development projects are usually specific. There is a concrete designation of what the land is going to be used for, what buildings will be built and what infrastructure will be required. This enables a meaningful discussion of the proposed concepts and the balancing of public and particularistic interests. But what happens when areas are designated for development and cleared of inhabitants as a measure of economic “provision,” without a precisely defined purpose and with a time schedule stretching decades into the future, and when the underlying ideology of economic growth is called into question? This paper will discuss this question in the form of a historical case-study on port expansion in the North German city state of Hamburg in the 1970s and 1980s. It will shed light on public and political conflicts, some of which were the result of particularities of port planning in general, some were the result of specifics of place and time. It will focus on rhetorical strategies used to bridge the ideological gap between politicians, port planners, environmentalists and private citizens directly affected by the expansion plans.

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THE PORT OF NEW YORK, 1865-1929: TOWARDS A MULTI-SCALAR HISTORY OF PLACE

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By the turn of the 20th century, the Port of New York had become the busiest in the United States and one of the busiest in the world. Between 1865 and 1929, the Port's huge increase in cargo and passenger traffic was accompanied by a reconfigured, enlarged, and modernized material form. From a ramshackle collection of wooden docks and wharves, New York's waterfront would eventually be characterized by massive concrete and stone piers, shipyards and terminals that involved the dredging of hundreds of thousands of tonnes of riverbed and the creation of thousands of acres of infill from Brooklyn to Manhattan. In this paper, I ask how we can study this diverse, complex, and challenging site, and what implications this study would have for urban history and geography more widely. This paper seeks to elucidate the significance to urban history and geography of the study of the Port of New York, and suggests possibilities for further research. I ask how we can study such a functionally and historically diverse set of linked spaces as the Port of New York. From Manhattan to Brooklyn to Staten Island, the port was geographically expansive. Local landowners, industrialists, and international shipping companies vied with the city, state, and federal governments over ownership, use, and construction of the port's facilities. This broad historical, functional, and spatial context within which the port needs to be studied is reflected in past scholarly work.

Scholars have examined the port by looking at its governance, focusing on novel administrative configurations developed from the 1870s to 1920 (Betts 2002; Buitendijk 1987; Scobey 2002; Doig 1993). Other scholars have examined the ecological history of the port, particularly human-made changes to the river and shoreline (Steinberg 2014). The built form of the waterfront, particularly its architecture, has received considerable attention from scholars (Bone et al. 2003). Still other studies of the port have focused on labour and social life at the waterfront (Mello 2010; DiFazio 1985; Levy 1989). Undoubtedly important, these histories of the port remain largely isolated from one another, and from the larger-scale contexts of national and international economic, technological, and social changes. I argue that a multi-scalar examination of the port, with particular attention to the larger theoretical and historiographical frameworks of infrastructure, ecology, and capital, promises a more contextual understanding with implications outside of the local history of New York City. Using a brief preliminary examination of a case study of the construction of the Chelsea Piers in New York, I demonstrate some of the potential avenues for the study of the Port of New York. By bringing together the diverse range of scholars who have worked on New York, this paper suggests ways in which to move past such compartmentalization and demonstrates the significance of the port to urban history more broadly.

LEARNING FROM WATERFRONT REGENERATION PROJECTS AND CONTEMPORARY DESIGN APPROACHES OF EUROPEAN PORT CITIES

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This paper analyses the processes and approaches of waterfront regenerations in Europe and aims to evaluate the implementations. There are some common processes and cross-cultural transactions between port cities, as all port cities have to respond to the same functions to be part of the network. Since ports were interrelated, architectural approaches and implementations in port cities were transferred to other locations. Port areas changed through the expansion of the city, economical changes, technological developments, wars, fires, de-industrialization and containerization. Facts like containerization and de-industrialization caused the relocation of the port. Through regeneration projects, industrial heritage is preserved and derelict areas are used for the implementation of contemporary architecture. Examining some case cities (Docklands, Genoa, Hafencity) helps learning from previous projects realised in last decades. Hamburg Hafencity project demonstrates a successful intervention, but a relatively failed example might be Izmir waterfront regeneration project. The port area of Izmir became a derelict area after de-industrialization. As industrial buildings could not adapt to the changes, they have been abandoned. The failure of the project provides an opportunity to study the role of actors (including architects, planners, organizations, stakeholders) and draw some lessons through previous generations of waterfront regenerations for Izmir.

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CAPITAL ACCUMULATION PROCESS AND RESILIENCE: URBAN PLANNING AND REDEVELOPMENT OF PORT AREAS, A CASE STUDY OF SANTOS (BRAZIL)

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The present work aims at outlining a current urban scenario of the urban planning implemented in the city of Santos (Brazil), especially the policies of urban and port requalification through the analysis of the actions of *Alegria Centro* Program. *Alegria Centro* is the Revitalization and Development Program of the Historical Central Region of Santos. This work discusses the realized actions in the process of urban requalification and compares them with the ones taken towards housing policy. It discusses and concludes the following hypotheses: the proposal of requalification is more of an ideological rhetoric, which perpetuates the accumulation of capital, therefore the resilience of the urban space; the studied demonstrates the impact of the proposals in the urban dynamics and reality and its social issue. It confirms the thesis that the ongoing redevelopment project is an urban policy that favors the allocation of public resources in strategic areas, especially in the central area, for the benefit of private entrepreneurs. And finally it demonstrates the city plan or scheme that is being implemented in Santos, which is the allocation of public resources in the central area as a public strategic that has been deepened the social issues without considering the local residents.

Coastal Landscape

“THE FUTURE OF JAMAICA BAY:” PLANNING THE COASTAL LANDSCAPE OF JAMAICA BAY IN NEW YORK CITY, 1898-1942

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Across the United States, the movement to make shorelines malleable for a future of rising tides is already underway. City, state, and federal agencies, nonprofit institutions and philanthropies are mobilizing to build coastlines that are resilient to global warming. The phrase “hard infrastructure” appears widely in the movement’s discourse to denote state-built structures that sharply define land from water in a given coastal landscape; while “soft infrastructure”, describes adaptable networks of materials which allow for new coastal formations. In this oppositional logic, the former is cast as out-dated and harmful to people and plants, while the latter is seen as capable of accommodating the city and ocean of the future.

This paper is a case study of the design and implementation of “hard infrastructures” around Jamaica Bay in the first half of the twentieth century. The body of water covers nearly forty square miles of New York City, and as such, many proposals have come forth in its history. Examining these proposals requires a multiplicity of sources (letters, newspapers, reports, and plans) supported by evidence from Jamaica Bay’s built environment. Several distinct eras are legible in this assembled archive, connected by shared “truths” about the city, nature, and society. My paper takes up two: The first period starts in the late 1890s, when plans emerged to transform Jamaica Bay into the world’s largest port. These plans were instigated by the congestion of Manhattan piers, recent improvements to the Erie Canal, and the consolidation of New York City’s five boroughs in 1898. Businessmen, elected officials, and appointed commissioners worked on a series of plans to transform the shallow bay into an industrial landscape of piers, warehouses, and railroads. The primary motivation was private monetary gain, with wealthy industrialists lobbying the state to construct reclaimed land, piers, and bridges. Regional plans would eventually place the port expansion in New Jersey, yet port plans remained in city ordinances and the public imaginary for decades. The second period starts following Robert Moses’ appointment to various commissions in the 1920s and 30s, whereupon his planning apparatus dismantled the port plans and built highways, parks, beaches, and sewage systems around the bay. Moses wrote down his vision in the 1938 pamphlet, “The Future of Jamaica Bay.” The framework laid out in this pre-war era increased recreation and transportation through large-scale interventions; these plans protected wildlife, promoted public leisure, and bettered circulation in the city. The government projects prior to 1942 continue to dominate Jamaica Bay’s present landscape. I examine the shift between these two eras using the concept of “futures” to unpack how people projected the future of Jamaica Bay. Through an analysis of the actors according to their contemporary circumstances, I rearticulate how they constructed the future using claims to truth in the present. Tracing how truths have shifted in the past planning of Jamaica Bay complicates the location’s current plans, which utilize a “hard” and “soft” argument to instigate funding and political support for infrastructures of the future.

ANTWERP CITY WASTESCAPES - HISTORIC INTERPLAYS BETWEEN WASTE & URBAN DEVELOPMENT

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This paper analyses waste management and the production of space over time in the city of Antwerp, Belgium. By reconstructing how shifting waste practices simultaneously reshape our urban environments at multiple scales, this paper also articulates historic interplays between waste management, urban development and planning practices. Benefiting from available waste processes and materials is a practice that disappeared during industrialisation scale jumps and more linear processes of urbanisation and consumption indeed dominate the current practices. But cities like Antwerp are rethinking these resource consumptive processes and orienting their policies towards what is generally labelled as a resource independent ‘circular economy’. In order to be resilient for climate change, Antwerp’s centralized and heavily engineered and stressed waste collection and treatment installations of the last century require revision, if not systemic redefinition. After a century of dumping on peripheral locations, bottom-up initiatives such as repair cafés, zero waste shops, green schools and even supermarkets are changing the cultural appreciation of ‘waste’ in Antwerp by pulling ‘waste practices’ back into the city and activating social community spaces. What can we learn from the historic interplays between waste and urban development in Antwerp at the eve of Antwerp’s next –circular- waste geography?

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CARIBBEAN 'CRUISEBANISM', THE RESILIENT CRUISE DESTINATION

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This paper explores the spatial conditions of a Caribbean urbanity within the context of what Wood called the most rapidly growing type of tourism in the Caribbean and almost certainly the most globalized form of all: 'Cruise tourism.' As a reference in 1950 there were 25 million international tourist arrivals worldwide. 60 years later only the Caribbean receives that number of tourist alone and is the leading region of the world concentrating up to 50% of cruise market share. More specifically the past processes of urban transformations resulting from an encounter with the very fast changing cruise economy contain learning potential for pursuing the project of accommodating a regional urbanism in a global era; The changing Centre - Periphery and as such City - Pier relation of (Caribbean) cruise destinations can be categorised a spatial condition that engenders and regulates a certain regional urbanity. The paper illustrates how cruise tourism over time is changing the spatial (also environmental), economic and social interrelation between the city and pier, centre and periphery and questions the cruise destinations and Caribbean regions' resiliency. Although piers always had a recreational and consumptive aspect, nowadays, the introduction of the cruise pier the on transport-oriented function has given in completely on this recreational aspect. Originally the pier was the extension of the local economy. It was meant to be the gate that marked the entrance of a destination. As the cruise industry is now financing, building and deciding the position of new piers, the pier has become an extension of the boat itself not of the destination. This apparently insignificant shift is a crucial move that has displaced the role of destinations in the power game of tourist spatial economics. If originally the cruise pier became the extension of the touristic destination that had to lead the tourist carefully to the old city centre by seducing him to spent as much time and money as possible in locally owned shops, nowadays the cruise pier became the destination as such providing leisure and shopping wrapped up in duplicates of historical villages, divorced from the existing cities and its economies. As massive cruise ships sail away from their old ports of call and lay course towards small, nearly inhabited territories, the ratio between visiting and stable populations on shore shifts. The changing Centre - Periphery and as such City - Pier relation of (Caribbean) cruise destinations can be categorised a spatial condition that engenders and regulates a certain regional urbanity.

RESILIENT OCEAN CITY, MD: LANDSCAPE HISTORY AND URBAN DESIGN

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Resilience means to rebound; it refers to the performance of dynamic systems, both natural and man-made. The concept of resilience has been deemed pertinent to coastal cities and urban islands. We study Ocean City, the largest coastal town in the barrier islands of the Delmarva Coast (Delaware - Maryland and Virginia) to evaluate and build resilience.

Evaluating resilience entails a retrospective judgement; it is a historiographical task. Here we trace the morphological changes to the natural and built environment in response to storm and demographic surges. Two dramatic events had long term unintended consequences:

- 1933 hurricane divided the island in half. The Army Corps of Engineers built two jetties to keep the inlet open for nautical access. It created a permanent land division between Ocean City, an urban resort to the north and Assateague Island to the south. The jetties interrupted wave patterns and Assateague moved 1 km. inland.

- 1962 nor'easter submerged the barrier islands. Assateague was subdivided but not developed yet. In 1965 it became a National Seashore and expanded the 1949 Chincoteague National Wildlife Refuge at the south end. In contrast, Ocean City became even more urbanized.

After major storms, Ocean city acted with resilience to protect and rebuild their town. Throughout the mid 20th c, they invested in "best resilient practices" of its time. To respond to storm surges, they built groins and jetties to fight erosion. To respond to summer traffic surges, they widened highways and built parking lots, to respond to demographic surges, they built high rises along the beach and filled wetlands in the bay for canal communities with mobile homes. In retrospect, their actions seem reactive, opportunistic and contentious. Despite their intentions, the resulting townscape is neither sustainable nor resilient. The form of development patterns makes a difference. Building resilience is a prospective task; resilient scenarios are conjectures. The lessons from past performance offers probability, but no guarantees. Three alternative scenarios will be considered:

- Building ecological resilience. This includes protecting wildlife and wetlands and the use of softer techniques, like beach renovation for shoreline protection.

- Building community resilience with comprehensive, sustainable and hazard mitigation plans. These set performance goals with the support of a local democratic consensus. However, the gap between permanent and seasonal tourist population creates a question of legitimacy.

- Building both types of resilience through more sensitive urban design. We envision compact, walk-able towns to replace ubiquitous strip development and wetland lagoons to minimize the sea of asphalt, improve water quality and storm-water management and promote alternative transit modes.

Ocean City and its eco-systems will remain vulnerable to natural and demographic surges. Resilience ought to be assessed historically, over the long duree. Building future resilience will require wise investment in ecologically sound development. In a democracy, this requires a political process. Design and politics can be unpredictable. To evaluate and build resilience we need to be resilient.

Resilience, Path Dependency and Port Cities

GUTSCHOW'S STADTLANDSCHAFT HAMBURG IN THE 1940S

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Since the beginning of the 20th century, planners dreamed of merging the hitherto separate concepts of the “urban” and the “rural”. A variety of ideas, such as loosening the built structure of cities, adding garden cities, and creating urban landscapes, were discussed not only among architects and planners, also experts for public health, public transport, biologists and landscape architects were part of the discourse. Their common aim was to create a new order and a new town in which rurality played a fundamental part. In 1939 the young Hamburg architect Konstanty Gutschow was commissioned to transform the Hanseatic metropole into a new town spatially representing the Nazi regime. To solve this task Gutschow relied more on methods of urban planning than on architecture - in contrast to other well known architects like Albert Speer and Hermann Giesler. He cooperated with landscape architects such as Gernot Hübötter in order to develop a modern urban landscape (Stadtlandschaft). Gutschow and his team mapped the whole city and its region precisely, including socio-economic and socio-ecological contexts. The Generalbebauungsplan (Greater Plan) 1941 was the result of this comprehensive research. Gutschow planned to publish the data in a handbook for urban planning. He was convinced that the Generalbebauungsplan and his methods would establish a role model for Germany and Europe. After bombardments in 1944, the plan had to be adapted to the changed reality of the city. Defence strategies were part of Gutschow's plan. He believed that an organic Stadtlandschaft had the capacity to regenerate more easily from war attacks. With a special structure and land use strategy, the Generalbebauungsplan would make the city resilient against the effects of aerial bombardment. For the same reason, ecological strategies for composting and the re-use of garbage were included in the plan of 1944. Even if the end of the war was the end of Gutschow's planning activities, his staff transformed the Generalbebauungsplan into a reconstruction plan for Hamburg after 1945. The paper focuses on the long tradition of the idea Stadtlandschaft in the first half of the 20th century, and situates the specific characteristics of Gutschow's plans for Hamburg in the 1940s in it.

MILITARY INDUSTRIAL RESILIENCE IN THE PORT OF SAVANNAH

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The paper explores socio-historical and ecological themes of resilience for the Port of Savannah, and seeks to evaluate the importance of military industrial investment in the port for World War II production in relation to the port's contemporary success. By 1938, President Franklin D. Roosevelt famously declared the entire southeast region as “the nation's number one economic problem,” for which he launched an ambitious series of New Deal programs since the beginning of his presidency. World War II production needs allowed Roosevelt to further channel federal economic development funds to the South by locating diverse military facilities there. Georgia greatly benefited from these federal investments, and by the end of the war, the Savannah District of the Army Corps of Engineers alone had been responsible for over \$1 billion for facility construction, of the total \$1.7 billion budgeted for the South Atlantic division. The Southeastern Shipbuilding Corporation, located just east of the downtown along the Savannah River, had over 15,000 employees, and built a total of eighty-eight “liberty ships” between 1942 and 1945 for the delivery of troops and supplies to Europe and the Pacific. Nevertheless, after the war, national military investment was scaled back. In the midst of the radical downsizing of the vast domestic war production holdings, the Savannah Quartermaster Depot, which was also known as the Army Service Force Depot, was sold to the state of Georgia to be developed by the newly-formed Georgia Port Authority (GPA) for the new terminal in 1948. The 400-acre site included 709 buildings, and offered strong railroad connectivity, as it is noted that 16,000 railroad cars per month were processed at the depot during the war. The new port facility was officially called the Savannah State Docks and Warehouses, but it was soon known more commonly as the Garden City Terminal. Construction began in 1951, and it began operations in 1953. The cluster investment in transportation infrastructure also included the Eugene Talmadge Memorial Bridge, which crossed the Savannah River at the northwestern corner of downtown Savannah. In 1958, the GPA also purchased the Ocean Steamship Terminal from the Central of Georgia Railroad, to increase trade surface capacity for freight cargo. By identifying the major actors in port investment and development at the moment of transition, when it's primary cotton export was in crisis, the paper will address issues of path dependency and adaptation with regards to the resilience of the Port of Savannah. The paper proposes a methodology and a conceptualization of these terms that helps to ground resilience discussions in an historical trajectory, while also considering the ecological impacts of path development.

SEAPORT CITIES AND RESEARCH PERSPECTIVES: FROM PATH DEPENDENCY TO RESILIENCE

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Most seaport cities have a long history in global trade and economic networks. Seaports also have long experience to overcome technological, logistical, urban, and human challenges; each port city responds differently to those challenges. Their ability for rapid adaptation, and on gaining a better understanding of the particular factors and actors determine their adaptation possibility. In this paper two strands of research are combined: Path-dependency and resilience as two modern/neuere research paradigms. Meanwhile perspectives of resilience as external shocks, natural or human made disasters, have been approved in Planning History (Campanella/Vale) and topics like impacts of earthquakes, fires and hurricanes and physical reconstruction and rebuilding have been used as examples. Resilience is asking for scenarios and perspectives of sustainability and prevention. Path-dependency is focussing on persistence, on decision making processes, impacts and outcomes, on institutions and stakeholders and but not on socio-spatial impacts and connection to planning history. This leads to questions and options of subjective preferences of stakeholders ("choices") and objective, economic, juridical and political Umstände ("circumstances") which constitute development paths. Here a past centred can be combined with a present centred perspective. Using some unique cases the following questions will be reflected:

- How catastrophes - flooding being most obvious - changed seaport cities and which decisions and development paths have been taken for a more resilient and sustainable future?
- How did local, regional, national and international actors, both public and private, react to the disruption of network of ports and their economic functions, when had been the critical junctures?
- Are seaport cities better positioned to deal with shocks than other cities in the hinterland?
- How does the "lock-in" in development paths, the "irreversible character" influence decisions?
- What can be learned from the past influencing future patterns?
- How changes in maritime transport technologies and structural disadvantages can be changed for positive adaptive perspectives?

In this paper we are analysing briefly three seaport cities: Hamburg, London and Philadelphia and analyse tendencies toward path dependencies, critical junctures and resilient perspectives with a spatial impact and importance for planning history. Key decisions are used as examples for the period from the beginning of the 19th century up until the end of the 20th century.

LAND IN LIMBO: UNDERSTANDING PLANNING AGENCIES AND SPATIAL DEVELOPMENT AT THE INTERFACE OF THE PORT AND CITY OF NAPLES

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Numerous actors have been involved in the planning of the port and city of Naples; actors who have different ideas and goals, different tools, and even time-frames. The European Union, the Italian nation, the Campania Region, the Municipality of Naples, and the Port Authority act upon the port at different levels of planning. Each entity has different spatialities and temporalities. Their diverse goals have led port and city to develop into separate entities, from a spatial, functional as well as administrative point of view. The different scopes of their planning are particularly visible in the zone between port and city.

Using and challenging the theory of path dependency, this paper explores the diverging ways in which a range of different institutions have planned for port and city starting from nineteenth century until today. It studies how the introduction of different institutions and their evolution has influenced plan making over time. The case of Naples shows the challenges that arise from the palimpsest of plans and goals associated with port and city, and that are particularly visible in the port-city interface in Naples.

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GLOBAL FLOWS AND LOCAL PLACES – THE SPATIAL DIMENSION OF NETWORKED PORT SYSTEMS

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The emerging discourses on spatial consequences of globalization phenomena emphasize the relationship between places and flows and put forward the need to consider both dynamic and fixed aspects of contemporary cities. Defining a framework of theoretical arguments, this research focuses on the complex system of ports to propose a critical view about the recent Italian port reform and to pursue a research path for a new, wise, planning strategy. The circulation of goods and information has prompt global cities into a networked system made by nodes and links overlapping the territory and connecting distant spaces through infrastructures. This “space of flows” could dominate the “space of places” going beyond the concept of physical proximity. Furthermore, proximity is not suitable anymore to define the space of local, indeed the sense of locality is heightened by the spread of our social and economic relations due to our ability to move. Globalisation has led to “new geography of centrality and marginality” drawing the fragmentation of the urban space which has to be studied by social, economic and spatial perspectives. In this research, seaports are identified as instruments to gain a deep knowledge of the complex relationship between cities and flows. As infrastructural devices crossed by global flows and, at the same time, tied in with local issues, the role of ports in the global network was analysed discussing their spatial development and waterfront transformations. In the field of supply chains, the paradigm shift of ports embedded in global transportation system, posing new research questions on the role of ports in the new trading environment. This issue also implies spatial consequences: the port regionalization defines a new structure with the sea-core linked to inland terminals. The dry ports serve different seaports working both like spaces of collaboration and competition. Furthermore, the competition due to global markets generates “local pains” in order to respond with local adjustments to globalisation trends. These matters also concern the scale and the authorities involved in the port governance. In Italy, the new port reform tries to fix the old port law 84/1994 introducing a new model of governance based on the merge of port authorities in order to define two administrative layers: the national and regional levels. Taking into account how production and distribution processes run in the whole nation, this institutional operation appears not clearly embedded to territorial realities. By analysing traffic data, it seems evident that the geographical and topological features of the country produce different networks (in space and in quantity). While the northern area is recognized as a unique macro-economic region, the South struggles to work as an integrated system also due to an infrastructural gap.

In this framework, logistic networks and governance issues are investigated as tools to territorialize global flows and pursue the spatial resilience of port system.

Urban Mobility and Transportation

THE TRAIN, URBAN MOBILITY AND TOURISM REGARDING THE REVIVAL OF THE HISTORY OF GUAPIMIRIM

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This article is the result of the development of a graduation final thesis, focusing on urban history and new possibilities for an area's economy, that includes tourism and its relations to culture and nature. This research is based on the town of Guapimirim, a satellite city in the metropolitan area of Rio de Janeiro and its relation to the railway and tourism. The city developed along the railway in the late nineteenth century, which connected Rio de Janeiro with Teresópolis, a growing touristic destination at that time, popular for its climate and location between a scenic mountain range that is part of Serra dos Órgãos National Park. After the 1950s with the end of the operation of the railway to Teresópolis, the train now connects only Rio to Guapimirim. The railway that used to connect Rio de Janeiro to Teresópolis now ends up in Guapimirim, with old trains and an inefficient system that does not resemble the old times, operating as local transportation, no longer with touristic usage. The social impact of the end of the railway systems is seen worldwide, and has affected directly the town of Guapimirim. In the last fifty years, the federal government invested in a new road, BR116, passing just outside of the city of Guapimirim, creating a process of urban decay of the city downtown, especially in the areas nearby the train. The last part of the line was abandoned in the late 50's and is now being reincorporated back into nature being part of the Serra dos Órgãos National Park. The city of Guapimirim no longer looks back to its past, regarding its railway. It is now a service based economy with great dependance on Rio de Janeiro. The city due to its location works informally as a local hub of buses between the neighbouring cities. This can be used to develop local tourism, especially based on its natural resources, the river and waterfalls inside its National Park, and the road that links the Park to Guapimirim downtown. In the same region of Guapimirim, is located the remains of The Mauá Railway, the first line to be built in South America back in 1856, which makes this location even more

symbolic. According to Le Goff in *History and Memory* (2003) “we should work in such a way that a collective memory is useful to freedom and not to human servitude”. As the city continues to deteriorate since the collapse of the railway, we can recall what is pointed out by Urry in *Mobilities* (2007) that the railways have a really important role in the development of the modern tourism developing the cities that surrounds the railway. The combination of community based tourism with the historical and natural attractions may lead to a city renewal.

A DEMOCRATIC CITY? THE IMPACT OF TRANSPORT NETWORKS ON SOCIAL COHESION

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Urbanity is political. Thus, urbanists have to engage with political issues and systems in order to address injustices of the past, and create a more equitable present. Especially in the context of South African cities, which are still dominated by apartheid morphologies. 2016 marks South Africa's 22nd year into democracy, but what are the achievements and advancements in transforming the spatial legacy the 'new' country inherited from the Apartheid dispensation? Moreover, what are the characteristics of a post-apartheid, democratic city and society? The City of Johannesburg, the local authority of the Johannesburg Metropolitan regions, believes that transport networks must play a role to support the creation of social cohesion in a highly segregated city to address the spatial legacy of apartheid. It has therefore implemented a number of transport oriented development plans throughout the city including the *Corridors of Freedom* development plan. This paper unpacks theory around the concept of social cohesion, in order to understand why this is relevant to planning trajectories in South Africa. Furthermore, it discusses social, economic and spatial legacies to which planning needs to respond. It examines the *Corridors of Freedom*, a 'Transit Orientated Development' framework proposed by the City of Johannesburg aimed at “stitching” the city together. It critically analyses the plan's objectives and how it addresses issues of social cohesion to highlight some of the strengths and shortcomings of the proposed 'Corridors'.

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ON THE RATIONALITY OF NETWORK DEVELOPMENT: THE CASE OF THE BELGIAN MOTORWAY NETWORK

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The development of transport networks has been explained, predicted and planned using a variety of methodological approaches. These range from narrative historical accounts to the application of models borrowed from the natural sciences. Probably the most remarkable studies are recent attempts to align network development with organic logics – e.g. the mimicking of motorway networks by slime mould in Petri dishes. The aim of this paper is to examine and compare methods mobilized to both explain and hypothesise on the development of transport networks. More specifically, we juxtapose methods in transport planning inspired by the natural sciences with historical inquiries into transport planning. Network modelling driven by topological features (e.g. connectivity and compactness) is compared with a more historical sensitive approaches taking contextual, sociospatial factors into account. In doing so, the paper contributes to transport geography by highlighting the influence of political choice, and indeed ideas about sociospatial organization, on the network model as well as adds to planning history by including the technical rationale in the discourse on sociospatial organization and form. Belgium was chosen as case because the topology of Belgium's motorway network is considered by some researchers as one of the most 'rational' in the world, while others have often qualified its form and materiality as 'chaotic', or indeed 'irrational'. On the basis of a two-sided analysis of the Belgian motorway network, a quantitative topological approach and a planning history lens respectively, the present paper critically assesses the views and values held by actors of the past, present and future of the development of transport networks.

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MOBILISATION OF THE MASSES: POST-WAR URBAN PLANNING AND THE THREAT OF THE MOTOR AGE

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During the 1960s and 1970s signs of rapid and radical urban change were discernible all over Western Europe. Plans were launched for satellite towns with no fewer than 500,000 inhabitants as well as the wholesale demolition of nineteenth-century areas surrounding the larger cities' historic cores to make way for multi-lane expressways, shopping centres and spacious office blocks. The Netherlands was no exception in a zeal for modernisation that would alter the urban environment in fundamental ways. Several Dutch municipalities considered the comprehensive redevelopment of their inner cities, or at least those areas that planners deemed obsolete and out-dated. During the first half of the 1960s growth figures provoked and permitted the most ambitious plans, which would cast a long shadow over the years to come. This holds especially true for the way in which the tremendous rise in car ownership was perceived. The number of cars and commutes by car increased fivefold between 1960 and 1970. As early as 1963, future Labour prime minister Joop den Uyl argued that it was a democratic right for every worker to have his/her own car, a statement that signifies how mass motorisation was set to affect lifestyles profoundly. In the views put forward by Den Uyl and others, Dutch inner cities were in urgent need of redevelopment schemes that would correspond to the large-scale, uniform changes in society – setting in motion a process of creative destruction on a spatially fixed level. A first glance at these expressions and redevelopment schemes seems to correspond with the current historiography of post-war urban planning, in which planners are presented as overtly self-confident in determining the future of inner cities. The sources used in this paper however will allow for a different reading of Dutch urban planning during the 1960s. For Dutch planners the rise of the automobile posed a challenge rather than an opportunity, to which they responded with feelings of anxiety and resignation. They expected the Netherlands to be a fully motorised, overpopulated and densely built-up country by the year 2000. Contrary to current assumptions, the rise in car ownership led both planners and politicians to articulate gloomy and fearful predictions about its future impact on city centres. By focussing on their views, which were expressed in official documents, specialist journals and during council meetings, this paper will demonstrate that the professional and political elites of the 1960s designed and built car-centred cities not out of utopian aspirations, but out of a compulsive need and sometimes even a fear of what was yet to come.

Floods and Infrastructure

TOWARDS RESILIENCE IN CHENNAI

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The world is witnessing an increase of natural disasters due to climate change; inducing strongly, the awareness of building climate resilience globally. But the developing nations are facing challenges due to over population, growing economy and unplanned growth which negatively affects its resilience. One such example is the Indian city Chennai, which like other coastal cities, is vulnerable to cyclones and rains. Though the city has experienced major floods in the past; the recent unprecedented rainfall in the fall of 2015 presented an Indian context of climate change crisis – which is a consequence of expanding cities over existing environmental systems thereby damaging them severely. The city of Chennai, since colonial times, has been filling natural ponds, lakes and marshes to expand the city to allow closer proximity to the city centre for economic development. Thus it is essential to review the planning trajectory of Chennai and to recognise methods of planning used traditionally in the region to survive the environmental disaster; making the city flood resilient. This examination uncovers the traditional, the British Raj-era, the Post-Independence, and the contemporary development context in order to understand the local context for where and when coastal human settlement negatively impacted natural system.

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TRAFFIC IN TOWNS, THE LOSS OF URBAN RESILIENCE AND THE CASE OF AUCKLAND'S CIVIC CENTRE

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There are cogent arguments supporting the idea that resilient urbanism requires successful streets. Successful streets in city centres require a balance between efficient traffic movement and spaces for pedestrians on which urban vitality and economies depend. This balance was fractured in the 1940's with the growth of car ownership, and traffic solutions prioritising vehicle movement. Responding to these issues in 1963, the Buchanan Report, *Traffic in Towns* advocated building motorways in towns, but in such a way that these circled what were called 'environmental areas'. Auckland enthusiastically embraced motorway construction from 1955, and proposals to build a new civic centre at this time were seen as an opportunity to improved traffic flow in the inner city. This included the insertion of a new circular street, Mayoral Drive, cutting across the previous small scale grain of blocks and streets. The success of this street 50 years since its construction is assessed using urban design criteria. The conclusion drawn is that apart from two small areas, Mayoral Drive remains a largely unsuccessful street at the heart of Auckland, with a configuration that remains difficult to remediate from both a private and public investment point of view.

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METROPOLITAN FLUXES: THE MESH OF BENEFITS AND NEEDS

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The demand for the expansion of urban infrastructure coverage and the consequential increase of requests for quality improvements of networks in metropolitan areas, especially in developing countries, shapes a distinctive approach as to understand in what way certain benefits or limitations can eventually regulate the future of urban areas, and therefore, its strength to adapt to changes. This method of enquiry examines the historical development of São Paulo infrastructure network and appraises its expansion in regards do its geographical distribution into the metropolitan space. The essay establishes a direct relationship between the foundation of urban service infrastructure network and urban renewal projects. Through the implementation of a cross-analysis between urban renewal areas of the Greater São Paulo Region, socioeconomic and urban services infrastructure data, along with a sample analysis of the metropolis flows (using the tool of geographic information systems [GIS]), it was possible to produce an interpretation of the heterogeneity of the metropolis. This heterogeneity was confirmed both from the socioeconomic point of view, as in the coverage and quality of urban infrastructure services. Thus, the restructuring of a balance between supply and services demand in the metropolitan area is seen as indispensable in order to make the connectivity amongst urbanized areas possible, shaping a real space of fruition that is capable to meet the objectives of urban regeneration. The argument of this work is that urban renewal projects in developing cities that encompasses improvements over the coverage and quality of urban infrastructure tend to lose its intrinsic qualities that would differentiate them in the first place, causing their expected benefits to be overcome and dissolved in the metropolitan territory. Therefore, a fundamental condition for completing urban regeneration objectives should ensure equitable conditions of access and quality of urban infrastructure in the area of influence of the intervention. Accordingly, in order to plan and design solutions for resilient cities, it is imperative to build a deep understanding of the fluxes that permeate the urban territory, and most importantly, shape the living conditions of societies. The contraposition of empiric data that characterises human behaviour in terms of its movement in the Metropolitan Region of Sao Paulo, in contrast to the availability of resources - ecological, technical, social end economical - is in this study considered a discerning method to interpret the city and stimulate informed action to articulate these conflicting dimensions.

REGENERATING SÃO PAULO'S CITY CENTER: THREE INTERVENTION PROJECTS

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This paper analyzes the initiatives for the São Paulo city center over the past two decades, within the context of contemporary cities undergoing similar transformations through the implementation of urban projects in historic areas.

In São Paulo, three recent proposals have stood out due to their structural differences and complementariness: Urban Operation Centro (Operation City Center), a specific law aimed at attracting new activities to the center and raising funds for improvements to the urban environment; Ação Centro (Social program for the Center), an improvements and social development program drawn up through external financing; and Nova Luz (Nova Luz Project), which proposes the redesigning of 45 blocks.

This research thus analyzes how the projects have been carried out, the concept behind interventions and the ways in which these initiatives have been planned and implemented. We have concluded that these actions have complemented each other, with special emphasis on: attempts to attract real estate developers; on a lack of guidelines; and on their disregard for social participation. This fragmented scenario has created a backdrop for the lack of an effective integrated policy for the São Paulo city center.

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Man-made and Natural Disasters

Planning Against Natural Disasters

EARTHQUAKE AND RESILIENCE POLARIZATIONS ABOUT MODERN PLANNING IN CHILE

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Pontificia Universidad Católica de Chile

The paper poses the question about the modernization of planning in Latin America and the role that disasters, and specifically earthquakes, could have played in this process. It focuses on the reconstruction of Chillán and other Chilean cities, after the 1939 earthquake. The reconstruction process triggered a debate about the planning methods and criteria that should be implemented on the occasion. This exceeded the technical domain and permeated into the media and public opinion. The paper suggests that the polarization around the ideas of Karl Brunner and Le Corbusier represent two opposing approaches towards modern planning. Resilience, as the capacity of recovering from trauma, can be thought of as a process that offers opportunities to discuss new urban models and paradigms. The debate about the reconstruction of Chillán is not confined to the local realm, but can also be envisaged as expressing some of the internal tensions of the processes of modernization. At the same time, it makes evident a dispute about Latin America, as a professional field for foreign planners.

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AN EMPIRICAL ANALYSIS OF URBAN PLANNING IN CASE OF SEISMIC DISASTERS

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University of Thessaly

This proposal refers to the role of urban planning as a main tool of urban development in the case of natural disasters and especially earthquakes. Investigations of how much urban planning contributes to urban development is sought here, both at the stages of prevention and restoration. Case study research is used as a methodology to draw empirical conclusions.

Urban planning constitutes a necessary and sufficient condition which expresses a priori all the procedures required to make and implement decisions for every stage of the before and after earthquake period. In other words, it is the mechanism through which all housing needs and the perspective of economic recovery are met within a sustainable city. According to international experience, effective post-disaster urban planning can be a powerful instrument for incorporating disaster risk management into redevelopment efforts, provide a framework for coordinated, integrative efforts towards sustainable reconstruction by defining the framework within which infrastructure, transport, environmental management, and development occur. In regards to the Greek reality, two case studies were examined to indicate the differentiation in using urban planning tools. Their selection and comparison was made based on different operations at an organisational, administrative and urban planning level which, in spite of the two cities' several common characteristics, led to opposite effects. Kalamata (1986) therefore, constituted the country's leading example because of the significance of urban planning upon earthquake defenses, and because of its pivotal role in the city's future development. In contrast, in Volos (1955), the project is considered a complete failure due to rough organisation and a lack of planning, resulting in the city missing the opportunity to showcase its special nature and achieving a better urban development, notably after World War II. The two examples included occur in different chronological and political frameworks and thus, the different ways that were used to address them is justified. However, they were consciously selected because the urban planning value is timeless and its contribution to major spatial, environmental, economic and social issues is imperative. The conclusion reached by comparing the two cases and analyzing the way was used to deal with the seismic disasters. The main inferences are related to the criteria of efficient urban planning such as forecasting and preventing methods combined with sustainable urban planning and management that shields cities from natural (and man-made) hazards, financial planning, organisation and collaboration of the competent administrative bodies. Urban planning itself, though, does not suffice unless it is part of an integrated policy that responds to the requirements of sustainable development. Besides, a resilient community should also be a sustainable community, in order to meet legislative requirements, and –more importantly– to ensure the needs of future generations are met, economically, socially, culturally and environmentally.

PLANNING FOR DISASTER RESILIENCE: THE EVOLUTION AND CHALLENGES OF URBAN PLANNING IN TAIWAN

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Taiwan is very vulnerable to natural disasters. Taiwan island is in the Circum-Pacific seismic zone. Three to four typhoons landfall the island every year which cause flooding in the plain areas and landslide or debris in the mountain areas. Therefore, how to apply the hazards mitigation measures into urban planning process to promote disaster resilient cities become an important issue. This study uses governmental documents collection method and literature review method to explore the evolution of the urban planning for disaster resilience. This study also uses depth interview method to understand the challenges on the implementation for the resilient planning in both public and private sectors. This study finds out the progresses of the disaster resilient planning has the relationship with the major disasters. The 1997 revision ordinance for the Periodical Overall Review of Urban Planning which emphasized the planning for disaster response facilities and roads was influenced by the Kobe Earthquake in 1995. The handbook of Urban Planning for Disaster Reduction was introduced in 2000 which was intended to solve the problems caused by the Chi-Chi Earthquake in 1999. The 2011 revision ordinance for the Periodical Overall Review of Urban Planning which focused on the vulnerability analysis and planning for flood retention space was to cope with the impacts by the Typhoon Morakot in 2009. This study also finds that the challenges on implementing the disaster resilient planning, which are: (1) the urban planners lacks the training on the disaster related professionals; (2) the budgets for periodical overall review of urban planning are limited; and (3) the confusion of urban disasters reduction spatial planning and the local disaster management planning, and (4) the urban review committees do not emphasize disaster related planning.

URBAN RESILIENCE AND RECONSTRUCTION THE NATURAL DISASTER CASE THAT STRUCK THE HISTORICAL CITY OF SAO LUIZ DO PARAITINGA, BRAZIL

Tania Cristina Bordon Miotto Silva | José Geraldo Simões Júnior

Universidade Presbiteriana Mackenzie (UPM)

The subject resilience is nowadays of fundamental importance for the understanding of urban reconstruction processes, especially in those cases where there is the presence of relevant monuments and heritage references. It applies to the Brazilian city of Sao Luiz do Paraitinga, officially founded in 1769, preserved by the State Historical Heritage in 1982 and struck by a great flood in 2010. The main reason of the disaster was a flood of the Paraitinga River that left more than 4,000 people homeless, i.e. 60% of the city's population. St. Louis was the first planned city of São Paulo state, organized in perpendicular courts, Enlightenment influence of Governor General Morgado de Mateus is fundamental to the understanding of urban patterns adopted by the Portuguese in the exploration and conquest of Brazil, in the period of mining cycle, which extended through the seventeenth and eighteenth centuries. The current architectural complex date most of the sec. XIX, (because of sec. XVIII almost nothing remains) being the exception Matrix Church, one of the buildings protected by state and federal heritage. The aim is to an approach through the reconstruction of the Church and some of the major symbolic buildings of the city, highlighting, in addition to urban instruments, community role and its positive improvement over the situation, incorporating concepts of identity, collective memory and representation. Understanding resilience in its original concept (arising from the physical area and the environment), as a measure of the persistence of the systems and its ability to absorb changes and disturbances and still maintain the same relationships between populations or state variables, we can state that in the case of Sao Luis do Paraitinga, this phenomenon was fully verified. Within this framework reproduction works, and post-reconstruction community ownership, we ask: which community strength linked to the damaged monument in reconstituting material into a historical process broken? When retrieving the physical standards, it is necessary to connect them to cultural images in an approach from the bottom up, involving the local community? The study will also enable to compare this experience with similar cases that occurred in other countries and contexts, in order to expand concepts, respecting specificities and approaching postures. It will allow to think over in future interventions, and extend it to other missing assets, defining new strategies against these adversities - and the process of facing and adapting to the new situation - involving the reconstruction of heritage, identity of cities and cultural references its inhabitants.

Resilience and Climate

PLANNING WITH CLIMATE CHANGE

Pedro Garcia

Architect

Territorial resilience, reduction of carbon emission, and overall adaptive capacity to global warming are now seen as important parameters for consideration in the urban environment contemporary debate. In Portugal, the National Strategy for Climate Change Adaptation, (2010) pushed for a broader range of actions and during same year, Cascais Municipality (CMC) took the national lead by becoming part of a niche of municipalities with a local climate change strategy. The Cascais Strategic Climate Change Plan (PECAC) is considered, up to this day, the most complete and progressive local scale climate change assessment in the country. This paper aims to analyze the strategies intending to adapt the urban environment and discuss their role in planning history. The strategies aim to anticipate how climate change will play a striving force against the current relation between the environment, the economy and social development. Both plans PECAC and Cascais' Master Plan raise important questions regarding the territory that hold specific vulnerabilities and resources, and how they will lead to the loss of a valuable biological, geological, tourist and economic resource. The opportunities depend upon the triangle of mobility/community/environment and the guidelines to the improvement of infrastructures. The three main topics interact and continuously challenge the equation to contemplate and integrate climate change in planning decisions. If each topic is set on one side of the triangle they are influenced by a fragile equilibrium. To reach positive results, it is required to consider the needs from each topic, thus keeping the triangle balanced. PECAC depends on the use of an interdisciplinary methodology to deal with the complexity of the system where the built environment interacts with mobility infrastructures and the improvement of the community's quality of life. The present strategies cover the following main recommendations:

1. Promotion of pedestrian walkways and bicycle paths to reach more users.
2. Open air reservoirs that collect gray waters and are linked with the hydraulic system. The circuit of water is one of the odd parameters, it influences the urban design at a visible level but depends on invisible infrastructure and territorial management; the water supply, the separation of gray and dark waters from sewage, and the creation of water reservoirs along the water streams.
3. Change in flora and fauna, require the expansion of permeable soils, thus concentrating the built areas.
4. Growth of flooding areas and sea level rise protection measures demand the expansion of buffer zones.

5. High temperatures and insulation' strategies influence the design of public space and the materials used in the built environment. The discussion aims to evaluate the process where each recommendation influences the interdisciplinary method to adapt to global warming. The complexity of PECAC and its strategies challenge which should take precedent, urban planning or territorial management. Another important question, is whether territorial management and urban planning are the same thing, or if they are two different aspects in the process to face climate change.

THE GOVERNANCE OF FLOOD RISK PLANNING IN GUANGZHOU, CHINA: USING THE PAST TO STUDY THE PRESENT

Meng Meng | Marcin Dabrowski

TU Delft

Based on the framework of governance adapted from the work of Patsy Healey and drawing on the case of Guangzhou, which is regarded as the most vulnerable city in China to flooding and waterlogging, this paper adds to the literature on urban climate change adaptation. It does so by shedding light on the history of the city's struggle against the water and examining why the current spatial planning and flood risk management fails to address the growing flood risk linked with climate change. The paper distinguishes two major transformations of the approach to dealing with water in Guangzhou. Historically, the city was built under the influence of Fengshui Philosophy and co-existed with water. Then, the approach shifted towards engineering-based solutions to containing flood risk under the stress of rapid city expansion. After that, in the context of a changing climate, to minimise flood risk the local government is transferring its priorities from the planning of hard engineering solutions (back) towards soft nature-based solutions. However, the deeply rooted top-down planning culture and clear-cut functional separation between different departments of the local government critically affect the implementation of the policy and cooperation between the different agencies to address the present and increasingly urgent cross-cutting climate change adaptation agenda.

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EFFORTS TO IMPLEMENT A COMMUNITY RESILIENCE ACTIVITY: THE CASE OF TARANTO

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The research focuses on the crisis context of the city of Taranto, starting by analysing the current state of shock caused by the presence of the steel factory, ILVA. In order to determine whether this presence has really begun to implement a resistance/resilience activity or not is important to understand if the local community has undergone a processes able to face "emergency events" such as the establishment of the above-mentioned steel plant.

The attention is concentrated on the contrast between the government action, which rules the changes of the territory, and the native community, together with its local associations, which is therefore questioning itself about the impacts of the steel plant and about the transformation of the city by means of social actions. The citizens proved to be able to live in life-threatening conditions, awkward conditions they would have never thought to have to cope with. In the writer's opinion, this is the reason why the only way to achieve the stability of the system is by gaining a sort of balance between resilience and resistance. To this purpose we took on the definition that the two terms have in the language of ecology. In ecology, resilience is the capacity of an ecosystem to respond to a certain amount of anomalies by resisting damage without changing the processes of self-organisation and its basic structures. In addition, it is also considered to be the regaining of a steady state after a disturbance occurred. These two concepts, closely connected one another, contribute to define the whole meaning of the term.

The word resistance, on the contrary, defines the ability of a system to keep its state, despite the pressure exerted by environmental perturbations due to both natural and anthropogenic causes. Although their meaning is different, both denote a reaction to a catastrophic event affecting a socio-ecological system or a community. It can be said that without such an event or shock, which is threatening the existing balance, the process does not even begin, thus being the starting point of an action of resilience or resistance. It is from this viewpoint that we should read the initiatives of the local community, which asks the competent authorities to solve the problems of the city, rejecting the specific positions and ideals of a certain political party. As a result, many single entities without a shared project, cannot act as cohesive communities, neither resilient nor resistant ones. So, the real question is: could it ever be possible to overcome such an emergency event if the project is not truly shared? Can several single communities, unable to group together, try to overcome such a shock?

RESEARCH ON METHODOLOGIES FOR RECONSTRUCTION URBAN PLANNING IN THE HISTORICAL CENTER TOWARD TO LONG-TERM REGIONAL MANAGEMENT AFTER NATURAL DISASTER IN ITALY - A CASE STUDY ABOUT FOUR DIFFERENT CITIES DAMAGED BY NORTHERN ITALY EARTHQUAKES IN 2012

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The research focuses on the crisis context of the city of Taranto, starting by analysing the current state of shock caused by the presence of the steel factory, ILVA. In order to determine whether this presence has really begun to implement a resistance/resilience activity or not is important to understand if the local community has undergone a processes able to face “emergency events” such as the establishment of the above-mentioned steel plant. The attention is concentrated on the contrast between the government action, which rules the changes of the territory, and the native community, together with its local associations, which is therefore questioning itself about the impacts of the steel plant and about the transformation of the city by means of social actions. The citizens proved to be able to live in life-threatening conditions, awkward conditions they would have never thought to have to cope with. In the writer’s opinion, this is the reason why the only way to achieve the stability of the system is by gaining a sort of balance between resilience and resistance. To this purpose we took on the definition that the two terms have in the language of ecology. In ecology, resilience is the capacity of an ecosystem to respond to a certain amount of anomalies by resisting damage without changing the processes of self-organisation and its basic structures. In addition, it is also considered to be the regaining of a steady state after a disturbance occurred. These two concepts, closely connected one another, contribute to define the whole meaning of the term. The word resistance, on the contrary, defines the ability of a system to keep its state, despite the pressure exerted by environmental perturbations due to both natural and anthropogenic causes. Although their meaning is different, both denote a reaction to a catastrophic event affecting a socio-ecological system or a community. It can be said that without such an event or shock, which is threatening the existing balance, the process does not even begin, thus being the starting point of an action of resilience or resistance. It is from this viewpoint that we should read the initiatives of the local community, which asks the competent authorities to solve the problems of the city, rejecting the specific positions and ideals of a certain political party. As a result, many single entities without a shared project, cannot act as cohesive communities, neither resilient nor resistant ones. So, the real question is: could it ever be possible to overcome such an emergency event if the project is not truly shared? Can several single communities, unable to group together, try to overcome such a shock?

The Planned Destruction of North American Urban Landscapes

RAILROADS, SLUM CLEARANCE AND A RECONSIDERATION OF THE CLEVELAND UNION TERMINAL, 1919-1935

John Mccarthy

Robert Morris University

From 1919 to 1930, thousands of workers built the Cleveland Union Terminal, an enormous new passenger train station at the center of its downtown, and a complex that included the Terminal Tower, which was the second tallest building in the United States at the time of its completion. The event was hailed in the local media as a major step forward for Cleveland, which now had a centerpiece civic structure that was sure to enliven the city, make it more appealing for visitors, and boost civic pride. The two entrepreneurs behind the Union Terminal’s building, the Van Sweringen brothers, were similarly feted as visionary businessmen whose investments would improve the city as a whole. The Union Terminal Project also involved the demolition of well over 2,000 buildings and essentially erased one of the city’s oldest neighborhoods, the Haymarket, in the name of progress and modernity. This paper will narrate the building of the Terminal Tower and the “unbuilding” of the Haymarket neighborhood, and I seek to tell a familiar story from several different vantage points. First, I argue that while the scale of the Union Terminal project was abnormally large for its time, its practical, economic impact was very similar to downtown building projects across early twentieth century urban America. These kinds of projects did not merely strengthen downtowns but they also altered spatial patterns in important ways: from low-income to middle income, industrial to commercial, and even from city resident to suburban and out-of-town commuter. Secondly, the Union Terminal represents an obvious case of intentional slum clearance, with eminent domain used

and condemnation proceedings undertaken, but in this case to the benefit of railroads, which essentially acted as facilitators of downtown rebuilding. Using these perspectives on Cleveland's downtown, I hope to demonstrate that transformation of cities from places of production and industry to centers of consumption and white collar-related services is not confined to the late twentieth century, but rather was a process that unfolded more gradually over a far greater expanse of time, and involved entities (such as railroad interests) rarely considered before.

THE PLANNED DESTRUCTION OF CHINATOWNS IN THE UNITED STATES AND CANADA, C.1900-2010

Domenic Vitiello | Zoe Blickenderfer

University of Pennsylvania

Chinatowns in North American cities have been the target of removal and destruction since they first formed at the end of the nineteenth century. This paper and presentation will chart the patterns and trends of destruction and preservation in central city Chinatowns from c.1890s to the present. Examining fifteen of the largest 20th century cities in the U.S. and Canada, it will document where, when, and why public and private plans for highways, stadiums, hospitals, convention centers, shopping malls, casinos, and other large redevelopment proposals have destroyed Chinatowns or been prevented from doing so. This history covers three main eras of planned – and often realized – destruction: the City Beautiful era of the 1890s and early 1900s; the Urban Renewal era in the decades after World War Two; and the era of postindustrial economic development. These three eras share important commonalities, including plans for transitioning downtown economies and infrastructure systems, but they also differ in key ways, including planners' stances towards Chinatowns and their residents. The literature on urban redevelopment and planning history has largely ignored Chinatowns and their residents. Historians and allied social scientists have focused more often in the U.S. on African Americans' experiences of discrimination and displacement, and sometimes Puerto Rican, Chicano, and Asian neighborhoods, and in Canada on the recent gentrification of working class European immigrant communities. Some scholars have examined redevelopment and gentrification of individual Chinatowns, but have largely ignored the broader patterns and trends that this paper and presentation will trace. Our historical research project grows out of Domenic Vitiello's involvement in a comparative study of contemporary land use and redevelopment in the Chinatowns of Boston, New York, and Philadelphia, led by the Asian American Legal Defense and Education Fund (AALDEF).

THE DESTRUCTION OF PRESERVATION: URBAN RENEWAL IN PHILADELPHIA'S SOCIETY HILL NEIGHBORHOOD

Francesca Ammon

University of Pennsylvania

Philadelphia's Society Hill neighborhood stands out as a landmark example of postwar urban renewal that incorporated historic preservation. By contrast with leaders in hundreds of other American cities, planner Edmund Bacon and preservationist Charles Peterson achieved the socioeconomic remaking of a neighborhood without simultaneously destroying all of its built fabric. While the project is notable for its substantial incorporation of restoration, however, this prevailing narrative downplays the destruction that still characterized their preservationist approach. Planners realized destruction in Society Hill in three major ways. First, in a manner typical of cities across the postwar nation, they implemented the large-scale clearance of industrial, residential, and commercial buildings to make way for Interstate 95 and the superblock project of I. M. Pei's Society Hill Towers. Second, they cleared and modified scattered sites located throughout the neighborhood to achieve the piecemeal eradication of Victorian architectural style and of contemporary commercial and industrial uses. In place of these surgical erasures they "preserved" a reimagined, largely residential past populated with Federal and Georgian-style rowhouses. Third, they permitted dramatic interior renovations behind the restored facades of these same rowhouses. Thus, even as historic preservation salvaged a substantial portion of the neighborhood, its accomplishments remained limited. Large- and small-scale destruction still dominated the overall endeavor. This paper will offer case studies of selected parcels within Society Hill that illustrate the second and third of these approaches. By operating at the scale of the building and site, this analysis will demonstrate how residents, architects, planners, real estate appraisers, and preservation professionals combined demolition with restoration to realize renewal on the ground. It will also emphasize the critical role played by photographs in this process. Pre-renewal images helped give visual form to the amorphous categories of "slums" and "blight" that helped sanction destruction. In addition, nineteenth-century photographs provided the historical basis for the restoration work that followed. Finally, preservationists turned to photographs to document the completed neighborhood. The sanitized, still-frame images produced in the 1980s, as part of the neighborhood's local registry nomination, showcase picture-perfect vistas. Yet they simultaneously silence the destructive process behind these scenes' creation.

OPERATION BREAKTHROUGH: “ASSEMBLY LINE FOR THE DREAM HOUSE”

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In 1968, the United States Congress, through its Housing and Urban Development Act of 1968, declared housing the nation's low and moderate income citizens a matter of “grave national concern.” At the time, the United States' housing problem was being addressed through a number of ambitious federal initiatives such as urban renewal, model cities, and a lesser known program, Operation Breakthrough. Launched in 1969 by George Romney, in his first year as Secretary of the United States' Department of Housing and Urban Development (HUD), Operation Breakthrough presented a relatively novel approach to solving the housing crisis. In contrast to HUD's approach with urban renewal and model cities, Operation Breakthrough was primarily a demonstration program intended to transform the entire housing production process by stimulating the private market for industrialized housing. In this paper, the authors trace the history and 'failure' of Operation Breakthrough to explore why modular housing never gained traction in the US, and what larger implications this had on failing to solve housing affordability for Americans. The infamous demolition of Pruitt Igoe, a modernist high rise public housing project in St. Louis, Missouri in 1971, and its subsequent representation in housing discourse, provides a convenient marker for the failure of government-initiated urban renewal initiatives and to some extent, the modernist approach to affordable housing in the US. George Romney personally ordered for the demolition of Pruitt Igoe as he saw many flaws with this housing typology, and championed Operation Breakthrough as a viable alternative. Operation Breakthrough offered an experimental approach to ensure basic housing for all people in the U.S., and was initially celebrated by the media as an innovative solution through the use of modular, pre-fabricated construction. While critics of modular housing voiced their concerns of this housing typology becoming monotonous, U.S. housing policy's over emphasis on private-market, individualistic housing, ironically lead to the construction of drab suburban developments across the county. The program's quiet disappearance is largely attributed to the election of U.S. President Richard Nixon in 1972. By 1973, the general political climate surrounding housing policy had dramatically changed after Romney's resignation, and with Nixon instating an 18 month moratorium on the construction of subsidized housing. This marked a significant shift in federal policy in the U.S. towards greater deferral to the private market and decentralization. Due to this change, Operation Breakthrough lacked the time and financial support necessary to significantly impact the production of housing on a national scale. As Andrew Carswell wrote, “the fate of Operation Breakthrough reinforces the suggestion that industrialized production of housing—along European lines—is not possible in the United States unless there is a significant public housing program.” Operation Breakthrough's inability to achieve its goals has lead to a continuation of traditional stick-built construction and decentralized federal policy on housing production. In this paper, the authors use the case of Operation Breakthrough to question the role of the government in housing programs, and to what extent decentralized planning has continued to weaken federal approaches to affordable housing policy.

Destruction of the Built Environment for Reasons of Political Ideology

HERITAGE OF THE SECOND WORLD WAR: DESTRUCTION AND RESILIENCE OF THE SOVIET HINTERLAND CITIES AND THEIR URBAN PLANNING

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The history of urban reconstruction of war-damaged Soviet towns is quite well known. Post-war rebuilding of Moscow, Leningrad (St.-Petersburg), Stalingrad (Volgograd), Istra, Minsk, Kharkov (Kharkiv) and Kiev received sufficient attention from researchers. The Soviet regime used the rebuilding plans of these cities for propaganda purposes to demonstrate the achievements of Socialism both inside the union and abroad. Yet, some of the most important processes including events and facts were unknown, and several current urban problems in Russian hinterland cities could not be explained. These problems came to light during the analyses for the new Master Plans in the last decade. The origin of this obscurity was the dominance of military purposes and the shame of Soviet (planning) authorities, both led to state secrecy. Nevertheless, some archival documents from meetings of urban planners and architects immediately after the end of the Second World War supply us with surprising information. For example: in one of these meetings in Novosibirsk, architects spoke about the major destruction of the Siberian towns, the huge damage of their urban infrastructure, and greenery during the war. How was it possible to destroy towns in the heartland, thousand kilometers from the front line? What has been happened there? During the war many factories and institutions were evacuated from the West to the East of the USSR. We can speak about the Second Industrialization of the Urals and Siberia. This industrialization was more rapid and more ambitious in scale than that of the famous two First Five-Years Plans (1928/9-1932/3-1937). In comparison with the first industrialization, the second had a completely military character and not at all well-planned. This forced local authorities to improvise and apply “temporarily” solutions, which later lead to long-term urban problems, which were very difficult to solve. Experiments and mistakes in the urban reconstruction in the extreme circumstances of wartime determined development of these provincial cities not only in the immediate post-

war period, but during the entire soviet period of Russian history. Redistribution of industry and population, lack of attention for urban infrastructure, required by the growing urban population, created a sort of urban life that it is very difficult to imagine. The municipal authorities did not maintain urban infrastructure in many parts of the cities during the war. The best territories of the cities were occupied by factories, which used the railways and tram tracks to transport their production, and polluted rivers with industrial waste. All transportation means were applied for the industry, the public transport nearly ceased to exist. The population consumed parks, public gardens and other greenery as firewood. The “self-service” of the population of these territories ruined the urban structure. In my paper I analyse this largely unknown side of the Soviet planning practice, arguing that the history of Soviet urban and regional planning should be substantially rewritten.

BUILDING PEACE? GERMAN PLANS FOR THE RECONSTRUCTION OF NORTHERN FRANCE AFTER WORLD WAR I

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The reconstruction of destroyed regions in Western Europe has been a key issue of European post-war policy after 1918. In France, seven percent of the country's territory, and most of its industrial centres were devastated. Rebuilding northern France thus became a central point of peace negotiations and a topic of debate on the man-made disaster of the war. Most studies so far however, focus on the domestic aspects of reconstruction at a regional level, and usually neglect the international dimension of the post-war building policies. Based on the records of the German Ministry of Reconstruction (Reichsministerium für Wiederaufbau), and contemporary newspapers, this paper investigates Germany's role in the reconstruction process. It illustrates the extend German actors perceived post-war building opportunities in the neighbouring country and analyses their suggestions. According to part VIII of the Versailles treaty, Germany was obliged to deliver building materials to restore infrastructure and housing along the former front lines. Besides official negotiations, building companies, architects, and trade-union representatives were interested in new building opportunities. Having lost the war, German building experts presented their contributions to reconstruction as a part of the post-war reconciliation, and as an essential step of ‘peace building’ in a highly rhetoric debate. Concomitantly, these offers reflect political, economic, and not least aesthetic interests in the era of reconstruction. On these grounds, this paper argues that participation in the French reconstruction was not only a key ambition for German political, economic, and social actors right after the war, but also an opportunity for introduction and discussion of new building practices, and building materials in a veritable international context. In fact, those actors tried hard to participate in the reconstruction of France by repeatedly proposing the dispatch of building material and labour, technical expertise as well as architectural advice. Among their propositions, one can find the idea of delegations of building labour organized in a very military way, or prefabricated dwellings to accelerate the reconstruction process. However, these ‘well-intentioned’ offers encountered resistance during the peace negotiations. Not only will this paper on the post-war building policy yield an understanding of the Frenches suspicions regarding the far-reaching plans of the former aggressor, but also it will provide a new perspective on time-saving building practices, material-saving technical solutions and architectural aesthetics in the immediate aftermath of World War I.

CHANGING IDEOLOGIES AND SPATIAL STRATEGIES: URBAN PLANNING DURING SOCIALISM AND AFTER

Jasna Mariotti

Independent

This paper aims to explore the post-socialist spatial restructuring of capital cities in European context by providing an insight into the planning practices both before and after the fall of state socialism in Bucharest, Budapest, Prague and Sofia. Urban planning throughout the period of state socialism had to operate in a system in which the central governments were responsible for the decision-making on all levels, leading ultimately to high levels of control of the urban development in cities. Central level decisions shaped the models of growth of cities, and urban planning served as an instrument that fulfilled the requirements for societal change. Rapid political and economic changes after the fall of state socialism left an undeniable mark on the planning processes, and on the urban form of cities as the transition from one organizational system to another fundamentally alternated the context in which planning operates. The transformation towards the market economy and the re-introduction of private land ownership in cities, required an establishment of a new planning system with decentralized decision-making, a driver to changes that impacted the structure and form of cities after the fall of state socialism. Furthermore, the triumph of neoliberalism and the privileges given to the private sector created particular models of development of post-socialist cities, resulting from the social, economic, cultural, political and societal processes of change. As part of the urban transformations of cities after the fall of state socialism, changes in the locational patterns of shopping centers in cities occurred, illustrating diverse patterns of dispersal than the ones that existed during the period of state socialism. This research aims to highlight the spatial restructuring of cities during the period of state socialism and after, drawing relationships among the locational patterns of shopping centers, urban planning processes and their dynamics.

URBAN AIR POLLUTION AND POLITICAL SUPPRESSION IN CHEMICAL VALLEY, 1963-1968

Owen Temby

UTRGV

During the 1960s, Sarnia, Ontario's economy was dominated by Chemical Valley, the city's petrochemical industry composed of eleven firms. It was both the wealthiest city (on a per capita basis) in Ontario, and the one with the dirtiest air. Unlike in more diversified cities, no prominent local elites identified air pollution as a problem needing attention. Chemical Valley firms and their executives were also civically active, donating resources to public causes, dominating the local chamber of commerce, and working closely with provincial and municipal officials to ensure a friendly business environment. In response to the air pollution problem, the firms created the St. Clair River Research Committee (SCRRC) to research and implement solutions and promote Chemical Valley as responsible stewards. The SCRRC operated in a regulatory vacuum, neither sharing information about pollution levels with the public nor allowing the province to report the SCRRC's propriety data. In this paper, I explore how economic elites in Sarnia prevented the problematization and regulation of air pollution. I ask: what confluence of factors brought about this outcome, and how did this political system respond to contestation? Because the main case study is ostensibly a nonevent, I focus on two specific occurrences during the late 1960s that revealed details of the clientelist system. First, I focus on a Sarnia allergist who, during the late 1960s, openly advocated for the creation of a bylaw addressing air pollution in the city. As a result, the other physicians in town collectively stopped referring patients, forcing him to relocate. Second, I examine the SCRRC's and Sarnia City Council's response (public, and in private correspondence) to the announcement of the International Joint Commission's investigation of air pollution crossing the Canada-US border from Sarnia to Port Huron. This case study underscores the challenge that a lack of economic diversification in an urban area has historically presented to planning strategies that otherwise might foster social-ecological resilience.

Urban Vulnerabilities

UNDERSTANDING THE VULNERABILITY OF HISTORIC URBAN SITES

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Turkey is a country which is vulnerable to great disasters. In particular, Istanbul as its former capital and the largest metropolitan city has suffered significant losses that have been well-reported. In the last 500-years, numerous earthquakes, fires, and other devastating disasters have damaged the city and caused a huge amount of losses for its inhabitants. Not only its monumental buildings but also its densely built housing areas have repeatedly been destroyed and rebuilt. In order to protect the multi-layered cultural and natural heritage of Istanbul, original methodologies were developed. These have included insurance maps, the implementation of innovative buildings techniques and evacuation strategies. This study includes an analysis of several major disasters in the history of Istanbul and post-disaster assessments based on historical site plans made between the 16th and 19th centuries. The outcome of this study is twofold: (1) the representation of significant disasters together with historical maps of Istanbul (2) the assessment of innovative site renovations and renewal methodologies to minimize destructive impact of the disasters. The impacts of the disasters were not only physical, economic and social but also caused a disruption in the authenticity of the continuous city form.

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TABULA RASA MEETS RESILIENCE: URBAN RECONSTRUCTION AND THE DILEMMAS OF MODERN PLANNING IN CHILLÁN, CHILE (1939)

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The total destruction of a city by an earthquake, its possible relocation or reconstruction -i.e. the conversion of land to a tabula rasa- was an incredible opportunity for the application of modern urbanism ideas. Chillan earthquake was, in 1939, the occasion to reinforce the idea of planning in general by creating new organisms at national level. Modern urbanism was promoted both by the possibility of realization of the destroyed cities plans by Le Corbusier, as by the implementation of his ideas and models in some of the proposals. However, modern urban planning was questioned, by landowners and by the supporters of the traditional forms of urban development. It was further reduced to the establishment of zoning as a figure for the urban plan, mainly defining preventive constructive characteristics and delineation of the urban form. Modern buildings erected within the traditional grid framework, under only few restrictions set by the plan and the financing of new organisms was the form definitely acquired by resilience for urban reconstruction.

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RESTRUCTURING OF A COASTAL TOWN SINCE THE EARTHQUAKE IN 1957: FETHIYE, TURKEY

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In ancient times, cities were not resilient to catastrophic devastations, and thus many were abandoned to their own fate. However, technological progress in modern times, enables the physical fabric of cities to be rebuilt, and socio-economic and cultural structures are quickly resurrected after natural or human-induced disasters. It is the modern technology that provides the reconstruction of a city after a catastrophe; however, the resilience and recovery of a city is not just physical rebuilding. It is an adaptive and evolutionary process that absorbs all the impacts of hazards. Moreover, it includes the human endeavor and struggle, cooperation, self-reliance and sense of belongingness. The social and cultural scope of the resilience is the defining features of the cities, which sustain its essence and the urban fabric. The case area of this paper, Fethiye has a profound history with its coastal settlement dates back to Lycians. The name of the first known settlement in the town was Telmessos. Many earthquakes damaged the region since ancient times and people had to seek for new and secure inhabiting destinations therefore, there are very few remains from ancient settlements except for rock tombs. Today, Fethiye is a modern coastal town in Turkey. It is significant with its touristic port, harmony of ancient and modern urban fabric, everlasting tourist industry and agricultural production. Many severe earthquakes have been recorded in Fethiye throughout history. The first planned urbanization started with the recovery works after the damage of earthquake in 1856. However, the town was demolished again after an earthquake in 1957. Since then, it has been rebuilt with a modernist understanding and technique. This natural disaster formed a basis for the first legal regulations and organizational structure related to natural hazard areas, which was generated and ratified in 1959 in Turkey. Thus, the urban fabric of Fethiye is restructured according to modern lifestyle and new legal regulations for urbanization on natural hazard areas. A new district with the name of Karagözler is created. In the meantime, geographical advantage of the town, the coastal strip, which led to the initial settling, helped the resurrection of the town. However, with the popularity of sea holiday and growth of mass foreign tourism in 1960s, the wetlands in Fethiye were filled to make room for massive residential development. Fethiye is trying to enhance resilience with respect to the challenges of earthquake, rapid growth, eradication of natural resources, and touristic overpopulation especially in the summer months. The aim of this paper is to present the restructuring process of the coastal town Fethiye which absorbs the impacts of the abovementioned various hazards since the earthquake in 1957. It evaluates the positive and negative consequences of this restructuring process in terms of both resurrection of the town with tourism potential and loss of wetlands and natural resources.

CHANGING REALITIES: TRAUMATIC URBANISM AS A MODE OF RESILIENCE IN INTRA-WAR BEIRUT

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In 1975, and in an ambiance of increasing tension, the streets of Beirut served as a stage for a series of violent events and in a matter of days, the sounds of mortar shells and machine guns provided an applied interpretation of the conflicting interests of the different Lebanese and global political players. With few intermissions and a fluctuating intensity, the urban warfare continued for the following 15 years, and resulted in massive destructions and significant movement of citizen's displacement. Following its instinct to survive and as a reaction to the on-going conflict, Beirut induced new forms of urbanism to maneuver through the imposed reality. The city became divided into two sides, and the once cosmopolitan vibrant city center, developed into an uninhabited green buffer between the rivals. Checkpoints were introduced to re-mark the acquired territories and the citizens' relation to their public space was redefined by the fields of snipers' fire. This metamorphosis of the city, together with the irregular and inconclusive nature of the conflict increased Beirut's immunity to a fatal end. During the 15 years course of the conflict hopes were revived with every ceasefire and few reconstruction plans were developed. This presentation looks into the spatial production in Beirut under the traumatic conditions of the Lebanese civil war. It argues that the continuous process of spatial production which is displayed in the rearrangement of spaces and everyday urban practices is in itself a demonstration of resilience. It further looks into the opportunities generated by the conflict and how it revealed the shortcomings of the pre-war urban practices. Finally, the presentation builds comparisons between the city's resilience in intra- and post-war periods through questioning the inclusive and reconciliatory capacity of the implemented reconstruction projects.

Disasters

LISBON - BETWEEN RESILIENCE AND CHANGE: FROM THE 1755 EARTHQUAKE TO THE 1988 CHIADO FIRE

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We intend to emphasize the resilient role of the city of Lisbon destroyed by the appalling Earthquake on 1 November 1755. Reconstructed in the eighteenth century by order of the Marquis of Pombal, it was one of the earliest cities transformed under the aegis of the Enlightenment through a complete modern plan. On 25 August 1988, the center of Lisbon is once again struck by a major disaster: a devastating fire destroyed Chiado, one of the most city's distinctive areas. In the aftermath of Postmodernism debates, several personalities related to architecture and culture as well civil community discussed the future of the affected area. Such a debate was polarized by two opposing views: the rebuilding of the destroyed buildings as they originally, or alternatively, the construction of new buildings with a new design expressing their own time and refusing a historicist pastiche. The assignment of the project to Álvaro Siza Vieira put an end to the debate and gave rise to a new controversy. Siza proposed neither the full reconstruction of the pre-existing buildings nor a radical break with the past. He proposed instead a compromise solution based on the thesis that the affected area integrates a larger unit – the so called Baixa, the lower part of the city reconstructed under Pombal's orders – which, as a “big building”, should be “repaired” in order to preserve its identity. Through multidisciplinary approach, we do not only intend to reflect on the urban history of Lisbon, but also to demonstrate that Siza's reconstruction, which started in 1988, managed to reinterpret and to continue the 1755 plan, which has ensured the resilience of Lisbon's identity facing an increasingly globalized world.

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TRANSFORMATION OF PLACE-IDENTITY; A CASE OF HERITAGE AND CONFLICT IN IRAQ

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Throughout history, war and conflict have caused fundamental political, economic, and social transformations around the world, spatially impacting urban form. Nowhere is this more evident than in cities with distinctive identity and a rich historical landscape. Erbil, the capital of the Kurdish region is such a city. Increased political and economic stability after the 2003 invasion of the country has led to a period of reconstruction as a part of the recovery process from decades of war. This has empowered an array of urban actors that have influenced the transformation of the city's place identity. In this paper the consequences of planning mechanisms and strategies on the transformation of place-identity was analysed through four time periods using the city of Erbil as a case study. The discussion has shown that place-identity in the post conflict period has transformed rapidly. This transformation has negatively impacted local place-identity as many areas have lost links with their historical past and are embracing anonymous micro-identities. Although the government encourages and provides opportunities for new modern developments, there is an urgent need for holistic planning and urban design strategies that could guide future developments to reflect and respect heritage values, tradition and culture. The study has found that cities in post-conflict context need comprehensive strategies that could adapt to the political and economic changes in order to guide the reconstruction process.

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KHANS - BETWEEN FIRES AND URBAN REVOLTS

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This paper analyses the urban planning challenges of the pre-modern era in Istanbul focusing on the khans – major commercial buildings that house many rooms organized around a courtyard. This period is considered as the preparatory phase for the urban modernization in the 19th century. The method of resolving the local planning issues by the central authorities defined the upcoming modern planning concepts. Among these issues, khans occupied a special attention, since their residents occasionally caused social problems. In this period, natural disasters were one of the main issues in Istanbul's urban life as major fires occurred frequently and the earthquakes devastated the citizens. In a city with an organic street network and timber framed buildings, fire was the main threat. Therefore, the authorities were continuously challenged to reconstruct the city with new urban approaches, trying to mitigate fire risks by issuing codes for building construction throughout the 18th century. Although most of the regulations were concerned with residential areas, there were also some documents addressing commercial areas. The main commercial area of Istanbul was the Historic Peninsula as it housed the main ports for landing goods which were then transferred to khans and shops. The khans were not only used for storage, but also housed single men like porters and boatmen. In most cases, the khans and shops were not allowed to be built from timber with the exception of financial constraints. However, the imperial order issued in 1731 contradicted former ones by banning the construction of masonry khans. The discrepancy among these consecutive orders lied in the history of urban revolts the capital faced in the 18th century. Five upheavals were performed by urban crowds and resulted in the dethroning of sultans and assassination of many government officials. The construction of masonry khans did not serve the purpose of the government, because the shopkeepers and khan residents sometimes joined Janissaries, the main army gathering in large groups and defending themselves in these robust structures. In traditional urban history narratives of Istanbul, there is a tendency to imagine the city being distributed into compartments: residential and commercial areas, administrative and religious complexes, etc. However, through studying khans, we conclude that Istanbul had a more complex structure and we are able to gain a new perspective on the traditional urban history approach. We can determine that the famous commercial areas of Istanbul like Mahmudpaşa was also one of the most crowded residential areas. Throughout their story in the 18th century, we see that the authorities were undecided about the endurance of khans. As massive urban elements and major commercial buildings, they were to be protected from fire, but as residential structures housing immigrants that became primary elements of urban revolts, they were not to be sustained. Despite the authorities' contradictory approach to the endurance of these massive structures; the khans survived until today and in a way there are the symbol of resistance to natural disasters and authorities' suppression towards immigrants.

CASE STUDY: KINSTON-UPON-HULL, A POSTWAR TANGLE OF PROBLEMS

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Blitzed cities in Britain were seen as opportunities for applying modernist visions to new plans and spaces in Britain. But what plans did cities make and within the constraints of the postwar period, how did they cope with the difficulties of economic and legislative barriers? Numerous actions taken by central governments affected blitzed cities, but there was also a diversity of uniquely local issues faced by councils and officials within each city. While central government struggled with national economic issues, so too did the blitzed cities struggle with local issues. The loss of business in the city centres was a crucial blow, but greater still was the revenue loss from tax rates that were uncollectable: buildings destroyed left no reason for payment, and evacuated or bombed out homeowners meant further losses. Rents were mostly uncollectable on destroyed, empty or badly damaged properties, but equally crucial to obstruction of progress in some cities were the issues created by attempts to make plans for the future. From property owners unwilling to give up locations or freeholds to disagreement over changes to roadway layouts and usage zones, the lack of consensus in most bomb-damaged cities was palpable. All cities eventually had to decide who would create a plan - an external consultant or in-house official - and ensure the plan was agreed on - at the least by the city council. During the war every city had developed a separate rapport with central government, particularly with the planning ministry. Communication was established regarding future plans with all bomb-damaged cities. For better or worse, these relationships would also affect the outcome of local plans, applications, and proposals in the postwar period. Each city in Britain had a unique relationship with Whitehall, and faced its own challenges in creating rebuilding plans and their implementation of those plans. Kingston-upon-Hull was the closest city to Germany and received much of the bombing outside London. The city had nationally important industry as well as one of the busiest ports in Britain. Further, Hull had serious congestion issues and a lack of consensus about the future of the city. Hull also had one of the poorest local authorities in the country, and suffered most from the loss of rates. This paper will use Hull as a case study to examine the overwhelming complexity in preparing and implementing reconstruction in blitzed cities. Alongside national economic constraints and planning requirements, the local issues - of many shapes and sizes - explain why the consultant planner Patrick Abercrombie's plans were not only controversial, but practically impossible to implement. Although Abercrombie himself considered that this was "probably the best report he had been connected with", "no other wartime plan was so ignored or apparently ineffective". The city of Hull provides a key example of the mixture of problems faced by postwar cities in Britain, and around the world.

Long Term Adaptation to Changes

CITY RESILIENCE AMID MODERN URBAN WARFARE: THE CASE OF NABLUS, PALESTINE

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Cities across the globe are increasingly becoming the main theatres of modern warfare. Reviewing the 15 largest conflicts in the world in which the International Committee of the Red Cross is active today, the most remarkable sites that emerge are urban centres. With the tremendous increase of urban crowdedness and violence, international aid and relief is becoming more challenging, less affordable and riskier. Relying on international relief leads to increased casualties; therefore, there is a need for exploring latent possibilities and alternatives that the city itself can offer. In this paper, I examine whether the city fabric influences the resilience capacity of an urban environment, taking the case of the city of Nablus in Palestine. Nablus is a hotspot of the ongoing, 68-year Palestine/Israel conflict that has experienced several forms and waves of disorder and urban combat. This paper concludes that the urban tissue and architectural features of the city's buildings influence the people's capacity for coping with the state of exception. It shows that old town tissue can function and survive longer than a modern city during times of siege, curfew and short invasions.

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TOURNAI: ARCHITECTURE AND PLANNING THROUGH THE AGES OF A FORMER LEADING URBAN CENTRE, AND CURRENT PROVINCIAL HISTORIC CITY, OF THE LOW COUNTRIES

Peter Martyn

Instytut Sztuki PAN

Home to one of the first Netherlandish urban communities to secure municipal autonomy, Tournai boasts an illustrious past and wealth of historic buildings of comparable importance to Bruges. Despite prolonged post-mediaeval decline, the city remained a self-contained urban entity, with its own unique identity, well into the 20th century. This brief, summary text seeks to remind contemporary town planners and architects that cities of the pre-industrial ages benefitted both from place-specific forms of architecture and urban works that ranged in scale from the straightening and laying out of new streets, bridge building or planning river embankments to defence walls capable of embracing populous urban centres. Moreover, compared to the mediaeval, early-modern or industrial ages, the kind of stylistic guidelines currently dictating what goes up in the urban environment (as well as down; excluding listed buildings), may often seem ill-conceived. Largely preserved and further embellished during the 19th and first decades of the 20th century, the urban qualities and built aesthetics of Tournai were gradually undermined thereafter. By the 1980s and 1990s, much of the moderately wealthy city centre predating World War II was gradually falling into disrepair. Today, Tournai could be on the verge of far-reaching change. The potentially disastrous effects on the still extensively retained urban-architectural heritage remain unclear.

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EARTHQUAKE DESTRUCTION, URBAN CONSTRUCTION, AND INFRASTRUCTURE IN CHILE (1906-1958)

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This paper examines the relationship between earthquakes, urban planning, building regulations and earthquake proof design developed during XXth Century in Chile. Despite being one of the most seismic countries in the world, Chile had legalized seismic urban and building codes as early as 1929. Onwards, and up to now, the country has established a fairly efficient code. Nevertheless, its efficiency must be understood as a result of a long term process crossed by severe seismic events, death and urban destruction. In fact, urban planning and building construction codes in Chile have been designed in a continuous improvement which has been based on adjustments and modifications as a cause-error dialectic process. Other highly seismic states and countries, such as California (USA), Japan, New Zealand, or even Italy, have been assuming different approaches to earthquake resistant building codes (Guevara, 2009). In this context, political and technical decisions undertaken in Chile, have been also based in concrete buildings, rather than steel- as synonym of resistant. Certainly, concrete buildings are not earthquake proof themselves, as structural and architectural design criteria employed would be crucial. This kind of problem was observed early at the end of the XIXth Century in Chile, as in Japan and California. Thus, earthquake destruction and proof resistant, far to be a linear problem (cause-effect), suggests a complex issue (Jacobsen, 1956). In the period that goes between 1906 and 1958, marked by Valparaíso and Maipo earthquakes, respectively, Chilean infrastructure, urban and architectural constructions, underwent radical adjustment process intended to become earthquake resistant. This suggests that the relationship between engineering infrastructure design and legal regulations instruments developed contributed in a sort of construction normalization process based on technological and technical advances mixed with empirical testing experiences. Such connections were expressed in theoretical and practice lines of engineering knowledge: infrastructure bridges design and its scientific analytical approaches (Dembo, 2003) to earthquakes resistance; studies related with ground conditions and construction foundations; and technological studies and testing lab experiences in concrete constructions. In this respect, one of the most interests achievements reached by engineers and architects (between 1906 and 1958), was reflected in different strategies devised to adapt scientific and technological methods from bridges structural design, to buildings and skyscraper. It suggests that these transferences could be partially determined the building shape and urban fabric in Chile during the XXth Century.

REGIONAL ADAPTATION: THE CASE OF AIRPORT INFLUENCE AREAS (AIA)

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Contemporary urban planning and airport infrastructure evolution describe an urban process integrating airports into regions. Theoretical and empirical studies support the airport's role in global cities' competitiveness. A historical review of air-transport evolution reveals airports as regional development anchors. Comparative review of Latin American and European airport influence areas (AIA) underscore their fundamental planning strategies. After the war, functional airport planning linked infrastructure capacity to industrial polarization, and master plans prompted prospective industrial planning in the 1970s. Pioneer regional planning studies anticipated airport developments over 20-km areas, including housing and mixed spaces, on the basis of economic stimulation. In the 1980s, intensification drove to diversification of airport activity, which was evolving as AIA hybrid patterns were being used as urban marketing tools, such as the airport city (1977), the aerotropolis (2001), the airport corridor (2007). Airport planning has evolved as a regulatory/compensatory urban planning process. The master plan has not been flexible enough for developing airport activity in an uncertain market environment, however; transport-oriented development (TOD) models have led to multiscale/multilayer sectors in dynamic, strategic project planning. Furthermore, airport-region models can adapt to global and local conditions in coordinated governance processes for construction of 21st-century industrial sites.

Reconstruction of Cities Damaged in (Civil) Wars

PERPETUATING THE TEMPORARY: WARTIME INSTITUTIONS AND POSTWAR BEIRUT

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Postwar rebuilding of cities is hugely expensive, complex, and requires close cooperation between the public and private sectors, more so following civil wars with their intricate mix of physical, institutional and political challenges. Cities that suffered civil conflict during the cold war period often feature physical divisions that not only separated warring factions but also communities across religious and ethnic lines, resulting in fragmentation and duplication of institutions. As such wars extended over decades, these temporary arrangements become permanent. Now, twenty-five years since the end of the Lebanese civil war and the beginning of reconstruction in 1991, crises that originated during this conflict continue to cripple the country. Some blame the structure of the postwar state, while others focus on corruption. In fact, the agreement that ended the war guaranteed power-sharing among war-lords turned politicians, hampering institutional reform and consequently limiting the role of the state to reconstruction rather than development and growth. Reconstruction, like destruction, was a key characteristic of both the war and postwar period. The 15 year conflict was several rounds of mini-wars interrupted by periods of cease-fire and reconstruction, followed by external aggression in the post-civil war period. The first reconstruction attempt followed the initial cease-fire in 1977, when the Council for Development and Reconstruction (CDR), a public authority, was established to launch the rebuilding of the Beirut Central District. The protracted conflict saw repeated amendments to the mandate of CDR and its activities that have allowed it to survive to the present day. CDR has repeatedly fallen victim to political bickering, resulting either in the modification of its planning strategies or, worse, the suspension of projects indefinitely. The creation of new authorities to deal with urban crises, seemingly temporary in nature, has not been limited to CDR but expanded to include the establishment of new authorities and ministries such as the Ministry of Displaced. However, the tenure of these authorities has become semi-permanent due to prolonged or repetitive crises, in addition to their affiliation to particular leaders. The ever-increasing number of authorities established to deal with disasters in an indebted country raises several questions; key among them is how these various institutional arrangements affected the process of rebuilding and development and the make-up of the Lebanese state as it continues to be gripped by crises, particularly concerning infrastructure. Based on newspaper accounts and interviews, this paper will map this institutional landscape, its relationship to the government and private sectors by focusing on CDR, and its role in reconstruction and development projects since the end of the war. I argue that the continuing operation of this fragmented institutional landscape is simply the continuation of war through development, strengthening the grip of warlords over professional life; thus disguising the failure to reform the Lebanese state, leaving its planning apparatus in limbo since the dissolution of the ministry of planning in the early 1970s. This paper is a chapter in this unwritten history.

A MODEL OF URBAN AND SOCIAL INTEGRATION FROM THE FASCIST SPANISH FALANGE: RECONSTRUCTION IN MADRID AFTER THE SPANISH CIVIL WAR

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After the Spanish Civil War, in 1939, Falange (the Spanish fascist party) tried to impose an ideological approach in rebuilding large areas of the city of Madrid that had been damaged by war front. Falange wanted to promote the construction of neighbourhoods and houses where the separation of classes could be overcome, axis of tensions between bourgeoisie and marxism. Thus the Spanish Falange Fascism tried to reach the “new order”. From the different institutions involved in the construction and reconstruction Falange erected in the 40s housing models in which to conduct their particular vision of overcoming the class struggle, including upgraded houses in new construction for families that would serve as an exemplary model for the rest. Family and religion, fervent Catholicism, became the only point of contact with the rest of the different political trends that formed the heterogeneous Franco's regime. After the Nazi defeat (1945) Falange declined in political significance within the dictatorship, and this withdrawal resulted in the field of housing and urban development in the triumph of the planning model with the creation of segregated neighbourhoods and villages on the outskirts of Madrid far from the Falangists claims. The triumph of bourgeois city took place in the late fifties with the greater involvement of private capital in the field of construction and the withdrawal of public initiative. From an architectural point of view the Falangist model home was a regionalist image, sometimes rural, far from the modernity achieved in the thirties. However, this external image influenced by an image of Spain that looked into the past deliberately from the Franco's way of looking, contrasted with an urban approach and a quite rational interior design, out of necessity on many occasions, but recovered slightly but visibly outside some early modern criticism from official speeches. The Spanish historiography has not dealt with this first period of Spanish Falange in depth. Nor with its attempt to ideological translation of the field of housing and urban planning principles, although there are still remaining documents and some constructions.

SECTARIAN SUBURBS, SOCIAL EXCLUSION: PLANNING, CONFLICT AND SEGREGATED HOUSING IN OUTER BELFAST, NORTHERN IRELAND, SINCE 1968

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Our paper is concerned with Belfast, the capital city of Northern Ireland. It looks at how ‘the Troubles’ disrupted the communities and landscape of Belfast, but particularly focuses on the legacy of the conflict in the built environment of Outer Belfast. We explore three main areas. First we briefly summarise the reconstruction and suburban extensions of Belfast between the end of the Second World War and the outbreak of ‘the Troubles’ in 1968. We then assess how the sectarian conflict from the later 1960s and during the 1970s led to what might be termed the ‘suburban solution’ to internal conflict and violence as the authorities recognised the futility of integrationist policies and instead built new suburban working-class housing according to which side of the religious divide people identified with. Finally, we look at how the Troubles between 1968 and 1998 created an architectural legacy in Outer Belfast. We compare this legacy with the architectural peace dividend granted to the older more central areas of Belfast, particularly along the waterside and in the old shipyards.

BUILDING NATIONAL RESILIENCE: ELIEZER BRUTZKUS AND THE EMERGENCE OF PHYSICAL-ECONOMIC PLANNING BETWEEN THE WARS

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Following the trauma of the Great War and the Great Depression, the 1930s witnessed the rise of state interventionism in the West, as nations aspired to create stable societies as a key to a peaceful future. Questions of political-economic structures framed these efforts, in which economists and economic knowledge assumed a leading role. Against these growing debates, urban planners, practitioners of a young field with barely half a-century-old of professional standing, sought to carve out a space for their unique expertise. They focused on institutionalizing regional and national planning as an indispensable public policy field. This paper examines the encounter between economic ideas and physical planning in the context of the professional debate on national policy between the wars by focusing on one example of this disciplinary encounter. It explores the work of Eliezer Brutzkus (1907-1987), a leading German-educated, Zionist-Israeli planner who developed a unique spatial-economic planning theory. Drawing on lessons from the Great Depression from both sides of the Atlantic, Brutzkus carefully wedded geo-economic understandings with the latest trends in the field of physical planning, most notably urban decentralization and large-scale national planning. The result was a fascinating vision of a national “semi-urban lifestyle,”

a landscape resilient to economic disasters, as well as socially integrated and spiritually regenerating. Despite the fact that this period was a crucial intellectual and experimental hotbed of much-explored postwar high modernism, we still know very little about the interwar experience. Recent research, however, reveals the rich exchange of ideas on national policy, economy and spatial planning taking place in both international professional forums and various local contexts. Brutzkus' ideas, forged in response to the challenges of the turbulent interwar period, were a central theme in his professional credo throughout, serving as a national norm in Israel well into the 1970s. Their sustained impact, combined with a substantial written corpus left by Brutzkus, he being a prolific writer in both international and national circles, makes his original work a powerful platform through which to trace both the continuities and the changing meanings and forms of the idea of resilience in the field of physical planning. By so doing, it explores the diverse kinds of disciplinary knowledge that informed the dramatic leap of physical planning from the urban to the national level in the first half of the twentieth century.

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MASTER DESIGNING THE FUTURE - PLANNED AND BUILT URBAN DESIGN ELEMENTS IN HOBRECHT'S EXPANSION PLAN OF 1862

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The most well-conceived historic master plans for cities influence their development well beyond their intended lifespans. When they do, they provide a more robust basis to cope with change. The Hobrecht Plan for Berlin's urban extension (1862) was intentionally conceived to adapt to an uncertain future thus remaining influential even today. Credit for this foresight in planning has not been widely recognized. For a considerable time, the Hobrecht plan was disregarded and considered irrelevant across the spectrum of city plans and planning in Central Europe. This comprehensive re-assessment of Hobrecht's Plan shines a new light, highlighting a fuller appreciation of its value. James Hobrecht's extension plan for Berlin was the first attempt to direct the city's growth as a national capital. In doing so, the plan defined a new set of urban patterns, forms and spaces. Its 14 section plans highlighted a range of public realm typologies. Their original conception as the city's structural elements continues to define Berlin even today. Much of the plan's robustness over time is a direct outcome of guiding a deliberate ordering of the then existing urban structures with new strategically placed interventions. This meant rethinking and redefining the public realm and its typologies. The plan also developed a clear spatial and structural framework using three different public realm typologies: the boulevard, the promenade square and the neighbourhood square as its key organizing and orienting elements. This hierarchy has helped these public spaces remain the effective planning units of Berlin's neighbourhoods. Today, these spaces are fundamental to the city's ability to provide integrated neighbourhood services. They provide a backbone for ongoing sustainable growth strategies and offer continued resilience to demographic and social changes. Hobrecht's plan also relied upon an expanding grid of arterial roads. This planning principle has helped the city grow easily and clearly, even if such growth could not have been imagined by the plan at that time. This early analysis provides insights on how contemporary master plans can better formulate longer term strategies to effectively address complexity, adaptability and resilience. We also have new insights about Berlin's city structure. All of this illustrates new historical perspective and knowledge of Hobrecht's contribution to the planning discipline in the European context.

THE SAN FRANCISCO URBAN DESIGN PLAN: A HISTORY AND AN APPRAISAL

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The 1972 San Francisco Urban Design Plan was created in response to growing concerns from San Francisco residents about the preservation of the unique character of their city. It was a groundbreaking and ambitious attempt to determine a vision and framework for the physical development of the City of San Francisco. The plan took over five years to complete, and included many studies and analysis to provide background data. The plan was based on the qualities that are unique and special about San Francisco and defined the design of the city in physical and social terms. The plan was based on four basic objectives, followed by forty-five implementing policies and sixty-seven design principles. Implementation of the plan came in three separate documents – the articulation of a design philosophy, design guidelines, and a strategic implementation plan. An important part of the plan is that it makes the case for why quality urban design is (or should be) important in people's lives, as a physical and emotional human need. The background studies and analysis that formed the basis of the San Francisco Urban Design plan are noteworthy in their scope and rigor. The background studies included an analysis of existing urban form, urban design principles, a social reconnaissance survey, an analysis of implementation approaches, and an open space plan. The planners who developed the plan made it clear that the plan would be centered on the people of San Francisco, and the urban form that resulted from the plan would respect and draw from the social, economic, and aesthetic needs of the residents and visitors of San Francisco. Policies used to implement the plan included extensive height and bulk controls, incentive zoning, and an ambitious system of urban design review.

Some critics have argued that the inconsistencies between the Urban Design Plan and the active measures taken to implement the plan resulted in less favorable and weak implementation of the plan. Critics also argued that the extensive system of urban design review committee rules did not do enough to encourage developers to respect the plan as it was written.

This paper concludes with an assessment of the impact of the plan, with a focus on how the plan is similar to and differs from modern urban design theory and practice. We conclude and lessons for current and future urban design practice, including how urban design practice can improve based on the experiences of this early plan. The authors conclude that the plan had significant impacts on San Francisco's development, and is still in use today. The studies on which the plan was based are still relevant and the methods used to prepare the plan should be considered in developing modern urban design plans. The authors also conclude that the plan was unique because of its focus on the social role of urban design in communities and peoples lives. The plan was written with an eye toward implementation, and toward bettering the lives of people in San Francisco.

FROM URBANISM TO PLANNING TO URBAN PROJECT – THE PURSUIT OF 'URBANITY' IN SPANISH PLANS AND PROJECTS

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Spanish urbanismo evolved from the late rise of the discipline, at the beginning of the 20th century, to the consolidation of planning in the 1950s and 1960s. In its origins, it paid special attention to urban forms, but in the years of exceptional economic development – 1950s-1970s – planning became more abstract, because of the dissociation between the scales of the comprehensive plan and the more specific definition of layouts and architecture, which remained in the background. Since the end of the 1970s, the functionalist urbanism gave way to a renovated 'architectural urbanism', again more concerned with architectural quality of urban forms. The aim of this paper is to illustrate the recurrent, complex and sometimes contradictory ways of recovering and updating that early Spanish urbanismo which produced some of the most interesting urban tissues. We refer especially to some plans and projects corresponding to three time periods with different levels of integration among them, focusing on three Spanish cities, which can be understood as paradigmatic exemplars: Madrid, Barcelona, and Zaragoza. Of course, this doesn't mean that the forms and tools of the, in the words of Peter Hall, 'lost art of urbanism', have been recovered literally. Rather, we identify in this philosophy of integrating architecture and planning an important principle of a true high quality urbanism.

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INFLUENCES OF RENAMING STREETS ON URBAN MEMORY: THE CASE OF TURKEY

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Streets are the essential components of the social structure and spaces of memory that encapsulate previous experiences. Memory is similar to cities for it also has a vital structure. Thus, it is indeed possible to observe actions such as forgetting, recalling and storing data, etc. at the urban scale. When the components of the urban memory are removed, the interaction is interrupted, and such components are removed from the urban memory and, thus, forgotten. Toponymy is the study of place names (toponyms), their origins, meanings, use and typology. The place naming conventions worldwide reveal that each country/region has created a system based on their culture. In Turkey, street names were introduced in the early years of the Republic. Concepts related to the Republic, historical figures that came to the fore during the Independence War and Atatürk are frequently used in Turkey. In recent years, streets and roads have been renamed in order to reshape the collective memory. In this context, the purpose of this study is to evaluate the influence of the changes in street and road names on urban memory. It also aims to discuss the general theme of the conference within the scope of preservation of urban culture and urban memory. The study argues that street names have a direct influence on and bear the traces of the natural and socio-economic structure of the area they are located in.

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THE IMPACT OF ECONOMIC AND DEMOGRAPHIC CHANGES IN THE CITY OF ATHENS DURING THE INTER-WAR PERIOD (1922-1940)

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This paper focuses on the relation between the economic, political and social integration of migrants and refugees, the re-organization of the state, the legislative modernization and the economic policy during the interwar period in Greece. In 1922 Greece, a state of 5 million inhabitants received a wave of refugees, the Greeks of Diaspora from Asia Minor, of such a scale (1.5 millions) that it overturned every population balance in the country. In this context Athens rapid urbanization created economic, social and governance challenges while simultaneously strained city's infrastructure. The key question of the research is in what different ways and procedures a city can be transformed under emergency conditions, such as that of the massive inflow of refugees and immigrants. The paper interprets and works with historical analysis, focusing on policies, economic structures, planning policies and the actual physical urban transformation of Athens, combining methods from architecture and economics. It examines how the new urban structure of Athens adjusted in order to redress social, economic and urban imbalances. Based on comparative analysis of Athens urban resilience we can identify concepts that will be used to begin to understand case studies of other cities in the modern era.

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Heritage Case Studies

CHANGES AND CONTINUITIES IN TWO URBAN PLANS FOR THE HISTORIC CENTRE OF SALVADOR: THE EPUCS (1943-50) AND THE PUBLIC TRANSPORT PLAN (1982)

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The paper will analyse the proposals for the historic centre of Salvador presented in two urban plans designed with an interval of almost 40 years. The first is the plan conceived between 1943 and 1950 by Epucs (Office of the Urban Plan for the City of Salvador), responsible for the first modern planning experience of the city. Coordinated by the sanitary engineer Mario Leal Ferreira until his death in 1947, the Epucs then becomes coordinated by Diogenes Rebouças, a young agronomist engineer (and self-taught architect) who was the coordinator of the landscape sector of the plan. The second plan is the public transport plan designed by Rebouças in 1982 for the central area of Salvador. We intend to analyse how those two plans, conceived by Rebouças and partners in a range of almost four decades, solve the challenge of meeting the (alleged) demands of the present and the future while preserving the inherited cultural values. On the other hand, we also intend to identify the continuities and changes in the approach adopted by Rebouças and partners while intervening in a historic site that, in 1959, was listed as national heritage and, in 1985, was inscribed in Unesco's World Heritage List.

HERITAGE-LED REGENERATION IN THE UK – PRESERVING HISTORIC VALUES OR MASKING COMMODIFICATION? A REFLECTION ON THE CASE OF KING’S CROSS, LONDON

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Since the early 1990’s heritage-led regeneration has progressively become an important strategy for the revitalisation of urban areas. This revitalisation though, albeit its positive financial outcome, is not without side-effects, especially when carried out by commercial developers in the established socio-economic system. This paper explores how heritage-led regeneration fits in the 21st century plans for the physical, social and economic restructuring of post-industrial historic megacities, like London. Drawing from the King’s Cross case, a contemporary project with high heritage significance described as the biggest European inner city redevelopment, the paper will highlight the gains and losses of the process, in terms of heritage preservation and resilience of historic, spatial and social values. The analysis of the background, decision-making process and product of the King’s Cross scheme will inform the study’s conclusion. Finally, it will be argued that historic considerations play a subordinate role in the formation of heritage-led regeneration strategy. Its impact is intertwined with the priorities of the established political and economic system, which control predicaments between financial growth and social sustainability. This study complements previous findings and contributes additional evidence on the evolving discourse on the nuanced effects of urban regeneration while informing future practice on similar cases.

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THE CASE STUDY OF CHÁCARA DAS ROSAS IN CAMBUQUIRA, MINAS GERAIS, BRAZIL

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The paper presents a case study that involves an urban project to the city of *Cambuquira* located in the South of the State of Minas Gerais, Brazil. This city is an important reference in terms of its potential linked to hydro-mineral resources’ exploitation. The intended meaning of this project is the restoration of a historical building named “Chácara das Rosas” related to the origins of the city. This restoration project elaborated to *Cambuquira* integrates a historical research with focus on the urban policies. Even belonging to a local context the restoration’s project has significant impacts on the concerning regional development. The methodologies imply an historical approach placed properly in view of the current reality. Actually the urban development involves a process of obsolescence related to the cultural heritage. As part of a general process in the South region *Cambuquira* reveals an inequitable expansion with disqualification of public spaces. In this sense the urban proposal here as a case study contributes to the rehabilitation of the cities in the South of Minas Gerais. Finally it is important emphasize that the restoration project includes a cooperation between University and Municipality. Written with funds from a grant from CAPES, CNPq and FAPEMIG.

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FROM 'CITY'S REBUILDING' TO 'REVITALISATION': THE POSSIBILITY OF RENOVATING SOME OLD BUILDINGS INTO AGED CARE FACILITIES DURING OLD TOWNS' RENEWAL

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Nowadays China is faced with the problem of aging and urbanization. The demand of low and middle income elderly people are ignored, while the old towns in cities are at risk of hollowing because of human and industry migration. Take the actual conditions of China into consideration, the research might predict that renovating some old buildings into aged care facilities can ease aging pressure, stimulate old towns' transition and make it resile from aging problem and migration. Through case study in Hangzhou, we notice that aging and urbanization in China have their own historical context. The squeeze effect caused by old towns' debility and the siphonic effect result from new towns' urbanization lead old towns to aging communities. Meanwhile the process that new towns are transformed into the old ones would spread quickly over the whole city. By using interview method in Hangzhou, we find out that old people are inclined to live around their original blocks. Government can develop these old towns by preserving traditional lifestyle and attracting tourists to experience and go sightseeing. In conclusion, renovating some old buildings into aged care facilities exerts positive effect on preservation and development of old towns.

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Strategies for Small and Medium Cities

SMALL CITIES IN THE AMAZON – PARADOXES BETWEEN URBAN AND RURAL: A STUDY OF BARCARENA, PARÁ, BRAZIL

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The recent process of urbanization of the Brazilian Amazon Region has transformed the local and regional scenery of cities, creating both social and spatial transformations. In the urban scenario the cities are predominantly small, lacking basic infrastructure, while also being inefficient in generating economic resources nevertheless, they are still considered cities from the scope of definition some of these cities are dependent on forest resources, while others have an economy based on industry. In our study, the municipality of Barcarena, located near the metropolitan region of Belém, state of Pará, is an example of this transition between rural and industrial activities and even though it's economy is facing industrial activities and growing industrialization, it has a rural population that is much larger than the urban population. According to census data (IBGE, 2012), between 1980 and 1991 the urban population grew over 200%, while the rural population increased 82%. Between 1991 and 2000, the urban population continued to show positive growth rates, however not as intense as in the previous period (33%). Between 2000 and 2010, the urban population grew by only 26% and the rural population more than 73%. The industrial center, which was created in Barcarena in the 1990s, is significant for the municipal economy and brought about this urban expansion. Although the economic engine is industrial activity, 60% of the city's population is still considered rural. Considering which, our paper explores and evaluates this paradox between industrial activities as major driver of economic and the disproportionate distribution of the urban and rural space and population. It also look at this municipality to understand the production of the city and how the industry has influenced the urban space in conjunction to the rural as well. This research was developed using data collected during field work, such as questionnaires applied to urban households and information collected in the Barcarena City Hall, and census data. The results show data incoherence on definition of urban and rural space, both by the Municipality and the Federal Institution responsible for the Census, IBGE. While Barcarena is still considered a "city of the forest", keeping a culture and economy closely related to it and Vila dos Cabanos, a rural district of the Municipality of Barcarena, is actually a "city in the forest" and represents strong ties in logistics and functions linked to international market and disconnected nature of the forest.

“DAILY RESILIENCE”: SUSTAINABLE STRATEGIES FOR URBAN FRINGE IN THREE MEDIUM-SIZED INNER SPANISH CITIES

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Urban resilience has evolved in the last time into a wider scope, related to managing the complexity of urban systems and their “metabolism”, looking for more sustainable strategies. This paper aims to set a concept of “daily resilience” as a specific and essential strategy for medium-sized cities, through the historical analysis along the last five decades of three medium-sized inner Spanish cities: Vitoria, Zaragoza and Valladolid, which represent the transition from an expansive model, in particular in their respective urban fringe, to the “urban resilience agenda”. After a cycle of expansive growth, several Spanish cities have been adopting tailored strategies trying to develop a new vision of their respective urban fringe, where the urban development tensions concentrate. These strategies consist of composing an own profile of action, learning from the history of the city itself and from the natural values of their surrounding territory. This paper concludes that this idea of recovering local identity seems to be resilient, and reveals that in these three cities appear new tools (green infrastructure, urban regeneration and territorial planning) which found a useful topic to articulate a new integrated strategy for the “metabolism” of urban fringe in water systems.

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SMALL TOWNS OF THE AMAZON RIVER ESTUARY AND THEIR IMPORTANCE FOR ECONOMIC FLOWS AND SOCIAL NETWORKS

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The intensification of the urbanization process in Amazon region, verified in the last three decades, caused social-spatial-environmental transformations. More than 81.4% of the total cities in the Amazon region had less than 20,000 inhabitants, according to 2010 Brazilian Census. One example of these changes is the cities becoming important elements inside of the regional space. Predominantly, these cities are small urban agglomerates, with less than twenty thousand inhabitants, they possess weak or no infrastructure, also are highly dependent on public resources, and even though they present a city structure, they lack economic activities characterized as urban. These cities act as a population attractor in part because in the Region cities developed with strong links to the surrounding rural environment in terms of social relations and economic activities. For example, rural households in the AD are largely establishing an additional urban household in Amazon cities as opposed to abandoning or selling rural holdings and permanently migrating to them. Small, medium or large, they function as a safeguard for the people of the interior in a poor area of social investment and are important for offering employment, information, educational services, and essential goods and services. The AD of the Amazon Region, an important environment because of its high value biodiversity and ecosystem services, concentrated 16.5% of the total population of the Region and 18% of its urban population in 2010. From 1970 to 2010, the urban population of the AD has increased by 300%. In the 2010 census, approximately 80% of the population of the AD was located in urban areas. The cities with urban population less than 50,000 inhabitants offer around 50% of their formal jobs in the public sector, and the smaller the urban population the greater reliance, higher the dependency. The majority of cities have insufficient infrastructures to offer to their population, such as water and sewage systems. In 2010, more than 92% of these cities had less than 10% of households connected to public sewage. This paper aims to study the urban changes, urban environment of Amazon region cities focus on the city of Ponta de Pedras, located at the Amazon River Delta (AD). This city was chosen to let us be able to make a study about rural-urban economic interdependencies in the AD and its implications for quality of life. This is a small town, with urban population less than 20,000 inhabitants and despite been the third Brazilian producer of açaí, it is highly dependent on public resources. The city of Ponta de Pedras is a connector of high value economic flows between capital cities and rural areas, currently linked to açaí production, but the population remains underserved in terms of infrastructure and services investments. However, it emerges as nodes in a network of social relations, established between the urban and river communities, and developed largely by rural populations testing strategies to improve access to public services and market places located in distant capital cities.

A RESEARCH ON THE IMPROVEMENT OF SMALL AND MEDIUM-SIZED CITY IN EARLY MODERN CHINA (1895–1927) – TAKING SOUTHERN JIANGSU AS AN EXAMPLE

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In 1895, in urban planning and construction, urban reform movement sprang up slowly, which aimed at renovating and reconstructing the traditional cities into modern cities similar to the concessions. Chinese traditional city initiated a process of modern urban planning for its modernization. Meanwhile, the traditional planning morphology and system started to disintegrate, on the contrary, western form and technology had become the paradigm. Therefore, the improvement of existing cities had become the prototype of urban planning of early modern China. Currently, researches mainly concentrate on large cities, concessions, railway hub cities and some special cities resembling those. However, the systematic research about the large number of traditional small and medium-sized cities is still blank, up to now. This paper takes the improvement constructions of small and medium-sized cities in Southern region of Jiangsu Province as the research object. This paper analyzes the reform movement of the small and medium-sized cities in Southern Jiangsu (1895-1927), to reveals the characteristics of urban improvement movement in early modern China. According to the paper, the improvement of small-medium city was a kind of gestation of the local city planning culture in early modern China, with a fusion of introduction and endophytism.

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Heritage

NOVA OEIRAS NEIGHBOURHOOD UNIT TO UNESCO HERITAGE LIST: AN ORIGINAL AND QUALIFIED URBAN SETTLEMENT PLANNED IN THE 1950S IN PORTUGAL

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The Bairro Residencial de Nova Oeiras (Nova Oeiras Neighbourhood Unit / BRNO) stands in the surroundings of Lisbon, capital city of Portugal, as one of the most qualified and active built communities in the country.

Case study: Given the confirmed quality of the neighbourhood unit, the Oeiras Municipality started a restoration program for its buildings and public spaces (since 2002); matured, approved and published an official regulation plan (2012); and organized a proposal for the application of BRNO for UNESCO World Heritage List (2014), now being analyzed by the Portuguese UNESCO working group. The edition of the bilingual “The Nova Oeiras Book / O Livro de Nova Oeiras” (2015, CMO ed., 203pp.), organizing all available data, completes this project, now being presented.

Main characteristics and structure: In fact Nova Oeiras houses about 2.000 people, between residents and workers, in a Modern design urban environment (40 ha), regards the “Athens Charter” Le Corbusier – Modern Movement theory of the 1930’s in its core or nucleus (with 3 slab blocks and 6 point towers around a central plaza) and follows the “Garden City” principles of Howard’s 1900 document, with an area of family houses and private gardens around it. At the same time, Nova Oeiras represent a perfect and balanced neighbourhood unit example, as an application of the model proposed by Clarence Perry for the USA cities of the 1920’s.

Historical and cultural significance: Global BRNO design reflects the great theoretical movements of Euro-american urbanism and built culture of the 20th century – and at the same time, offers great originality in its “mixed model/pattern”, which is highlighted by the rarity of the existence today of this type of urban-architectural unit complex around the world.

BRNO diversity of space and form tried to articulate modern architecture & modern town planning mainly influenced by northern Europe typologies (isolated blocks and towers, in concrete), with the southern Europe urban tradition of patios and squares – the whole being framed by a creative landscape made up of native Mediterranean vegetal species.

BRNO also articulates the terrain continuity with the historical and cultural landmarks of its surrounding environment (Baroque Palace and gardens of the Marquis of Pombal; Calouste Gulbenkian Foundation Science research center; Oeiras medieval urban center; Agricultural research State centre).

Main conclusions: BRNO’s universal value as a landscape, architectural and urban paramount, must be emphasized – at the same time, explaining as this site is sustained in an overall manner by the support and adhesion of its living community, showing a strong sense of local participation and initiative. In

fact, continuous community action is being developed by the local Residents Association (since 2005). Authenticity and Integrity of BRNO site will be presented, as well as the aspects regarding the municipal head management, with several and planned restoration works done in public spaces and buildings, with civic and cultural initiatives (GALNOV, the local service cabinet to attend population projects; RENOVA, the annual reward to the best private restoration projects, etc.).

FROM THE BUILDING TO THE CITY: THE RESILIENCE OF ARCHITECTS IN RECIFE (BRAZIL), 2000-2015

Enio Laprovitera Da Motta

UFPE

The architectural debate in the 21st century, in the field of scholarly knowledge and in the ordinary citizen's mind set, unveils a resistance movement, led by architects, against the changes in the city's distinctive traits. It reveals an urbanisation process centred on the vertical building, at the expense of the city's landscape and the citizen's quality of life. It is an intensive debate and as skyscrapers are the most frequent request in architecture firms, it places the profession in a defensive position up to the point where a reanalysis of the professional mind set suggests a new path: from the building to the city! The return of leftist groups to the government and their search for new political agendas allow manager-architects to bring the theme of the city to the spotlight. In that sense, in 2003, the Secretariat of Planning modified the urbanistic legislation of twelve districts, establishing tight restrictions to the construction of skyscrapers and ensuring the preservation of existing buildings, road structures and vegetation. For the first time, the city's territory was subdivided according to its environmental, architectural and urbanistic specificities, with its common enemy identified: the vertical building. As for the civil society, resistance takes place, at first, through some isolated actions against the destruction of old buildings and the construction of new vertical ones in historic districts. From 2012 on, powerful digital networks were formed, mobilizing a vast resistance against mega-projects in historic districts. Once again, the architects led the movement with the same objective: revealing vertical buildings apart from the urban life, the landscape and the local skyline. Here, for the first time, the theme of the city landscape is dealt as object for urban preservation and appreciation. In the Academia, from 2009 on, the Architecture Program at UFPE implemented a new curriculum, abolishing the old courses of urbanism and architecture design and placing them together in integrated workshops with an interdisciplinary approach focusing on the city and not on the building. Thus, the Academia also frames a new professional mind set where professor-architects develop structuring projects for the city, like the Capibaribe River Park and the redevelopment of the Boa Vista district, both centred in urban mobility and in renovating public spaces. Resistance often reappears, either in recent local productions in literature and filmmaking, or even through fun initiatives such as Carnival block "Hindering your View", created by architects whose costumes copy skyscrapers from local architecture. In summary, from public power to the academia, passing by the civil society, the recurring theme is the appreciation of the city, and the atmosphere of debates relates to the resistance against the vertical building that used to be the glory of local architectural thinking. If this movement is based on concrete urban grounds, it takes place in parallel to the sharp increase in the amount of professionals available and the drastic decrease in job opportunities for architects. The resistance is also a movement of reconquest of space for professional performance.

ISOLATION, APPROPRIATION AND REINTEGRATION: FORMAL MEETS INFORMAL AT THE HISTORIC WESFORT LEPROSY HOSPITAL

Nicholas Clarke

TU Delft and University of Pretoria

Wesfort Village, an inhabited former leprosy hospital, situated on the western periphery of Pretoria, presents a microcosm that reflects not only the history of South African housing and planning policies, but also the complexity of spatial and social challenges currently facing the nation. The site, which dates to the late Nineteenth Century, was constructed to the designs of Dutch émigré architects in the service of the then independent South African Republic with, as vision, to create an isolated yet humane and pleasant home environment for its diseased inhabitants. It remained in original use, with constant revision and expansion, for almost a century before being mothballed; following which it was appropriated by marginalized informal settlers. The formerly isolated enclave is now being engulfed by the urban sprawl of an ever-expanding city resulting in spatial, social and political conflicts, putting the future of the village at risk. Wesfort is at a crossroads facing an uncertain future due to the conflicting nature of formal and informal. Current plans present an inability for institutional monotype perspectives to deal with complex anomalies brought about by demographic transformation such as the informality of Wesfort. Current plans either ignore and isolate Wesfort, or propose its museification. Wesfort reflects the history of housing provision—both housing prototypes as well as the urban planning for housing—as resultant of the socio-economic development of South Africa. This paper explores and reflects upon a series of planning episodes that contribute, through their various spatial manifestations, to the formation of a richly layered precinct with an engaging historical narrative and a contested development future. The authors use Wesfort as a vehicle for critical debate around the politics of settlement in post-apartheid South Africa and the relationship between community, place

and planning. This has been informed by investigations undertaken through two linked postgraduate architectural studios, one at the Delft University of Technology, another at the University of Pretoria.

The investigation uses comparative timelines to discuss the interaction between Wesfort's development and a broader South African history in order to trace the unfolding of pertinent historical sub themes. The chronological development of Wesfort mirrors a wider general regression in the quality of master-planned housing developments, during and post-apartheid, especially for increasingly segregated non-white communities. This remains visible in the general current local planning practice. Yet Wesfort presents a remarkable innate resilience, not only a result of its landscape of aesthetic quality, but also because, as an ensemble, it has generated a cohesive community with self-sustained ecologies.

This paper frames current dilemmas and opportunities at Wesfort within broader historic themes, presenting a critical discussion about past and current planning policies and identifying points of concerns to be addressed in future strategies.

CHANGING SPATIAL IDENTITY WITH URBAN REGENERATION PROJECTS – THE CASE OF KONYA CITY / TURKEY

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Rapid development and increasing density of cities make people feel fewer belongings to their living spaces. This situation, especially in the cities of developing countries, causes traditional center forms to be spread out around multi-centered structure, to have less open and green areas and generally to speed up the structuring process only oriented to the economic rent concept and finally to change the urban identity. In this framework, economic rent-focused urban regeneration projects have turned the slum areas into the prestige housing estates by private sector implementations with the support of local authority. These implementations have caused the stakeholders to share the economic rent to maximum advantage instead of solving the problems of the residents or rehabilitation of the area. These kinds of partial changes on integrated planning system can dissolve the integrity of the whole process. This study comments the effects of urban regeneration projects, which have gained speed, especially in the last 10 years, with the increasing of economic investments in the Konya city, on urban form. In this framework, these effects were examined by some morphological indicators (such as street patterns, building-lot relations, open spaces, density changes) and economic indicators (changes in the land and real-estate values and their effects on property pattern). Comparative spatial analyses were used to understand the changes between previous and present situations as a method. In this context, two urban regeneration projects from Meram District of the Konya City, one of them 15 ha., the other is 60 ha., were chosen to be analyzed. Finally, it was seen that morphological and economic situation of selected areas were changed dramatically when compared with the previous. These changes would inevitably affect the spatial identity of the city. Therefore, the newly developed spatial layout, which was emerged by the urban regeneration projects, was discussed in the urban identity framework.

Political Perspective on the Urban Fabric

'EL SALER PER AL POBLE' – ARCHITECTURE AND POLITICAL TRANSFORMATION IN SPAIN THROUGH THE PLANNING PROJECT OF LA DEHESA DE EL SALER

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TU Delft

Tourism in Spain played a crucial role in the great economic development during late Francoism (ca. 1960-75). This topic has generally been discussed from a political or environmental point of view without considering the role of the design process related to both approaches. In this paper, the question of power and tourism will be disentangled through the lens of planning and urban design and their relation to local and national power structures. It argues that the design of spaces for tourism characterised the economical and political system due to a close relation between legislation, private investments and local policy-making. As a consequence, tourism and its planning had to mutate towards a new paradigm along with the transformation of the regime towards a more competitive economy.

The paper starts by analysing the state of Francoism and the role of tourism between the end of the civil war (1939) and the explosion of mass tourism (1960's) by exploring its urban and architectural models and the ways in which they served as an introduction to its later massive boost. The Franco state used planning and politics as a powerful means of national development after the 1960's, as several examples demonstrate. The transformation of

tourism's planning model along with social and political change are especially well reflected in the urban planning project 'La Dehesa de El Saler' by Julio Cano Lasso and its successive modifications. The core of the paper explores that particular example as it exposes the affiliation between the local power of Valencia, the national government and planning decisions. A study of different stages of the design in relation to the social and political situation shows how the critical attitude towards an authoritarian and environmentally destructive way of planning engaged within Valencian citizens as the country took the road towards democracy. Through an integrated analysis of socio-political development and planning, the conclusion explores the importance of opposition to planning injustices as a tool for enriching democratic behaviours.

RECURRENT WARSCAPE IN BEIRUT PUBLIC SPACES: FORTY YEARS LATER (1975-2015)

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In the context of a tormented Middle East geopolitics and the ongoing Arabo-Israeli conflict, a civil war erupted in Lebanon in 1975 and went uninterrupted for fifteen long years. As early as the first two-years-round of civil war in 1975-77, violent armed conflict manifested itself in an urban nature and contextualized in the capital Beirut. Back then, the civil war targeted systematically the public spaces and achieved purposefully the dual objective of mutating social practice and mutilating their urban form into a geography of fear. Intriguingly, during the unreconciled civil war aftermath, the display of instability and conflict kept on marking sporadically the same public spaces at different incidents. Three decades following the eruption of urban violence in 1975, intermittent events of social and political nature took place between 2005 and 2015, triggered by the assassination of the prime minister. This paper will tackle the two case studies of public spaces which are the pivots of the recurrent warscape: Place des Martyrs and the seaside hotels' area, both symbols of social and geographic contestations at simultaneous times of peace and war. Based on an interdisciplinary literature, the socio political manifestations will be highlighted by unfolding them across time and space. Signs of discontentment and instability are manifested under different facets and patterns varying from passive intangible representations to active outbursts. The perpetuation of events hitherto occurring in the same urban spaces will be studied from the perspective of the social and political realities. In the absence of a mono-causal factor for warscape recurrence, mapping conflict in the urban space is a suggested tool to approach the perpetuation issue from a context-specific perspective. It is as well an opportunity to raise the question on the relation between the socio-political claims and their reverberation in the same urban spaces.

CAIRO, THE ENDURING CAPITAL: SURVIVAL VERSUS RESILIENCE PLANNING

Azza Eleish

Dar Al Hekma University

The greater metropolitan Cairo of the 21st century is a vivid illustration of the uncontrollable expansion of one of the most crowded capital cities of the world. As Roy, A. describes the worldwide unprecedented urban growth trend: "The 21st-century metropolis is a chameleon. It shifts shape and size; margins become centres; centres become frontiers; regions become cities" (2009, *Regional Studies* 43, p.827). The paper examines the historical growth of Greater Metropolitan Cairo within the framework of the global South megacities phenomenon. The city's growth from one million inhabitants in 1928 to a megacity of nearly 22 million in 2015 (2015Cairo Population: worldpopulationreview.com) will be traced as well as its current chaotic stage of callous conflicting survival mechanisms and its inhabitants' various endurance approaches:

- 1) the lower income groups, using their own creatively devised subsistence strategies, to produce an enormous illegal housing stock, unlawfully connected to dilapidated infrastructures and serviced by local transportation modes connecting them to the ever-expanding city,
- 2) the upper income class, endorsed by the Egyptian government's neoliberal policies in collaboration with private developers and investors, creating grand schemes, ranging from new satellite cities featuring isolated and serviced housing enclaves to the latest New Capital, proposed to alleviate some of the city's ailments.

As Ravazzoli &Toso point out: " Today, the boundaries between formality and informality is blurred since most urbanites, including the middle classes, experience both formal and informal encounters in their everyday life. Informality does not affect marginal segment of the society anymore." (2013, *Spatial Relations of Informal Practices in Cairo's Streetscape*, p.15).

A literature review of some of the global South megacities' approaches toward their urban informalities and their sustainability and resilience approaches will set the stage for analyzing Cairo's own survival mechanisms. The paper uses "The City Resilience Framework (CRF)" to answer the following question: would Cairo be considered a resilient city or is it on its way to stagnation and /or annihilation?"

The CRF developed by Arup with support from the Rockefeller Foundation provides "a lens to understand the complexity of cities and the drivers that contribute to their resilience" (<http://www.100resilientcities.org/resilience#/-/>). Observing Greater Metropolitan Cairo through the CRF's four dimensions of Urban Resilience:

- 1) Health and Wellbeing;
- 2) Economy and Society;

3) Infrastructure and Environment;

4) Leadership and Strategy, the study should provide a clear indication to the adequacy of both the tangible and intangible environments of the city and its inhabitants' endurance strategies.

To conclude, the paper will provide recommendations that should assist metropolitan Cairo in developing itself into a sustainable, resilient city, remaining the previously celebrated "Victorious" city rather than the currently loathed "Oppressor", both translations of its Arabic name "Al Qahirah".

PLANNING THE TERRITORY OF SÃO PAULO STATE, BRAZIL, IN THE DEMOCRATIC PERIOD: CARVALHO PINTO'S ACTION PLAN (1959 - 1963)

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Along with President Juscelino Kubitschek's Targets Plan and Brasília, the Action Plan promoted by the São Paulo governor Carvalho Pinto constitutes the apex of the Brazilian state planning experience. Sharing developmentist roots, and thus focusing on physical targets, the Action Plan boosts the Paulista urbanization process and impacts on its cities and territory. Departing from the global scene of postwar and Brazilian modernization after 1930, the paper covers the conjunctural analyses of Paulista economy prepared by the planners; it describes the planning process; it provides a panoramic view of the plan, advancing to public and governmental policies; it considers its results and evaluations. The Action Plan is consistent to the post-war period world and the national economic and political conditions while providing infrastructure to the territory, in favor of economic and social development. However, it reveals the same political and funding limitations visible at the federal level, keeping untouched the agrarian, urban and housing problems, and resulting in no institutionalization of planning, in those years. Thus, being considered in its broader dimensions, Carvalho Pinto's Action Plan reveals the deep marks left by it in the São Paulo state territory.

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FAVELAS AND THE NORMATIVE, INSTITUTIONAL SOCIAL HOUSING SYSTEM IN BRAZIL: DISCIPLINE VERSUS FREEDOM, PRIVATE VERSUS PUBLIC THROUGH AN ANALYSIS OF THE UNPRIVILEGED WORKING CLASS HISTORY

Ana Rosa Chagas Cavalcanti

TU Delft

Most of today's Brazilian Social Housing Institutional complexes are standardized mass buildings. They are planned in the periphery of cities, have no connection to public transportation systems and are disconnected from their respective local context. The planning approach to housing is compliant with 'state simplification models' which turn a blind eye from the dynamics of the informal sector. This unprecedented study demonstrates that the polarization between institutional planning and the changing needs of society continues to expose the vast inequalities between social classes. This is analysed through a historic study of the Brazilian working class system and its development over recent years. The study compares two very distinct scenarios: on one hand, social housing conceived by traditional stakeholders, institutions and real estate agencies seems to follow a disciplinary approach and segment the life of privileged workers/formal workers. On the other hand, less privileged workers are allowed to freely build their own housing. Thus, this article traces a -binary interrelation between planning for the privileged and for the unprivileged, explaining how favelas became a legitimate form of mass housing in Brazil.

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Planned Landscape and Planning for Modern Living

GENEALOGY OF DUTCH NATIONAL PARKS: LANDSCAPE, ECOLOGY, POLITICS

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Landscape planning ambitions were often formulated in political centres, and are closely connected to wider frameworks of spatial, regional and urban planning. The Netherlands have a rich tradition in landscape politics. From this perspective, this paper concentrates on one particular planning concept: national parks. The concept of national parks was introduced in the 1980s against the background of long lasting debates about nature preservation. It's goal was a better integration of political and ecological perspectives. It is exactly this connection between policies and ecology which will be investigated, with the help of the Drents Friese Wold - a national park in the north of the country. The Drents Friese Wold is an illustrative case-study of 'landscaping', in the sense of the active connotation of making and shaping the land. In 'landscaping' as a continuous activity, we can see both nature's law and political ideologies at work. From the physical landscape, we learn how climate, relief, soil, water, flora and fauna are fundamental to our environment. Interactions between the environment and the political context are another basic aspect.

From the Middle Ages until modernity, the Drents Friese Wold landscape was closely related to common uses and economic necessities. After 1850 new techniques and social-economic policies affected the landscape appearance enormously. From the 1960s nature conservation and heritage (both ecological and cultural) were the main drivers of landscape preservation and development. In this ongoing process, the concept of 'national parks' was embraced in order to strengthen ecological politics. As such, it was more than just a policy label, but a metaphorical instrument which influenced the interaction between the ideologies and the physical landscape.

Our contribution will reveal that politics deeply affects the landscape as such. We connect to historical research which has emphasized how, during the 20th century, landscaping is affected by political ideologies. Moreover, we hope to underscore the continuous interaction between ecological and political perspectives, and will question the patterns of continuity and change within and between these two categories. Although the physical landscape of the Drents Friese Wold was subject to many transformations, policies in contemporary history are rather stable in stressing the landscape's ecological essence which has to be preserved.

PLANNING FOR BOURGEOIS CLASS: BOULEVARDS, GRAND HOTELS AND URBAN MODERNITIES IN MAJOR BIG CITIES AT THE BALTIC SEA IN 1870-1914

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During the decades before WWI, most major European cities inclined towards a planning process of creating imposing urban architecture and public places. The aim was to strengthen imperial, royal or national self-assertion. Also, the new spaces of consumption (department stores, boutiques, Grand Hotels) reflected how the class formation of bourgeois classes began to influence metropolitan planning. In addition to the social segregation, a process of functional urban division dominated big cities. Distinct business, entertainment and residential districts were formed along wide public areas, like modern boulevards, parks and squares. Tourism and the increase of interurban and transnational exchange, affected the use of these spaces.

The greatest period of European Grand Hotels is during the years 1860 to 1914. Grand hotels became main stages for enlightened, liberal, creative, wealthy and even progressive bourgeois in all their activities, charged with the task of bourgeois representation. Whether educated or "self-made", they were usually engaged within the new industrial and professional occupations, especially banking, building, insurance, services, commerce, and the public sector. They formed the backbone of the new urban elite, active in many clubs and political, national and cultural associations. This group was also interested in urban planning and representation. Therefore grand hotel is a key site for exploring the innovative urban meanings of 19th century social space. Grand hotel fosters a vision of true metropolitan life promoted by modern politicians, architects and planners. Grand hotel may be treated as a microcosm for understanding the notion of public space in the larger realms of city planning.

In my presentation will be discussed the role of grand hotel in major big cities at the Baltic Sea, including capital cities of St. Petersburg and Stockholm, as well as provincial urban centers like Helsinki, Riga and Vilnius. In all these cities a grand hotel was opened in years 1874-1890. These hotels were frequently visited by the new urban elite, reflecting the changes in local political climate. The need for a respectable semi-public establishment was part of an emerging vision of the city. Located in the city center - either in a newly planned esplanade park area, main urban lane or in close communication with the old city and royal palace - the grand hotel became a visible symbol of modern urban life.

The buildings worked as an aesthetic and social ensemble, symbolizing the rhythms of the developing metropolis. The location was exceptionally

privileged, being close to government offices, banks, theaters, large agency houses, markets, shops and amusements. The opening ceremonies of Grand Hotels were important occasions, creating local and even national pride, as these buildings and hotel business reflected the social structure of a capital city, worthy European comparison. In my presentation I will discuss how the cosmopolitan hotel image and local urban requirements were closely linked with each other, reflecting the up-to-date planning ideals and urban social order of late 19th century.

THE IAPI HOUSING ESTATE IN HONÓRIO GURGEL: ELEMENTS OF PERMANENCE AND TRANSFORMATIONS

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One of the major contributions by modern architects and urban planning specialists has been their concern with housing. A good example of the trend of building housing estate is the Honório Gurgel IAPI housing estate, inaugurated in 1947. The story behind this housing estate and its relation with the North Rio de Janeiro City district is linked to its origin related to the train service and the industrialization projects then blooming in the country and in the city. Nowadays, there is important community participation in its transformations. An attempt is made to understand how the local history was influenced by this housing estate and how it continues to relate with this architecture and the urban implementation. It is also based on the observation of its public and private spaces, in the intentionally built domains and those found in the residual areas, especially along the railway. The work seeks to relate these spaces with the living experiences of their dwellers. It proposes not only an observation of the district and of the use given to its public spaces, but also the history of the housing estate and that of the entire district.

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“CETTE AUTRE NÉCESSITÉ ESSENTIELLE: L'URBANISATION” – ELECTRIFICATION OF THE URBANISATION OF THE NEBULAR CITY

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The advent of modern utility systems together with improved transport infrastructures and information technologies introduced new spatial arrangements and temporalities in the territory. In time, these reveal a notion of urbanisation that does not only take place in or directly adjacent to the traditional (territorially bounded) city, but in which co-evolving processes lead to differentiated territorial arrangements.

Belgium's distributed urban condition – the 'nebular city' – emerged out of the interplay of such multiple territorial arrangements. Often, it is explained by a historical roots in policies of industrial dispersal, while historical efforts to actively accommodate and organise the territory from the broader perspective of urbanisation are assigned a secondary role only.

This article, however, takes a close look at two projects from the 1930's that took the emerging condition of dispersal as their starting point and which both reflect on the role of urbanisation in the reproduction of the conditions in which industrialisation, among other processes of modernisation, can take place.

In particular aspects surrounding the Belgian electrification are examined. Although not one of their main drivers, the electrification is both intertwined with the rise of industrial production and the development of an urban modern lifestyle. Only in the 1930's, however, Belgian spatial planners started to explore issues concerning the distribution of electricity and its spatial and economic consequences.

Both projects are embedded within the international debate on the functional city and present Belgium as a particular case. They show the general delay and mismatch between the process of industrialisation and urbanisation because of the nation's chosen development path, both in spatial and temporal terms.

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Public Space

A HISTORICAL INVESTIGATION OF SEXUALITY AND MARKED SPACE – CASE STUDY: URBAN HISTORICAL NEIGHBOURHOOD IN TEHRAN

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Before the 1970s, the adoption of an old global hypothesis (i.e. male/female dichotomy), was a key reason why the approach to gender justice could not adopt in urban planning. This hypothesis argued in particular that women belong to the home and men to the public sphere, while planning is to ensure that social justice is established and therefore the attention should inevitably give to the approach of inclusion. Thus, the main goal of this paper is to discuss the concept of gender justice and present the approach of women's inclusion vs. women's exclusion through history of urban planning. For better understanding of the influences of urban planning models on producing the gendered marked space or a responsive space, neighbourhood scale as the main space of women's presence has chosen in Tehran- Chizar neighbourhood. This study is an applied research of descriptive-analytical nature, in which the in-depth interview was used as the data collection method and the sample size was 30. Women's narrations about their everyday space considered as a measure to analyse markedness, which serves as the basis for identifying binary oppositions that are affected by the old male/female dichotomy. The results showed that the changes in historical neighbourhood during the urban development process in Tehran have failed to respond to gender justice concerns and, compared to previous structure, sometimes have worked more inappropriately in viewpoints of women.

HEART DISEASE – THE QUEST FOR A CIVIC CENTRE IN AUCKLAND, NEW ZEALAND

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Established as a British colonial settlement in 1840, Auckland is now a diverse city of c.1.5 million citizens. The British Governor William Hobson selected the site for the economic potential of its harbour and commissioned a town plan for its orderly development (Felton Mathew 1841). The city was granted legal status in 1871, with its governance modelled on the British Municipal Corporations Act 1835. A town council was elected by rate payers/property owners and responsible for public health and utilities. Notwithstanding, there was a desire to make Auckland as 'worthy' as the great European cities through amenities to enhance cordiality and civic pride. Although it developed as a new world suburban city, Auckland aspired to have a symbolic physical focus from its inception, and to have "the one place to be called the "heart" of the city" (City Development Section Town Planning Division, 1968). Drawing on archival materials, this research documents the historical development of the central area designated as the civic 'heart', and traces milestones with this aim in mind: the Felton Mathew Plan; an Imperial Baroque Town Hall opened in 1911; failed 'City Beautiful' proposals 1923-26; partially realised Modernist schemes with architectural and traffic initiatives 1946-1980; the Aotea Square and underground car park (opened in 1979 and redeveloped 2008-2010); a multipurpose arts and convention Aotea Centre opened in 1990; 'The Civic' heritage cinema restored and reopened in 1999 with an adjoining multiplex 'entertainment centre' abutting Aotea Square; and twenty-first century plans for the 'The Aotea Quarter' envisaged as the city's "civic and cultural centre, and arts and entertainment hub" (Auckland Council City Centre Masterplan 2012). The paper investigates why many of these plans were only partially put into effect or not implemented at all - with the civic centre now best defined by a loop of roads predicated on modernist traffic management theory and compromised buildings rather than the constitution of a coherent public realm prioritizing the citizen and humanist values. Fiscal centralisation and ratepayer resistance, a fragmented local government structure, suburbanised retailing and the rise of competing centres (three edge cities and the Auckland waterfront), the inability of city decision makers to transcend short-term politics and priorities contribute to this outcome, and uncritical adoption of modernist urban ideologies. This paper is of wider relevance given the growing global appreciation of the significance of the cultures of cities – socially, economically and politically.

LOCATING THE URBAN IN SEXUAL CITIZENSHIP: NATIONAL IMAGINARIES AND QUEER COUNTER-NARRATIVES

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Cities have played an important role in the queer movement's emergence and the consolidation of its gains from the 1970s to today. In current debates around sexual citizenship there is a marked absence of the physicality of urban space and the specific environments that have historically fostered non-normative socialities. I propose the re-thinking of sexual citizenship as a place-based, and predominantly urban, rights-discourse template with specific policy legacies. My presentation will briefly outline current scholarship that focuses on the expansion of normative, state-sponsored citizenship formulations to include "sexual others" civil and socio-economic rights. Important contributions in the study of differentiated citizenship consider the intersection of sexuality with ethnicity, class, and social attitudes towards age. My work traces the urban manifestations of this debate in specific infrastructures in San Francisco and New York City, attempting to establish a dialogue between scholars working on citizenship studies and their urban counterparts through an interpretation of queer space in the two cities from the perspective of spatial practices that both influence and are shaped by an insurgent kind of urban citizenship.

During the past year an important Supreme Court decision expanded the civil rights associated with U.S. citizenship to include LGBTQ activists' long-term demands for recognition of gay marriage. This landmark decision, together with policy changes in the military and across levels of federal and state institutions, were certainly important gains for the queer movement, the effects of which we can see in the increasingly more open participation of LGBTQ people in public life and polity. At the same time, these gains solidified a conservative turn in the queer movement, which like feminism in the 1970s and 80s has lost some of its most radical elements, which pertain to demands for social and economic rights for marginalized citizens. I propose that the most activist aspects of sexual citizenship relate to its distinctly urban attributes. My presentation looks at the legacy of the AIDS services in San Francisco in relation to the current HIV care and prevention infrastructure, specifically around the rollout of Pre-Exposure Prophylaxis (PrEP) as a municipal health initiative that aims to make the city "AIDS free" in the near future. A comparative approach with STI prevention programs that utilize the existing network of LGBTQ venues in New York City highlight similar planning methods that the two cities employ by tapping into existing physical networks of queer infrastructure. Struggles for access to health-care and the free expression and practice of sexuality in public venues and in private suggest a notion of "queering the city" that goes beyond popular stories of bourgeois-bohemian neighborhood make-overs and that can affect the lives of citizens at a deeper, more systemic level. I consider LGBTQ infrastructure, health clinics, community centers, bars, clubs, saunas, hospices, housing, and senior centers as a resilient infrastructural network, where an alternative rights-based discourse emerged from and where it is still brewing.

THE AUTHORITY OF PLANNERS AS SEEN BY THE COMMON POPULATION: REPRESENTATIONS IN POPULAR MUSIC (SÃO PAULO, BRAZIL)

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This paper aims at examining the images and discourses related to urban planners or managers as seen by the common population, especially the poorer inhabitants of the city of São Paulo (Brazil) during the 1950's and 1960's. The general purpose is to establish a contrast between the usually celebrated image of urban planners as professionals devoted to the "common good" and the popular perception that they often adopt an authoritarian approach towards the people, their lifestyles or identity places. The study examines a series of popular songs recorded during the period and, by means of a discourse analysis of their lyrics, investigates the representations of the urban authorities found in popular music. The songs can illustrate the forms by which the population dealt with the authority of State in situations of urban reforms and resettlement. The main finding of the study is that, for most of the "ordinary people", the planner is simply an authority to which the inhabitants must submit. In addition, the transformations of the city means frequently the loss of places of memory, sociability and identity, since the small, local features of a place are usually disregarded in favour of a large-scale view of city management.

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Civic Space and Public Memory

THE AEZELPROJEK: BUILDING CITY HISTORY WITH A COMMUNITY!

Peer H. M. Boselie

Archief De Domijnen

Introduction

In the Netherlands most southern province of Limburg since 2009 an innovative historical project is being undertaken by a community of over 100 volunteers, under guidance of a few professionals. Historical mass-data of about 40 cities and villages are the result.

Research-question

What if we could connect as many as possible layers of information attached to a cadastral parcel together? Attach it to archeological data, building history, permits attached to it, and even prosopographical information of the residents who lived there? Would that not give a very integral view on the city's history? Would not connections be discovered that we cannot see in an analogue way?

Case-study

The project was invented initially by Martin Pfeifer, a volunteer in the Sittard-Geleen archives. The archives saw the possibilities and embraced the idea and the Aezelprojek was born. Because of lack of money, we used seven main principles:

- a) starting from volunteers, their interests and capacities
- b) digitally excavating the history of the city
- c) doing that starting from vectorized cadastral information
- d) connecting history of people with cadastral information
- e) using only authentic (archival, archeological, museum, building)-information
- f) make every part of information traceable to its source
- g) making use of open source programs and simple formats only

After having invested over 150.000 hours of scanning, digitizing, vectorization, geo-referencing, transcribing and filling out forms and formats, the results are quite stunning. Thanks to the mass-data, we now see connections we could not see before. Where lived the Jewish citizens, or the butchers? What were the tax levels, or the professions? We discovered a 13th century road entering the city before the 14th century magnification, and fortifications, just by visualization of cadastral data, sometimes even in 3D (giving again new opportunities).

Sometimes even money can be earned (or saved) by integrating the project in municipal policy, for instance by using archeological data to predict and prevent an excavation.

The volunteers are partly people with 'a spot' like autism, long-term unemployment or reintegration. Some of these volunteers even got a paid job again... To connect not only to historians, but also to 'the crowd' we need an online presentation. This has long been a problem, because every bit of information is traceable to its source: the scan of the original document(s).

Recently however we started a cooperation with the University of Leuven to build an interactive front-office, that will be available by the end of 2016. We welcome partners from other parts of Europe to join us or connect with us (linked open data!). Community-sourcing and crowdsourcing can enrich this kind of projects enormously.

Conclusions

The Aezelprojek is a 'proof of concept' of an integrated system in which heritage and location-based information is secured and can be interactively presented. Costs are low because of the work done by volunteers. New insights in the history of the city already have seen the light. Integration with municipal policy gives possibilities to save money in nowadays administration.

THE SLUM TOPONYMY OF NAIROBI: A CULTURAL ARENA FOR SOCIO-POLITICAL JUSTICE AND SYMBOLIC RESISTANCE

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There are an estimated 134 informal settlements (slums) which occupy about 1% of the city area and house half the population in Nairobi, Kenya. Although much scholarship has focused on living conditions in slums, very little has been on the socio-political challenges faced in the slums and their impact on the cultural landscape. The overall aim of this study is to provide a toponymic (place naming) interpretive base for slums. Place naming is seen as an arena whereby the cultural, political and legal rights of marginalised groups are debated. These debates serve to reshape the identity of urban places and the corporate identity of cities. Typically, slums in Nairobi are named after their pioneer settlers, geographical conditions, socio-economic activities,

political leaders, other places or past or present local and global events. This study takes a case of Kibera, the largest slum in Kenya. Data was obtained through archival research, field surveys, interviews with residents of Soweto Village and two focused group discussions (FGD) with the Nubian Council of Elders and community leaders of Kibera. This study ultimately indicates that an understanding of the meaning of slum toponyms, and the processes that led to their inscription provides a ground for interpreting the socio-economic, political and cultural processes embedded in their histories.

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SHAPING LANDSCAPES – DEFINING CULTURAL MEMORY

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The contribution of this research investigates a cultural vision which is in direct and dynamic relationship to the natural landscape, the railway landscape and the historical value of Tempe in Greece. The Vale of Tempe is strategically located between Olympus and Ossa. The Pineios River flows through the Vale on its way to the Aegean Sea.

Tempe has been a place of worship and inspiration for mythology as well as a key staging point for political and historical events and archaeological discoveries. It is a protected archaeological site and historic site. How can the design shape the waterfront of the Pineios River and activate the abandoned infrastructures in order to connect the fragmentary memories and the basic functions of this unique place? What can be done to improve both the conservation and enhancement of the area, increase access and create awareness amongst the general public? Dysfunctional access, the absence of public transport which services this area, the overflow of the river and the cultural amnesia of people inhabiting and passing through the area presents a permanent abandonment scenario. Since 48 BC the main road between the south and the north of Greece has passed on the right side of the Valley, at the foot of Ossa. In recent times the new highway has been constructed underground on the same side. On the left a new underground railway tunnel has already been constructed instead of the two former railway lines that cross the area by the waterfront. The new highway and railway are disconnected to the natural and cultural landscape, in contrast with the old ones that were part of history. The new concept is to reuse the old railroad infrastructure, create a new station and schedule touristic routes in this way connecting to the whole area. In order to respond functionally to the variability of the flow of the Pineios River, the planning design shapes the landscape in new levels making huge pedestrian ramps. In this way safe access is provided to the area, even if the water of the river reaches the maximum limit. So as to recover cultural memory and honour the resilient landscape, the existing tunnel of the older rail line is designed to be reused as a museum, while a part of the second railway tunnel inside the mountain incorporates a small hosting center for young artists. Furthermore, the space around the three natural springs on the northern bank is designed to be an amphitheatre with a direct view of the surrounding nature, showing respect for the indigenous vegetation. According to mythology, the worship of the place is directly linked to water springs and the Pineios. The Vale of Tempe was dedicated to the worship of Apollo, god of purification and divination and archaeological ruins from a temple have been found near the main spring. This research emphasises how to create a new cultural core and new memories for visitors linking the past (geophysical and cultural history) with the present and future of Tempe

THE RESILIENCE OF THE TRADITIONAL URBAN CENTER OF RIO DE JANEIRO, BRAZIL

Eloisa Petti Pinheiro

UFBA

The Traditional Urban Center of Rio de Janeiro, Brazil, had passed through many urban reforms and interventions, but it remains at the same place as in 1567, among the quadrilateral formed by four hills: Castelo Hill, Santo Antônio Hill, São Bento Hill and Conceição where the streets were drawn parallel and perpendicular to the sea, producing an irregular grid that consist by lots with a narrow front and long in the longitudinal dimension. Today, the urban center is not the geographic center of the city, is not equidistant from the principals neighborhoods of Rio. Is difficult to get there buy metro, by bus or by car. So we ask, what happens that this place is so resilient that the urban functions do not move to another site?

Since 1763, when the capital moved from Salvador to Rio, changes always happened all around the city center. In 1808, the Center changed because of the installation of the Portuguese Court and Rio became the capital of the United Kingdom of Portugal, Brazil and Algarve. New services were introduced and new areas were created. The city was expanded beyond its initial boundaries.

Between 1902 and 1906, a urban reform took place with new avenues, the enlargement of some streets and the modernization of the port.

In the 1920s the downtown suffered drastic surgeries with the Castelo Hill dismantling conclusion which opened new spaces: an esplanade and the use of the land for the landfill at the bay. In the 1940s, the construction of Avenue President Vargas destroyed some tracks of the colonial city and reflected a new urban model with high buildings, linked more to the Chicago School than to Paris. In 1960, the Federal Capital was moved to Brasilia, transferring to the

new city the federal politic and administrative functions. This fact brought changes to the City Center. The 1980s economic crisis and the stabilization of urban population growth led to stagnation in the real estate industry in the Center.

However, Rio has always preferred to preserve its traditional center as the principal business, political and administrative space, besides cultural and historical. Now, Rio is changing once more. The Olympic Games will be settled in Rio in 2016 and the city must improve itself. This is the principal point of this paper. Our question is: why the traditional urban center was rebuilt over and over again and had been expanded and become vertical but never changed to another part of the city.

New Approaches towards Heritage Landscapes and Territorial Planning

Historic Estates and Estate Landscapes

THE QUINTAS ESTATES – THE TAGUS ESTUARY AND LISBON URBAN PLANNING HISTORY

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The Tagus Estuary is one of the biggest estuaries of the world, and the second biggest of occidental Europe. In its center lays the capital of Portugal, Lisbon city of the seven hills and its deep water Port. The surrounding natural landscape includes a diversity of geomorphology with mountains, plains, rolling hills, and gentle slopes. Lisbon's waterfront and the Estuary margins surround a water mirror. Around it we found several dozen Historic Landscape Estates, which we call Quintas. They are scattered by the estuary's Municipal areas, they were planned and constructed with unknown original architectural landscape designs. Mixing agroindustry productions and irrigation systems, with artistic, esoteric and symbolic sceneries, of azulejos (glazed tiles), sculptures, cascades, pools, and pavilions in an environment of villegiatura, and Genius Loci. The projects cover periods from the 16th century Portuguese Discoveries and Overseas Empire, to the Baroque, Illuminist Estates, and finally the neoclassic 19th century English Landscape Parks Fashion. We have already researched some of the Quintas' architectural landscape design, according to a methodology to read the projects basic and spatial form, as well as the metaphoric and programmatic structures. This research gave us a better understanding of the projects allowing new and more efficient ways to promote, protect and manage this heritage. We have also researched the Quintas' dispersion and position around the Estuary, setting up the "Lisbon and Estuary Villas Landscape". Which classifies eight groups of Quintas with different types and compositions, concerning the water mirror contemplation axis, the estuary waterfront accessibility, the natural and urban skylines fruition, and the agro industrial productions, among others. We aim to develop further researches to answer questions like: In what way the Quintas Landscape construction, shape Lisbon's waterfront urban design? Did they have any role in the town's urban growing corridors and in the main urban metropolitan corridors? What was the role of the Quintas and the Villegiatura in Lisbon Urban Planning History? Why did the Quintas originate new towns around the estuary? Why did the Quintas, show such an extraordinary resilience? We found that some of them to this day, still produce agro industrial international renowned wines, as well as regional brands, they are successful touristic and cultural destinations. Why is their importance increasing in present economic crisis? Why are they promoting investments in real estate businesses, as well as in Cultural, Touristic and Social public and private sectors? Can they give clues and inspire new architectural landscape designs that meet today's concerns, taking into account the project's budget savings, the metropolitan food supply, the employment and the sustainable adequate recreations? We aim to answer these questions, in future inter university research teams. In Europe's metropolitan areas landscape estates, and in other metropolitan similar landscape estates heritage around the world.

DUTCH ESTATES LANDSCAPES – METHOD FOR DESCRIBING THE SPATIAL ESSENCE

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Between the 16th and 19th century, rich merchants and nobility constructed their (landed) estates outside the wealthy cities of Holland as part of the emancipation of the upcoming civilian life. The words of Cosimo di Medici's companion describe the essence of these estates in the Netherlands: 'many beautiful, small estates in Dutch style' (1). These estates were firmly connected to the city, city life and recreation as well as to the subsoils, the surrounding landscape in combination to agriculture and land reclamation (2). On a higher scale, these civilian estates were positioned next to each other, forming estates landscapes as part of larger landscape structures. These estates landscapes can be seen as part of the (pre) urbanization of Holland. Estates landscapes formed a coherent, but dynamic landscape structure, that was constructed in the past and changed overtime, because of fashion, financial situation, natural disaster and destruction of war and so on.

In times without national legislation to preserve the countryside, it's crucial to define the spatial (historical) essence of urban landscapes to maintain historic continuity and social sustainability. Therefore, we need to define new methods for transformation and renewal of large scale development in which we balance the great resilience to adapt changes and maintain the collective memory and the narrative of the area. In new methods heritage landscapes can be defined by both physical structures, objects in relation to the ground as well as collective and personal histories, memories, atmosphere, function and narrative. How can we connected these elements in current landscape analysis to describe the essence of a urban cultural landscape?

This paper wants to define the estates landscape as a method to define a heritage landscapes, which addresses the most important tangible and intangible foundation or corner stones of this landscape on different scales. A method to be used in other large scale heritage landscapes (f.e. New Dutch Waterline).

(1)

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(2)

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MEDIEVAL CASTLES AND PRE-MODERN CASTLE TOWNS PLANNED WITH NATURE AS THE HERITAGES FOR LANDSCAPE DESIGN TODAY: A CASE STUDY OF NANBU REGION IN TOHOKU

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This research aims to manifest the Japanese traditional urban forms in Nature, selecting the castle towns built by Nanbu Clan from the medieval time to the pre-modern as case studies, seeking to discover the matching harmony between the ancient urban planning and Nature for the three points. 1) The medieval castle residences were built to adapt to various topographical conditions; their inner castle zoning and moats were designed to match the geographic condition. The pre-modern castle towns are verified, also, for their relation with the periphery sceneries, water systems and mountain worship by using their Yama-ate vista urban design, and also the temple dispositions were determined by the sea level in accordance with the temple's status. 2) The urban design of each castle town, determined by its builder, was distinct from each other. 3) The mountains that gathered the Nanbu Clan belief are worth studying for modern landscape designs in that the mountain views are preserved and visible from the town's main street. The town distributing of each Nanbu Castle Towns differed from each other depending on the time and builder; yet they all share one character – they all correspond to Nature and ecological environments.

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PLACE-MAKING WITH AVENUE SYSTEMS, A DUTCH DESIGN TRADITION

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From the sixteenth century on the Dutch landscape has been transformed by the building of country residences called estates and their expansions with gardens and parks. These rural properties were surrounded by impressive avenue systems that (re-)ordered the waste landscape and made remote regions more accessible. Several Dutch avenue systems have remarkable layouts that are comparable with famous palaces like Hampton Court (Great Britain) or Versailles (France). The Dutch castles were owned by members of the Court or their political advisers, who used them as hunting estates. As the geometrical avenue systems expressed political power, they were extended over centuries, regardless of changes in garden fashion. The impressive avenue designs according to classic Italian design principles were initiated by the estate owners themselves. Especially members of the Dutch Court propagated their ideas to connect the avenue systems of the castles with new built churches and village expansions. This laying out of avenues was a new kind of urbanisation and a starting point for the classic Dutch landscape tradition that inspired many estate owners. Some of these early examples of 'place-making' are still recognisable as main structures in Dutch cities and landscape and express a well-structured place.

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THE TRANSFORMATION AND INTEGRATION OF ESTATES IN THE DUTCH URBAN LANDSCAPE

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In the past, many municipalities in the Netherlands purchased bordering country estates. They were incorporated within the city's urban structure. To this day such development is still on going.

This development has in recent decades been neglected by researchers. Even the Atlas of urbanization in the Netherlands, pays insufficient attention to this. It pays no attention the integration of country estates in the urban structure. Transformed and incorporated estates are being threatened yet again by new spatial developments.

In 1982 the exhibition: 'Estates in Utrecht' was organized. The topic was the five surviving and the 25 disappeared country estates within the municipality of Utrecht. The exhibition showed that no outdoor area still had its original function, but they were still present in a very reduced form and had been retained with a different function. The municipality of Haarlem placed during this period a focus on outdoor locations within the city with an exhibition on 400 years Haarlemmerhout (1984), in which the former country estates on the edge of the Haarlemmerhout were presented. Neither of these exhibitions nor the accompanying catalogues and books, paid much attention to the question of how urban planners coped with their task to incorporate country estates within their plans.

In large-scale urban expansion from the mid-nineteenth century and especially since the beginning of the twentieth century it shows that agricultural land, market gardens and country estates disappear. Some estates were acquired in their entirety, the farmlands were intended for housing and the country estate itself was used as a city park for the inhabitants of the newly developed residential areas. We see that the main structural elements such as like water features, paths, roads and gardens were lovingly incorporated by urban planners and much attention was paid to greenery.

Since 2000 the green spaces in urban areas are under pressure. New planning requirements such as increase in building density, changes in infrastructure and expansion and developments such as office vacancy rates, high land prices, and cuttings on maintenance costs for public parks and greens, threaten these incorporated country estates, for the second time in their existence.

On the other hand we also see that since 2000 country estates and even remnants of country estates have had a positive contribution, and were even leading, in the design of new neighborhoods in Houten and Utrecht Leidsche Rijn. Municipalities are since 2012 mandatory to include cultural history in their new zoning plans. This legislation will give more attention to the incorporated estates. A thorough historical analysis of the way in which these estates were incorporated in the past 100 years and the coming future is highly recommended for the further conservation of these estates. There is fragmented knowledge on the subject, but the broader historical context is missing.

The endeavour to save as much as possible of these estates and their remnants would be supported by further research of the way in which in the past these were incorporated into the city structure and were transformed into urban green structures.

PUBLIC AND PRIVATE GREEN SPACES AND THEIR USE IN AND OUTSIDE COPENHAGEN IN THE SEVENTEENTH AND EIGHTEENTH CENTURIES

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In Denmark the Netherlands were considered as the most modern state in Europe in the 17th century and a model for urban planning and urban life. However, space was increasingly scarce inside the town. The recorded private gardens of the 16th century disappeared, leaving Copenhagen without private green spaces to speak of except for the churchyards. 1606-34 King Christian the 4th - confined in the outdated castle of Copenhagen - had a mixture between a castle and a villa constructed in the Dutch style on the outskirts of the town. Rosenborg was surrounded by a spacious park -The Kings Garden -still in existence. The aristocracy and the wealthy merchant class had summerhouses outside the fortifications. And it seems that the poorer habitants sometimes had small allotments let from the state. In the other half of the 17th century after the establishment of absolute rule a new residential quarter was created. Here in Frederiksstadten the queen dowager Sophie Amalie created a small castle surrounded by a big park in the Dutch style. And later on Ulrik Frederik Gyldenløve, viceroy of Norway, erected Charlottenborg in the residential style of the Hague. The nobility followed and for the next century small parks with rare plants were a common feature to royal and noble palaces. In addition to their urban residences, the royal family and the rich and powerful aristocracy of the 18th century usually owned a small summerhouse just outside the fortifications of Copenhagen and a small country house further north of the town for longer stays. This presentation will focus on the use and purpose of these seeming less useless constructions, the access of the public to some of these private spaces and the creation of promenades in and outside the town. And finally the behavior exhibited by the different layers of society moving in these green spaces.

GREEN SPACES IN CZECH URBAN AREAS: EXPLORING A DIVERSITY OF APPROACHES (1914-2014)

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For the 20th century, rapid urban development was typical. In Central Europe, including the Czech Republic (or historically the Czech lands), towns and cities began to expand very quickly. This wild growth brought many problems – social, economic and environmental. Especially with the onset of the crisis after the First World War and the Great Depression in 1929, politicians, officials, theorists, architects, engineers and biologists intensively started thinking about spatial planning from many different perspectives. They were interested not only in towns and cities, but also in the background of cities – the countryside, regions, landscape and the whole of nature. In the following decades, many approaches arose that were meant to solve the problems of growing towns and cities and changing landscapes. Many topics were opened; many questions discussed. One of the most outstanding topics became green space in urbanized areas. Green spaces did not concern merely parks, avenues, solitary trees, lawns, or the lovely gardens of the new garden districts, but also included allotment gardens for the poor, urban wilderness and semi-wilderness, brownfields, suburban forests and interrelated systems of greenery. Gradually, green spaces were also the manifestation of ecosystems and the nature system, which began to be considered as superior to any city or urban area. After 1914 many questions emerged: Why should green spaces be protected and how should they be developed? What are their functions? How can green spaces be designed? How can they be controlled? Who is green space for? What approach is appropriate for a specific situation? These questions remained relevant in the next decades of the war and post-war period, as well as after the communist takeover in the 1950s. In the 1960s, these questions gained importance because of the intensive construction of dwellings, which continued in the years of so-called normalization in the 1970s and 1980s. In the 1990s, there were new impulses that brought a time of rising and often wild capitalism, some of which continued into the first busy years of the 21st century. The paper presents some possible answers to these questions and outlines the different approaches that were typical for the specific territory of the Czech lands. There is also emphasis on the social and political context and development of the sciences. The diversity of approaches was vast: from romantic positions through to artistic conceptions, as well as more scientific solutions to (eco)system approaches and technical or even technicist solutions. The default approach of this paper is a multi-disciplinary approach, which is typical for urban and environmental history. The research which the paper exploits has been ongoing since 2006 and is focused mainly on primary sources such as professional journals, books and textbooks, as well as projects that were constructed and those that remained unrealized.

THE RESILIENCE OF A LONDON GREAT ESTATE

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The concept of resilience — “evolutionary” resilience in particular — has been said to offer a fresh perspective on the role of planning in contexts of change. It denotes the ability of socio-ecological systems to respond to vulnerabilities resulting from ‘slow’, endogenous change or sudden disturbances that may or may not be anticipated. It thus helps to foreground issues of flexibility, adaptability and the path-dependency in planning over such classic priorities as the creation of certainty, permanence or stability (Folke and Gunderson, 2006; Eraydin and Tasan-Kok, 2012; Davoudi and Porter, 2012; Raco and Street, 2012). This paper turns to planning and development history to explore this concept in the context of a piece of London that has been in the making for several centuries, focussing on spatial adaptation processes in response of change and aspects of governance that these have depended on. This is Grosvenor’s Mayfair landholding, owned by the aristocratic Grosvenor family since 1677 and first planned in 1720, a ‘complete unit of development’ according to Summerson (1945) within the pattern of London’s westward expansion following the traumatic 1666 Great Fire of London. This trajectory was dominated by speculative building processes involving aristocratic landlords, surveyor-planners, and developer-builders, shaping London’s growth into the late 19th century.

But, Grosvenor has continued to adapt its landholding into the 21st century in response to shifting social, political and economic circumstances in order to retain desirability, value and quality. The paper begins by providing an overview of the estate’s original development and giving examples of sources of vulnerability and adaptation since, drawing on archival research and urban analysis. Sources of vulnerability have included multiple recessions, public health and housing crises, bombing during the Second World War, social upheavals in the 20th century and surging prime property values today. Spatial strategies for addressing them have included retrofit and facade retention, changes of use, piecemeal redevelopments, long-term visioning processes, public realm improvements and conservation. The result is generally continuity in terms of the flexible, gridded urban structure of streets and building plots, and yet evolution in the incrementally developed, fine grained urban form which encompasses a wide range of architectural styles and typologies. Grosvenor has itself drawn attention to the ‘adaptive capacity’ that this reflects, recently engaging directly with the resilience concept (Grosvenor, 2013). The paper turns to explore this capacity further, drawing on interviews with contemporary estate surveyors. This is rooted, centrally, in the long-term nature of urban management (with knowledge building up within the institution over time), the integration of ownership, planning and development, the scale of the landholding, and continuity of purpose. The primary long-term purpose has clearly been to build the Grosvenor family’s legacy but, it is also said to have been to care for the land, environment and life of the estate, adopting and maintaining a ‘sense of stewardship’. The paper concludes with reflections on some of the issues of governance and path-dependency that this raises, and possibilities it suggests for resilience planning more broadly.

Urban Ruralities since the Nineteenth Century

URBAN RURALITIES OR THE NEW URBAN-RURAL PARADIGM - INTRODUCTION

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Classical theories of urbanisation are based on a strict distinction of ‘the urban’ and ‘the non-urban’ and closely linked with concepts of order and organisation. Statistics continuously reflecting the changing relation between people living in cities and outside cities and the extensive celebration of the demographic shift towards the ‘urban side’ in 2007 as a significant marker of the “Urban Age” clearly reflect this perspective. We do not question the general historic dichotomy of cities and the countryside, but we do oppose models that generally place the city in the centre, or tend to colonise the country conceptually (“urbanised landscapes,” “planetary urbanism,” etc.). The concept of “Urban Ruralities” assembles research approaches that challenge a supposed hegemony of the “urban order.” In this session we rather propose to take into account a complex relationality of the complementary qualities: we are interested in examples that show and help explain that in most urbanising processes, order and disorder, aspects of ‘the urban’ and ‘the rural’, are deeply entangled and belong together as the two sides of a coin (the “new urban-rural paradigm”).

The four case studies of this session discuss two influential perspectives in this field: the planning and testing of modern infrastructure systems during the late 19th century in Berlin and Hanoi, and the concept of ‘urban landscape’ (Stadtlandschaft) in the reconstruction master plans of Madrid and Hamburg during the 1940s. Both topics are closely related and demonstrate complementary manifestations of territorial, material, and representational ambivalence in urban-rural and centre-periphery relations.

This article introduces “Urban Ruralities” as a transdisciplinary research field. It provides a historic basis discussing some of the most influential urban theories of the 20th and 21st century: the ones which are focused on ‘the urban’ and more or less deliberately dominate ‘the non-urban’ or ‘the rural’ and

the opposing position biased toward decentralisation and dissolution. We wonder whether some spatial and social assemblies may not adequately be addressed using these models: as there were inner and outer urban fringes, zones of spatial, functional and habitual overlap, or simultaneously growing and shrinking areas worldwide. The paper concludes in proposing an alternative, possible “new urban-rural paradigm,” aiming at a clearer conception of the complex, uncontrolled and intertwined urban-rural dynamics and associations, which dominantly materialise in these uncertain spaces.

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GARBAGE IN THE CITY – WASTE IN AND AROUND BERLIN

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The paper examines both discourses and techniques of waste disposal in Berlin around 1900. Novel patterns of consumption, dense housing, and an increasing population turned waste into an urban problem of unprecedented scale. Waste ranked high among metropolitan scourges as refuse and filth were markers of disorder and regarded as a potential threat to public health. Influenced by rising standards of public health, capitalist efficiency, and technological progress, established practices of collecting, sorting, and disposing came under close scrutiny. Increased public pressure applied by social reformers and fuelled by unsavoury and unsanitary living conditions turned waste into a political issue that led to a transformation of urban infrastructures and a policing of urbanites' every-day habits. At the same time, novel techniques of disposal had to address the tense relationality between the metropolis and its rural surroundings.

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HANOI'S SEPTIC TANKS - TECHNOLOGY OF A CITY IN FLOW IN THE LATE NINETEENTH CENTURY AND TODAY

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Hanoi's septic tanks are part of a wider socio-material cycle that connects the human body with the environment through flows of water. As such they are shaped by and at the same time enable particular urbanization dynamics. Septic tanks were central to French colonial sanitation planning in Hanoi. From the end of the 19th century on they were supposed to replace the then predominant night-soil system and to bring a specific order to the city's sanitary situation. Sanitation planning involved not only the decentralized tanks installed under individual buildings, but a citywide re-ordering of material flows. Today, the tanks have become the city's predominant means of sanitation even though current large-scale sanitation interventions and planning ignore them. However, the actual technology that is known as the septic tank in Hanoi contradicts the imaginations of the 19th century. Hanoi's septic tanks deviate from original planning and defeat planners' imaginations of urban order as they incorporate elements of the night-soil system dismissed by urban engineers since French colonial era. They produce particular dis/orders, which transcend urban-rural boundaries and are constitutive of Hanoi's urbanization dynamics with blurred and constantly changing passages between the urban and the rural rather than fixed boundaries.

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A NEW MASTER PLAN FOR THE "GRAN MADRID CAPITAL DE ESPAÑA" AFTER THE CIVIL WAR

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As was the case in the allied dictatorships of Mussolini's Italy and Hitler's Germany, the attempt to impose a new order in the urban region of the regime's capital city was also an important issue of national concern in Franco's Spain. Madrid was to become the new capital city of the New State (*Nuevo Estado*), an expression of the transformed socio-political conditions. The new Master Plan had thus to overcome some of Madrid's chronic problems, such as a dramatic housing shortage among the poorest segments of society and the growth of informal settlements in the urban region. The intended solution was a "planetary system" based upon strong separations between inner city and new satellite towns, as well as between urban and rural areas. This paper critically discusses the proposed "new" order. Moreover, the contradictory manner of its implementation will be reflected upon. Looking back, there is an evident connection between the plan and the pre-war planning debate. From today's perspective, Madrid's uncontrolled urban growth into the surrounding region throughout that period (1940s and 1950s) can be understood more so as a consequence of the particular production conditions of the time than as an outcome of the new Master Plan.

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Perspectives on Urban Heritage

FORTIFICATION AS AN ORIGIN OF URBAN DEVELOPMENT OF THE SOUTH OF UKRAINE CITIES (EIGHTEENTH - NINETEENTH CENTURY)

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INTRODUCTION

The topic of sustainable city planning in Ukrainian urban historical scientific field raised some decades ago. This research work is devoted to fortresses, which were founded on Northern Black Sea Coast of Ukraine. Authors review the fortresses, stages of their development since 1720 until nowadays, and satellite settlements development.

CASE STUDY

From 1484, with the occupation of the city-fortress Kilia started a gradual intervention of the Ottoman Empire on the territory of the Moldavian principality ended in 1595 by the accession into the city Smil (later Izmail). In order to keep control over a new territory engineers worked on the creation of defensive fortifications belt with fortresses. European principles of fortification architecture and achievements in the artillery were actively adopted but project was never completed. Historically network of trade routes, sea and river communication contributed to the aggravation of conflicts. State carried out development of general plans of cities in view of the generally accepted principles and delegated powers, approved by the national authorities. A master plan of cities, forts and settlements are processed in the representative albums for the emperors. Historical data of these albums is the basis for this study.

METHODOLOGY

Timelines with schemes of each northern black sea cities of XVIIIth and XIXth century: Izmail, Kilia, Kherson, were prepared in reference to studies of archival maps. Drawings of these cities – fortresses and their modernization projects and also stylistic and architectural-planning analysis were placed in the table.

RESEARCH RESULTS

Each state was based or developed as a settlement compatible to the national traditions and forms. Pre-existing medieval urban centers give opportunity to a new type of city plan, classical city with a uniform rectangular grid of roads and neighborhoods. In the comparison of stages it revealed that nowadays cities keep the features of classical (Baroque) town, with a corresponding rectangular grid of streets, a composition of public spaces typical of urban art of the Russian Empire of XVIIIth -XIXth century. Fortifications are presented in fragments, having lost original appearance. There are a lot of connections in nowadays appearance of cities in comparison to the XVIIIth century plans, moreover historical factors have a big importance in developing of Ukrainian cities. This research work is a first step to precise a guideline for future urban planning of Ukrainian cities in which traces of fortresses could be seen.

A STUDY ON WUHAN MODERN CITY HERITAGE (1861-1957) – FROM THE PERSPECTIVE OF SOCIAL TRANSFORMATION

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Between the years 1861 and 1957, Wuhan transferred from a traditional feudal town to a modern industrial city. This paper aims to investigate the effect of social transformation upon Wuhan modern city heritage, in the aspects of spatial morphology, construction scale and landscape features. The contents of this paper include three parts: The first details the theoretical research, of which there are two narratives of social transformation attributed to shaping the form and direction of Wuhan's modernisation – both domestication and localisation. On the other hand, there are three transformation levels – physical, institutional and ideological. The second part concerns the empirical research. This paper divides Wuhan's modernisation processes into four typical periods, and examines the city construction activities and heritage features of each period – Colonial (1861-1888), Westernisation Movement (1889-1911), Xinhai Revolution (1912-1937) and the beginning age of CHN (1949-1957). Third, and finally, it is concluded that social transformation has profound impacts on construction activities, architecture styles, distributions and leading subjects. In addition, domestication and localisation have worked together to shape the urban physical space environment, and the three towns of Wuhan display a disparate heritage that could reflect the varied construction focuses and features across different transformation periods.

'MORE CONSTRUCTION THAN DESTRUCTION': THE AMBIGUOUS PLACE OF ARCHITECTURAL HERITAGE IN A RECONSTRUCTING BELFAST CIRCA 1972-89

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The urban landscape of the city of Belfast was radically transformed from the late 1960s by a combination of state-sponsored reconstruction and civil unrest, including paramilitary activity associated with the period in Northern Ireland euphemistically known as the Troubles. This paper explores the sometimes competing and contradictory interpretations of destruction in the built environment as the UK government sought to promulgate a narrative of progressive change in the fortunes of Belfast in the face of a prolonged terrorist campaign, with the discussion partially framed using Vale's ideas on the social construction of urban resilience. The narrative is illuminated by the case of the Castlecourt development in the heart of the city in the 1980s, which was controversial for its demolition of prominent Victorian-era buildings. The paper addresses the political questions of the ambiguous place of architectural heritage in Belfast circa 1972-89, who dominated power relations in the city, and who benefited from key redevelopment decisions. It provides insights with contemporary resonance into the critical importance of institutional architecture and governance to the setting of government priorities and the application of power in conflicted places.

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THE HISTORIC URBAN LANDSCAPE APPROACH – HERITAGE AND URBAN REGENERATION IN THE TWENTY FIRST CENTURY

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This paper examines the reasons and the process that has led to the elaboration and adoption of a new tool for the preservation and adaptive reuse of the contemporary historic city.

Urban conservation has developed mostly in the second half of XXth century and is now an established discipline, based on a system of internationally accepted principles of conservation.

However, the system often proves to be weak and powerless towards the recent challenges linked to urbanisation and environmental change, to the shift of decision-making power from national to local governments, as well as from local to international actors in the areas of tourism, real estate or business.

More than a decade of systematic monitoring has revealed that many of the most important historic urban areas of the world have lost their traditional functions and are in a process of transformation that threatens to undermine their integrity and historic, social and artistic values. To respond to these challenges, a new UNESCO Recommendation has been prepared in cooperation with a large group of experts. The Recommendation on the Historic Urban Landscape, adopted by the General Conference of UNESCO in November 2011, can be considered as the culmination of this process.

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Large-Scale Planned Landscapes

SEASCAPES – THE PLANNING CHALLENGE OF THE CENTURY

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EPFL

The sea - a material, spatial, ecological and recreational resource - is the site of one of this century's greatest planning challenges. Adopting the concept of seascapes as a parallel to landscapes, this paper traces the emergence of large-scale planned seascapes for both productive and protective purposes. While a relatively recent phenomenon, planning ocean space builds on centuries of seascape construction - a process merging natural, cultural, political and geological phenomena. Three types of seascapes are proposed following J. B. Jackson's landscapes one, two and three; the productive seascape, the essentially visual seascape and the all-encompassing, amorphous hybrid of architectural and natural systems. As a vital producer, the sea has become a site of spatial and environmental convergence - a condition within which economic value is threatened by overall ecological degradation. Marine Spatial Planning has therefore been initiated as a way of regulating interactions and conflicting spatial claims. The resulting plans are static and highly rational, divided into sectorial areas of economic priority. However a close-up study of the Nysted offshore windpark - a large-scale planned seascape - reveals surprising interdependencies; energy production infrastructure and sea-life must share both time and space. Can a deeper understanding of seascape types and properties steer their very planning towards shared, integrated, and open-ended spheres of activity?

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“ALL THIS FOR 9000 ACRES OF AGRICULTURAL LAND? STATE, REGIONAL, AND CIVIC SECTOR PLANNERS DEBATE THE ORIGINAL PORTLAND URBAN GROWTH BOUNDARY

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“All This for 9000 Acres of Agricultural Land?” State, Regional, and Civic Sector Planners Debate the Original Portland Urban Growth Boundary. This paper analyzes the debates among state, regional and civic sector planners that culminated in the approval of Portland's Urban Growth Boundary by the Oregon Land Conservation and Development Commission (LCDC) at the end of 1979. The context for these debates was the system of statewide planning goals that took effect at the beginning of 1975. The quote above was scrawled on the document produced by the planner leading the LCDC review process to determine whether or not the growth boundary proposed by Portland regional planners complied with Oregon's statewide Urbanization goal. His comment expressed a combination of feelings: frustration, amazement, and professional exhilaration. It had taken five years to reach the state review stage, and civic sector planners continued to challenge the proposal even though a relatively small amount of resource lands appeared to remain at issue. The technical aspects of boundary drawing were extremely controversial and the political dynamics of adopting the proposed line at the regional level and approving it at the state level were very intense, in part because both technical and political aspects were transparent. However, he and his state colleagues were playing key roles in a land-use planning process that was unique in the United States at the time, one that was attempting to address environmental, economic, and social problems associated with a sprawling pattern of land development that were manifest across the country, in the context of a set of state and regional laws and public sector organizations that could effectively address them and maintain the viability of the region's working landscape, the balance and connection between urban and rural ways of life, and the culture associated with that landscape that characterized the Portland region.

This paper is part of a larger project about the origins of the Portland area urban growth boundary. It focuses on the critical final phase of the process during which the boundary proposed by the recently established Metropolitan Service District, the first – and still the only – directly elected regional government in the United States – was reviewed by state planners in the context of vehement criticism of the proposed line by the civic sector organization, 1000 Friends of Oregon.

Three issues are central to this paper: dealing with what were called “market imperfections,” basically, speculation in the land market and the fact that most housing producers were very small scale; dealing with competition between local governments within the region to attract commercial and, especially, industrial development; and dealing with relationships between state, regional and local governments in the context of implementing the new state and regional laws.

The paper is based on primary sources, including archived documents, newspaper stories, and interviews with public, private, and civic sector participants.

NEW GARDEN FOR A NEW REGION - INVESTIGATING LANDSCAPE STRUCTURES IN ISFAHAN NEW TOWN DEVELOPMENT

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The presence of gardens as the structuring element in shaping Iranian indigenous cities played a key role in territorial organization and city development. They shaped the interrelation between infrastructural networks, settlements and agricultural tissue facilitating the exchange between culture and nature. Due to fast urban growth and introduction of new political and economic drivers into the territory, the new urbanization process ignored the value of indigenous practices, causing over-utilization of land and resources. As a result, this new model faces the most challenging problem of water scarcity. Therefore, integrating resource management systems into the study of the Iranian territory is essential to restore the relationship between natural resources management and landscape.

The focus is on the dispersed city territory consisting of New Towns around the city of Isfahan from the oil boom in 1960s. Radical changes in the territory are largely the result of a newly industrialized region with different resource consumption centers. This article targets the shift in perspective of Isfahan's New Town developments through the lens of the Garden as a regulator of development drivers. The garden concept is a multi-scalar component which unravels the inconsistency in the interrelation between the nexus of development drivers from the scale of one New Town to the dispersed territorial scale of Isfahan.

Therefore the research is divided into three periods, from the recognition of Persian garden as the resource management system during the 16th century of Isfahan, to the period between 1965 and 2015 as the period of construction of four new towns around the city. The third period will focus on the result of reintroducing the modified old system of resource management and its integration into the existing system of new towns for future development of territory.

Recognition of the problematic processes will be a starting point for projecting new sustainable agendas for the on-going and future development of New Towns and the metropolitan region. By having a comparison study between the indigenous landscape management in the Isfahan region and the new towns within the region, the infrastructural significance of garden will be re-work projectively. Therefore systematic mapping as a way to observe and unfold the complexities helps to highlight the shift in the role of garden in New Town development and investigates the relationship between resources and new settlements.

URBAN FORM, WATER AND GREEN SPACES: TOWARDS AN INTEGRATED APPROACH OF RESILIENT URBAN SYSTEMS

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Urban planning has been engaged for a long time with one issue: how to plan the expansion of cities. The main aim of this paper is to determine why have such theory emerged and why it is not working any longer. In addition, it reflects on what does urban metabolism has to do with the urban form arrangements and urban infrastructures (water and green spaces in particular). This reflection is based on an examination of the urban planning options taken for Lisbon and its region during twentieth century, in particular in what relates to urban form, water infrastructures and green spaces. Finally, this presentation argues that to transform our cities into more resilient places it is important that Urban Form should be recognized as a strategic tool to transform the current metabolic functioning of our cities. However that will only be possible when a full understanding of the role Urban Form, which integrates also Green Spaces and water infrastructures, within the urban system metabolism is recognized by society itself.

Urban Cultural Landscapes

NATURE AND REGIONAL PLANNING: THE ADIRONDACK PARK STORY

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While much of the history of the American environment has focused on federal parks and regulations, governors and state legislatures in the 1960s and 1970s actually became the most powerful and successful originators of regional environmental planning in the United States. In New York State, in particular, environmental preservation, even for sites located far from cities, was part of a long-term strategy of careful urbanization. As Governor Nelson Rockefeller explained: “The Adirondacks are now within an easy day’s drive for millions of metropolitan area residents who need relief and change from their crowded, noisy, high-pressure environments. The public lands of the Adirondacks will increasingly serve this urgent need.”

Governor Rockefeller oversaw a major expansion both in the quantity of land protected by environmental regulations and the scope of environmental regulation as a whole during his long years in office (1959-1973). Among his major achievements were voter-approved bonds for expansions in state parks, the creation of the Department of Environmental Conservation (with broad powers over air and water pollution), and a powerful new plan for the preservation of the Adirondacks.

My focus in the paper will be on the transformation of the Adirondack Park from a “blue line” on a map, surrounding mostly private holdings, into a powerful state agency with the power to regulate all land uses (even those within existing towns) within the park’s boundaries. I will also show how the creation of the Agency aided the public acquisition and preservation of additional lands.

While the conventional wisdom holds that Americans have little tolerance of powerful planning, the story of the Adirondack Park (and other efforts by state legislatures of the time) illustrate the ways in which regional planning, focused on environmental regulation, has flourished in the United States.

TWENTIETH CENTURY AGRICULTURAL COLONIZATIONS IN ITALY, SPAIN AND ISRAEL AS (LARGE-SCALE) MODERNIST RURAL LANDSCAPES

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Throughout the 20th century, many countries witnessed the implementation of large-scale agricultural development and colonization policies (ADCP). Inspired by agrarian ideologies as well as by different forms of social and political utopias, these involved major land reforms aimed primarily at modernizing the agricultural sector. Their translation into practice was carried on by agricultural development and colonization schemes (ADCS). ADCS combined large-scale land reclamation with major (re)settlement of ‘problematic’ groups (hired labourers, ethnic minorities, war veterans, refugees, dissidents, etc.) often in un- or under-populated areas within or on the fringes of the concerned countries. ADCS were implemented in different political contexts and continued even after radical political changes. In addition to their sector-specific goals, ADCP aimed at fostering economic growth by supplying national markets, solving the critical socio-economic situation of their target groups, as well as fostering new identities through of spatial, artistic and cultural frameworks. Hence, ADCS strongly contributed to the construction of national identities and cultures – shaping behaviours, values, language, education, the fine and applied arts, etc. –, but were also central to state-building processes – establishing norms, institutions, and scientific agendas. Therefore, ADCS differ from both ancient and modern colonisations for being mostly endogenously directed towards sovereign areas (or eventually contested border zones) to consolidate cohesive national territories. ADCP were first theorized in the 19th century to serve emerging empires and nation-states (Roscher, 1856), or to remedy the effects of industrialization (Owen, 1841; Huber, 1848; Oppenheimer, 1896). Large scale ADCS were attempted in Europe from the late 19th century (Caballero, 1864; de Oliveira Martins, 1887), with major experiments conducted within the frame of post-WWI and WWII reconstructions. ADCP were then adopted in former colonies after independence (Déry, 2014), inspiring much development aid and land reform policies exported to the developing world (Lipton, 2009).

The modern concepts of planning and calculation were central to ADCP; they were a testing ground for experts in new scientific disciplines dealing with improved agriculture and the shaping of the built environment, where new ideas and techniques were confronted. Their implementation invoked different pasts by modernist landscape/architects, designers, planners, and artists, which invented new forms of rural life to compete with the modern industrial city’s increasing attractiveness. As a result, the implementation of ADCS produced unprecedented modernist rural landscapes (MRL) in number of countries and regions, which today present tangible evidence of recent European history as well as an emerging cultural heritage.

This paper presents a recently started postdoctoral research project, focused on the case of the Fascist Pontine Marches, the Francoist Ebro Valley, and the Zionist Jezreel Valley. It poses some elements for a genealogy of the ADCP, the theoretical planning background for ADCS, the features of MRL, and questions the possibility and tools to compare such cases. It discusses their heritage value, both in physical and ideal terms. Finally, it questions their present-day challenges, asking whether or not they should be considered as generic rural landscapes?

PRESERVING THE HISTORIC CULTURAL LANDSCAPE OF KARABAGLAR, TURKEY

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Historic cultural landscapes are formed with collective activities of the inhabitants; they are part of a collective identity, shared set of meanings and a local culture. With their unique natural and man-made qualities, they have been the cultural representation of the society in history. In this respect, they are natural and cultural heritage that must be preserved.

The case area of this paper, Karabaglar is a historic cultural landscape located at the periphery of Mugla town. There has been a seasonal cyclic movement (transhumance culture) between these two settlements for centuries that set up an interdependency and interaction. Karabaglar served to house economy as far as recreational needs of town residents.

The cultural landscape of Karabaglar is composed of one-five-acre regular horticultural flatlands on which scattered traditional cubic houses situated. Land use, social and cultural practices of the residents and their relations with the environment have given form to the landscape of Karabaglar throughout centuries; therefore, its spatial organization is an outcome of socio-cultural formation. Some landscape components and character defining features specific in Karabaglar have been invented by initial inhabitants, reproduced through daily uses, and transmitted through time as socio-cultural practices. They were structured with a great sensitivity to the environment. Therefore, spatial organization in Karabaglar asserts the existence of coherence between human activities and environment, wholly reveals the uniqueness of Karabaglar.

Karabaglar has made testimony to the practices of changing society throughout the history. Karabaglar landscape witnessed the past and present interaction of the community with the environment. In this respect, Karabaglar keeps the cultural history of initial inhabitants and presents cultural richness. The history of Karabaglar dates back to the 17th century when the first sedentary settlement movements started with Turcoman nomads. Until 20th century, Karabaglar provided a noticeable amount of agricultural contribution to the town economy. However, with modernization, especially after 1950s, socio economic and technological dynamics have altered the significance of Karabaglar for town economy and social life. After 1960s, the technological developments especially in transportation have been effective in the restructuring of Karabaglar pattern. The cultural landscape of Karabaglar started to transform into new residential area of the town as a result of urbanization. In the recent century, developments in the economy, technology, and transportation have changed the preferences of people that influence the lifestyle and the building practices in Karabaglar. Hence, the original character, natural and cultural qualities could not save their existence.

This paper aims to search preservation strategies against the deterioration of historic cultural landscape of Karabaglar. It first explains the natural and cultural values of Karabaglar in line with its historic existence, then determines the changing circumstances with modernization, later goes on to explain the transformation process of Karabaglar within urbanization. Finally, it discusses the preservation tools and techniques assessing the historic cultural landscape and its cultural heritage in integrity and providing the perpetuation of Karabaglar's being.

URBAN ECOSYSTEMS, CULTURAL IDENTITY AND URBAN ENVIRONMENTAL PLANNING IN 1980S SYDNEY: THE MAKING OF BICENTENNIAL PARK

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In the 1980s in Sydney, as elsewhere, a new framing of the city emerged, in which global health and survival was considered to depend on the local intervention in and transformation of degraded urban environments. Underpinning this shift were distinct changes in meaning that Sydney-siders attached to their natural environment, which in turn shaped planning policy and legislation, directions in ecological research, and ultimately urban landscape projects. This paper charts this transition by examining ways in which ecologists, planners and designers constructed and communicated a new ecological understanding of Sydney in the 1980s and early 1990s, and explores Bicentennial Park as an urban landscape project which translated and expressed this new ecological framing of the city. The findings demonstrate that what we take for granted now—that ecology is urban, and that urban ecology offers a pathway to beneficial strategies for adaptation and resilience to environmental change—is a culturally and politically constructed framing of the city which emerged in the late 1970s through the 1980s. Bicentennial Park, now overshadowed by the surrounding Sydney Olympic Parkland is reconsidered for its contribution to ecological conservation as a basis of urban park design in Australia.

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Heritage and Landscape

THE COLONIES OF BENEVOLENCE, LANDSCAPES MEANT TO ELIMINATE POVERTY IN THE NETHERLANDS AND BELGIUM

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After the fall of Napoleon in 1813, the Netherlands were very impoverished: 1/7 of the population subsisted on charity. The Society of Benevolence was established in 1818 aimed to solve the problem of massive urban poverty and its disruptive social consequences by means of large scale domestic colonization. Poor people were sent to the uncultivated parts of the Netherlands and employed in agriculture. Meanwhile they would be educated and disciplined, in order to be able to re-integrate in society. From 1818 to 1825 the Society founded seven colonies in the Northern and Southern Netherlands, cultivating over 100 km² of land. There were two types of colonies, free and unfree colonies – that together could handle all groups that depended on charity: poor families, orphans, baggers, tramps, disabled, fallen women, etc. The Colonies of Benevolence were neutral in relation to religion, and were supposed to make all other forms of poverty relief superfluous. The Colonies of Benevolence embodied a national project which was privately executed.

In the course of the years, all the landscapes were further developed and adapted to advancing insights in the field of poverty relief, psychiatry and punishment. At present, the ideas of the Society of Benevolence can still be recognized in the landscape of the colonies. The Dutch and Belgian governments prepare a nomination of the seven colonies for the world heritage. The combination of making new people, while making new landscapes – on a national scale is seen as an exceptional value.

The paper will reflect on the nomination of the colonies for the world heritage list, emphasizing three aspects. First, the planning history of: How could landscape engineering be combined with social engineering? What typologies did this produce and how could they evolve over time? The second aspect deals with the reading and mapping of these landscapes. How can the primarily intangible tradition of social engineering be read and understood in tangible terms – in traces of the cultivation of the natural landscape, the newly developed landscape structure, the buildings, uses up to the mentality and the landscape of memory? The third aspect will roughly address the planning approach towards conservation of these cultural landscapes: how can the dynamics of these enormous landscapes be respected, while also safeguarding the outstanding values and taking profit of the historic and cultural significance for new (economic) developments?

DOCK AREAS AND HIGH SPEED STATION DISTRICT: THE CONTEMPORARY TRANSFORMATION OF EUROPEAN HARBOUR CITY

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In the XIX century as well as in the first decades of the XX century, while railroads and metropolitan railways lines are entangled with the European cities, another interesting issue arises: the displacement of industries and harbour areas from the centre to the outskirts of cities. Gradually the public role of the docks in port cities of the XVIII century has been replaced by the (semi) public role of railway stations area, from the XIX century on. In answer to the modern and contemporary urban change phenomena, redevelopment projects along railways and harbour areas have been experimenting a great urban transformation.

The end of the XX century was a turning point in the history of railways in Europe, observing increased shares of high-speed trains and light rail together with metro lines in the modal split of passenger transport. Major terminals have become hubs of the network due to their strategic locations in cities, and the quasi-urban spaces of their interiors, which increasingly serve various non-transport related functions. These new urban nodes, under development in Europe with different speeds, cannot be defined outside their urban context and history.

For the last twenty years, many European cities have used the construction of high-speed lines (HSL) and the associated intermodal railway stations as a catalyst for urban renewal projects. This phenomenon started with the 'Euralille' project in France, at the end of the 80s.

At that time in the largest harbour European city of Rotterdam the transformation of the abandoned docklands closed to the city-centre took place. Today about almost thirty years after 1980 and following the urban transformations of the Kop van Zuid, Rotterdam has been transmuted into important urban centre of the 21st century with the arrival of the high speed train. The development of the City of 'fragments' driven by market forces is taking place on two sides of the river Maas: to the North with Rotterdam Central District (high speed station area) and to the South with the renewal of the harbour. The heart of the city of Rotterdam is shifting again towards to the river and gradually dock areas have been reconsidered as part of a new city centre.

Furthermore, in the contemporary urban change phenomena, large scale master planning has been replaced by bottom up development approaches and the future relationship between the city and its infrastructural layout will be probably based on that. The development process of Rotterdam Central District is an example of this change.

This paper aims to give a contribution to the 17th IPHS conference with the participation to the panel of “large-scale planned landscapes” with a focus on railways landscapes around the world. It opens some important questions: How to integrate large scale ambitions with current practices creating a new city centre in Rotterdam? Is there a proper meaning of public space when architecture enters infrastructural urban projects? How does the discipline of architecture use the interest in infrastructure as a way to redefine its role in large scale interventions?

CIRCULAR PLANNING AND ADAPTIVE DESIGN STRATEGIES TO RECYCLE WASTED LANDSCAPES – THE PERI-URBAN TERRITORIES OF CAMPANIA PLAIN AS A CASE STUDY

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The Campania Region, in the South of Italy, is a territory where numerous Wasted Landscapes (WL) are recognisable, as the result of serious social and governmental problems.

Through the last decades, many factors have been overlapping in this complex palimpsest: illegal developments and the measures to legitimize them can be paradoxically understood as real cornerstones for the local planning system; the traces of the post-Fordist abandoned landscapes are mixed with the historical remains, showing the deep sense of identity that still persists in the territory. On the other hand, the Campania Plain is a porous territory characterised by an adaptive resilience. This is interwoven with the presence of areas of outstanding natural beauty, with a resilient interstitial agriculture, and with a fragmented but resistant economy.

In this paper, two emblematic case-studies are discussed (Casaluce and Est-Naples), understanding WL as an additional category of waste with the urgent need to be recycled, in order to: reactivate urban metabolism; to improve the quality of life, the spatial quality of the territory, and the regional economy.

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RECALIBRATING HISTORICAL WATER INFRASTRUCTURE: THE ROLE OF TECHNICAL HERITAGE IN DESIGNING GREEN/BLUE CITIES

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The current development of comprehensive strategies and the actual implementation of measures contributing to sustainable urban development are still a big challenge, particularly in the dynamic and complex context of cities. Part of the complexity is due to the fact that in cities the natural system and the artificial or human systems have been intertwined in such a way that it has become a new hybrid system that characterises the subsurface under the city. There has been a neglect for this technical space in the past 50 years because technically everything could be made possible. Urban developers are not used to take this technosphere in the subsurface as part of urban development. Nevertheless, as describes above it accommodates the hybrid system with numerous functions crucial to urban construction, such as infrastructure, carry capacity, heat and water. Moreover, it also carries the natural system crucial to urban quality and health. In the light of the current climate change, energy transition and the financial crisis these issues have become more important. To unify the subsurface and the surface and to be able to understand it as one system the system organization can offer great perspective. This paper makes clear the relation between dealing with technical heritage in the subsurface and systems organization of large urban areas. In order to do so the paper first clarifies the connection between the technosphere and biosphere and describes the System Exploration Environment and Subsurface (SEES) that offers a systematic approach towards these as one spatial system. Co-operation between landscape design and technology is sought for renewal of biophysical processes and water resilience in three case study cities. Reciprocities and trade-offs between the existing technical heritage and the new green/blue structures are assessed, and their implications discussed in this paper

ALL THE WORLD GOING AND COMING: THE GRAND TRUNK ROAD IN PUNJAB, INDIA

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The Grand Trunk Road (GTR) is one of the most significant transportation corridors in the history of the world, having remained a vital line of trade, communication, pilgrimage, pleasure and conquest for over 35 centuries. The route runs over 1,550 miles (2,500 km) from its western terminus in Kabul, Afghanistan, through the Khyber Pass, across the Indus Valley and the Great Gangetic Plains, and on to its eastern terminus in Sonargaon, near Dhaka, Bangladesh. It links South Asia to Central Asia and beyond via connections to the Silk Road. It connects four modern nations—Afghanistan, Pakistan, India and Bangladesh—and a host of major cities including Kabul, Peshawar, Lahore, Delhi, Kolkata (Calcutta), and Dhaka. In modern India, the road connects five states and the national capital territory of Delhi; it is designated as National Highways 1 (north of Delhi) and 2 (south of Delhi), and is colloquially known as the “GT Road, or just “GT” throughout. The Grand Trunk Road broadly follows its ancient course, and even today retains, to varying degrees along its length, the character that Rudyard Kipling described a century ago— “such a river of life as exists nowhere else in the world.” (Kipling 1922, p. 91)

This work focuses on the 150-mile stretch of the Grand Trunk Road in the Indian state of Punjab—the northwestern state that has historically served as a gateway to the subcontinent. I confine my study to the modern boundaries of the Indian state of Punjab to understand a stretch within a single jurisdiction and to keep the work contained. The selection is also based on familiarity with the state and language, previous work in the area, and the great variation in human geography present within a relatively short stretch. The goal is to understand the stretch of the GTR in Punjab in terms of its cultural resources, persistent threats, and historic preservation efforts and outcomes so far. The Punjab stretch is unique, but it is also representative of much of the GTR, which faces similar preservation challenges in the face of highway improvement projects and a general lack of appreciation or understanding of the road as a cultural resource. However, they also face similar opportunities in terms of the evolving scope of preservation practice in the region to be more inclusive of vernacular cultural resources. Given this, my main aim is to explore how the Grand Trunk Road is preserved and interpreted including the roles of various actors and their approaches to managing this cultural landscape.

Volume 05

Historical Perspectives

Perspectives on Urban Reconstruction

A Half Century of Urban Conservation: Case Studies from Europe

LIVING IN THE HISTORIC CITY: ENGLAND IN THE 1970S AND AFTER

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This paper will focus upon the reintroduction of residential populations in the last quarter of the twentieth century in historic cities in England. Through much of the twentieth century the trend in England was for the residential population of city centres to decline, including in historic centres. This was the result of slum clearance, a new developing planning system that sought to separate incompatible land-uses and, following the garden city movement, imaginaries of a new, healthy living to be achieved in the countryside or more practically the burgeoning suburbs. However, in the 1970s this trend went into reverse. This was the period of loss of faith in modernist planning and architecture and the emergence of citizens' movements to resist further demolition and displacement. National changes in housing policy followed with grassroots movements and top-down fiscal incentives combining to put an emphasis on the retention and improvement of older housing. At the same time the potential for reintroducing new housing in the urban core began to be considered.

A trail-blazing report in this respect was the study undertaken for York by Lord Esher, one of the four demonstration reports commissioned for historic cities by the government in partnership with the relevant local authority in 1966 (Esher, 1968; Pendlebury, 2006). Part of Esher's vision for making a better looked after, more pleasurable historic city was the removal of low-grade industrial uses and the reintroduction of housing as part of growing the residential population of the urban core. Over the next two decades this policy was put into effect. The York of today is generally considered much improved over the last 50 years, in the wake of Esher and as the shift in land-uses have been accompanied by, for example, investment in the core of historic buildings and pedestrianisation.

However, 1970s conservationists were acutely aware of the potential of gentrification processes to transform historic places. This paper will consider whether the reintroduction of housing into central York should be considered in this light, along with other measures to improve the city as a consumption experience as part of growing the tourist potential of the city. Is there now a self-consciousness of York as a historic city that detracts from the vitality of place, however well the buildings maybe maintained and however buoyant the economy?

CONTESTING CONSERVATION-PLANNING: INSIGHTS FROM IRELAND

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Where conservation evolves in contentious political contexts, it can be framed by competing priorities reflecting collective remembering, cultural politics and identities intertwined with the symbolic representation of the built environment. Ireland provides a unique lens to examine these themes as the only western European country to experience colonial domination, which forms a key aspect of the context for the evolution of conservation policy and practice. The aim of this paper is to chart the shifting representations of built heritage in Ireland, and their relevance in the emergence of conservation and heritage policy, set in the context of broader social, political and economic change over time. This is achieved, firstly, by a review of secondary source material to identify key events, eras and trends. Discourses of heritage are then examined in debates of the Oireachtas (the Irish legislature), identifying tensions around the emergence of conservation in a historic environment largely associated with colonial power and identity. These shifting discourses are then related to policy evolution, particularly the late adoption of a legislative framework for conservation (in 1999). Finally, conclusions are developed to identify wider lessons from the production of urban conservation priorities in the context of contested heritage.

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HOUSING POLICIES AND URBAN CONSERVATION IN ITALY, 1960S-1970S

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The link between conservation planning and housing policies in 1960s and 1970s Italy is one of the under-observed aspects of an apparently well-known chapter of international planning history. A strong urban conservation movement emerged in Italy after World War II and was sustained by a plurality of professional and non-professional activists and stakeholders. Their cultural and political engagement was initially aimed at promoting a reform of the existing planning laws and on a better integration between planning and conservation procedures. By the early 1960s, however, some of these objectives started to appear politically out of reach, and more pragmatic approaches to urban conservation gained centre stage.

One of the most interesting aspects of this new phase is the fact that tenants of urban conservation initiatives in the 1960s-70s mostly defended the idea that conservation of historic areas could be successfully achieved by adapting planning tools that had been initially conceived for the urbanization of expansion areas. Historic city centres could be saved not by approving new laws or by forging new and specific instruments, but rather by recognising the potential of instruments that had previously been tested with urban peripheries and newly built public housing schemes. This was especially the case of law 167 (1962) on housing, which for a time was widely seen as a flexible planning tool that could support both the conservation of historic built sectors and the construction of new neighbourhoods in peripheral or semi-peripheral locations, with the aim to achieve an overall reorganization of Italian metropolitan areas.

IBA BERLIN 1984/87: URBAN CONSERVATION AND DEVELOPMENT OF THE HISTORIC METROPOLIS

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In the context of the European Heritage Year 1975, urban conservation was mostly related to the image of historic small towns. However, in this context, ideas to “carefully renew” and “critically reconstruct” the metropolitan urban quarters of Berlin from the 18th and 19th century also emerged. Furthermore, the IBA (International Building Exhibition) is often understood as a postmodern development of the 1980s which broke away from the modern urbanism of the 1960s. Most of the ideas finally realised in the 80s had already emerged during the 60s as early and contemporary criticism of functionalist planning. In this paper, I reconstruct the diverse roots of the IBA Berlin 1984/87. They range from conservative criticism of functionalist planning, to progressive social activism in historic urban neighbourhoods, from classical conservation ideas, to innovative planning concepts which included social and historic approaches. They include a political agenda of the local government as well as an architectural agenda of an international architectural discourse. Also, the first ideas and projects of the two IBA-directors, Hardt-Waltherr Hämer and Josef Paul Kleihues, date back to the late 60s. Thus, the IBA Berlin 1984/87 can be understood as a successful synthesis of quite diverse discourses and movements. It combined conservation with development, as well as social and aesthetic aspects.

THE CONSERVATION OF MODERNIST URBAN ENSEMBLES: CASE STUDIES FROM AMSTERDAM

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Urban conservation, notably in Western Europe, grew from a reaction to the large Modernist monofunctional sub-urban expansion projects and programmes aimed at rationalising messy multifunctional historic cities. Conservationists responded reactively by celebrating the diversity and multi-layered character of the historic city. In the Netherlands a pragmatic urban conservation approach was developed which found its most clear expression in the Town- and City renewal programmes of the last quarter of the Twentieth Century. Concurrent to this a new dynamic was emerging: an awakening appreciation of Modernist ensembles, built according to the principles of the Modern Movement and the CIAM. The same pragmatic approach has helped to ensure the conservation of these expansive areas, albeit through somewhat radical means. This paper explores in brief the history of the urban conservation movement in the Netherlands, following which novel approaches to the conservation of Modernist utopian townscapes will be presented through recent and current projects from Amsterdam.

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Cartographic Explorations: Mapping as Tool for Knowledge Discovery in Landscape and Urban Planning

INTRODUCTION: THINKING WITH MAPS IN URBAN PLANNING AND DESIGN

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Maps as a product and the process of mapping are both important means for visual thinking and visual communication in order to understand urban landscapes. This paper identifies, describes and illustrates important analytical mapping operations which are used in the field of urban planning and design. Map dissection, comparison and addition allow researchers to 'digest' information in a rational and systematic way, which is a personal process influenced by the choices and judgements made by the interpreter. At the same time, these findings are made transferable via visual representation, which showcases relationships, structures and patterns.

MAPPING DETROIT AND WUHAN: THE DELFT SCHOOL OF MORPHOLOGICAL ANALYSIS

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TU Delft

Historical morphological analysis, applying the method of the Delft school, was conducted for Detroit, MI, USA and for Wuhan, Hubei Province, P.R. of China, respectively in 2009 and in 2015-16. Both research uncovered relevant facts for urban spatial planning in these cities. Though the same method is applied, the results vary greatly due to differences in urban structure, that are comparable by some, but not in most ways. Both Detroit and Wuhan are industrial cities by origin, but Detroit's years of success peaked in the first half of the twentieth century, while Wuhan developed after 1990 with a start around the 1950s. Detroit, once with 2 million inhabitants is now in decline, and Wuhan, with 10.5 million people, is growing. The biggest difference of course is in culture and politics. However, the paper compares the results of the research, not the cities.

MAPPING SPATIAL TRANSFORMATION IN THE WESTERN NETHERLANDS

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This paper addresses an extensive mapping research to understand the spatial transformation process in the area now known as the Randstad-Netherlands. In this research the focus is on the relation between the development of the building typology, the urbanisation and transformations within the existing city centres of the major cities in the western Netherlands. By mapping three scale levels: the regional, urban and architectural scale and different time sections, the research provides an overall and detailed insight of the relationship between the history of habitation, the urbanisation process, changes in landscape, changes in infrastructure and the urban transformation within the existing cities. Within these architectural studies, not only the maps themselves, but also the method of mapping are products of scientific output, which are based on a typical mapping method whereby a geographical information system (GIS) is combined with historical reconstruction and data analysis.

The study started with the Groeikaart van de Randstad (1850-2000) [growth map of the Randstad, 1850-2000], a map of the Randstad region with the key infrastructural systems – waterways, railways and roads – and the build-up area as the substrate of five successive phases of urbanisation; 1850, 1910, 1940, 1970, 2000. These maps demonstrate the vast urban expansion that has, and still is taking place since 1850. A next step in the study is formed by the development of a map series called: Twaalf eeuwen van ruimtelijke transformatie in het Westen van Nederland [Twelve centuries of spatial transformation in the Western Netherlands]. This series of six maps is not only an extension of the explored timeframe (dated 800, 1200, 1500, 1700, 1900, 2000), but also show the relation between the transformation of the landscape and the urbanisation. Recently we finished our contribution to the study Tekenen en rekenen aan de Zaancorridor [Drawing and calculating on the Zaancorridor]. In this study, led by Henk Engel, both the methodologies of the

former mappings are used for the research of twelve station locations in six municipalities in the Province of Noord-Holland. The starting point of this project was the research done earlier on 22 railway station locations as part of the implementation of the Province of Noord-Holland's programme for densification around public transport hubs. The mapping method provides insights into the morphological composition of various towns. In addition the cartographical records generated by the mapping of the town expansions since 1850 yield new facts that can be used for calculation.

EUROPEAN URBANIZATION – PLOTTING THE COURSE FOR LONG-TERM COMPARATIVE OVERVIEWS

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The Netherlands is the most densely urbanized country in Europe. Its crowded landscape of larger and smaller, older and younger towns was formed in the course of the last millennium. Dutch towns have been the subject of extensive research; studies have been published about many aspects of urbanity, historical periods, and individual towns but a long-term overview of urbanization and was never made.

The Atlas of the Dutch Urban Landscape, recently published, is the first national overview of urbanization and urbanism. It describes the roots and subsequent development of this urban landscape and its landscape, economic and political backgrounds. Starting from the appearance of cities today, the Atlas of the Dutch Urban Landscape describes, maps, analyses, and compares the historical development of Dutch towns. It explores their creation and transformation, and the constant renewal of urban practice and intervention. We think that this comparative and synthesizing approach can serve as a model for the analysis of urbanization processes and their decisive factors and actors in other countries.

In this session we would like to plot the course for a comparative, synthesizing approach to urbanization in other European countries and on an even larger scale, that of Europe as a whole, by addressing the following questions. Can the Dutch atlas be the starting point for further scientific collaboration on urbanization and urban heritage? What do the urbanization histories of the Netherlands and the rest of Europe have in common, and how do they differ? Will it be possible to outline the foundations for a renewed digital-era European Historic Towns Atlas that will provide historical analysis as a guideline for the development of the European cities?

THE MORPHOLOGY OF THE TIMES – EUROPEAN CITIES AND THEIR HISTORICAL GROWTH

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This paper addresses radical urban transformation in eight cities across continental Europe. It uses maps to get a grip on the specific qualities of the examined cities: both social and morphological. Examples such as Santa Cruz-Seville, Altstadt-Dresden, Vredenburg-Utrecht amongst others, are subject to cartographic explorations where long stretches of time are analysed through maps, identifying the conditions underlying the transformations and characteristics of urban development.

The cases are from different times, from the middle ages to modernity. This wide range gave room to explore the diversity of the European scope. By covering very different European cultures the cartographic explorations are spread over the European landscape, from the Mediterranean to the North-sea, from late Roman decay to a northern based modernity. Mostly the cultures have an European nature, in one case the source is the Moorish culture of the Mediterranean.

First the historical growth of the eight cities was mapped out to represent the connections between the successive manifestations of urban growth and the connections with the vicinities of the cities. The cases regard urban transformations, which made it possible to clear the reciprocal coherence through time, because preceding configurations were overrun by the new structures. Consecutive maps of the historical growth gives insight into the urban pace and qualities, which resulted in the complex constellations that arose in time.

After that specific drastic social changes has been picked out to manifest that in each case social change became the driving force for radical urban alternation: caused by changes on the political, religious, governmental, military or cultural level. The impact of the changing mental structures on the urban sites gives an astonishing insight of the turbulences in the distinct European spheres, at those specific turbulent times. Each case of reformation is connected with a typical European sphere. The times of the capsize or revolt in the constituting ideas and the thorough effect it had on the urban shape displays the urban incorporation of social reformations. With a consequent way of mapping all those turbulences are manifested.

The research was continued into the architectural level. For that goal the expressiveness of the mapping is translated for the portrayal of the time-bound architecture of the explored period.

The three levels of investigation –the urban history of the cities, close searching of the chosen districts, typical architecture- caused the triptych of urban morphology, typology of spaces and architectural history. All mapped out in a coherence system of rendering.

Past and Present

CYBORG URBANISM – TECHNONATURAL DESIGN, RISK AND RESILIENCE IN THE EARLY NINETEENTH CENTURY

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University of Antwerp

“It was on the level of knowledge, of a more precise and powerful analysis of milieu, with conditions de vie blending biological and social variables, that the cholera epidemic (1832) not only provided a clear impetus for change, but opened the way for new scientific discourses, new administrative practices, and new conceptions of social order, and hence ushered in a long period of experimentation with spatial/scientific/social technologies.” (Rabinow, 1989). This paper analyzes ideas on sociospatial organization inscribed within technonatural interventions in early 19th century Belgium and France. More specifically, a comparison between the social physics of the Belgian statistician, Adolphe Quetelet, and the socio-ecological approach of the Frenchman, Louis-René Villermé, will shed new light on the divergent concepts of nature-society interactions influencing 19th-century ‘cyborg’ design and the urbanization it had to engender.

Authors like Foucault, Picon, and Rabinow have explained that traditionally architecture and urbanism were the disciplines that offered spatial solutions for social problems, but from the 19th century onwards, with the introduction of new technologies and the emergence of epidemics and revolutions, the major problems of society were of a different type and spatial intervention was entrusted to ‘sociotechnicians’. Only a scientifically based practice, infused with an insight in politics, permitted to tackle causality and perpetual progress. In the pre-bacteriological age, the sociotechnician set up a pragmatic, yet holistic compromise combining a scientific interdisciplinary approach *avant-la-lettre* – relating domains like medicine, engineering and municipal management – with socio-political agendas simultaneously geared towards poverty, disease and capitalist development to help the metropolis function more effectively and safely. Although the nature of the designs is as diverse as the designers themselves, the sanitation projects of the early 19th century fundamentally share the same objective: regenerating society, or better of correcting ‘human ecology’, by means of technical intervention, combining methods of cartography and calculation with works in the name of the public good. New methods of data collecting and cartography both inspired and underpinned the cyborgs making the urban ‘organism’ a healthier and more harmonious environment for the human species. Systematic designs for urban transport and sanitation infrastructure, as well as integrated sanitary reforms for entire city quarters emerged out of the explorative entanglement of disciplinary fields and ideologies.

The historical analysis is grounded in a critical engagement with present-day urban issues. It mobilizes history to provide insight and critical reflection on the current urban condition and related design theories and practices. Current resilient design addressing the ‘risk society’ and questions about programmatic uncertainty are mirrored with 19th century technonatural interventions that aspired to curb impending crises, while facilitating accelerating economic and urban expansion. Placing today’s momentum for (re-)inventing design techniques, geared towards upholding ‘natural’ qualities, in a tradition of technological innovation that steers spatial transformation towards an improvement of ‘human’ ecology, certainly opens up the discourse for critical reflection.

MEREC-GUARDA: AN ENERGY AND RESOURCE EFFICIENCY PROCESS UNDERMINED BY THE EARLY STAGES OF A DEMOCRATIC SETTING

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This article focuses on the historical background which lead to the implementation of an EUA programme in a European country; a programme designed for developing countries. To that end, we seek to discern, how 1980’s Managing Energy and Resource Efficient Cities (MEREC) methodology has perpetuated in urban planning and architecture practice as well as in the discourses of its stakeholders.

Guarda is a medieval border town (1050m) in the hinterland of Portugal, far away from the impact of metropolitan areas, such as Lisbon or Porto. Guarda kept a balanced urban growth over the years, but demography and key sectors of the economy changed profoundly after the Portuguese democratic revolution (1974).

Serving as an early experience towards city resilience and sustained development, MEREC was a programme developed by the United States Agency for International Development (USAID). Inspired by the work of Richard Meier (1974), MEREC answered to the growing concerns triggered by the 1970s energy crisis and its consequences. Amid a rapid urbanisation and population growth, increased energy costs and pressure on natural resources, MEREC targeted cities in developing countries which could adopt preventive approaches towards resource efficiency. However, instead of concentrating its efforts on metropolitan areas, MEREC aimed at the development of secondary cities, where most of the growth had yet to come. From 1983 to 1985, MEREC established a comprehensive planning process, involving Guarda Municipality, central and regional agencies and the know-

how of Portuguese universities and private consultants. MEREC identified the city's problems in water supply, urban waste, urban management, changes in local building materials used and scattered urbanisation. Several of these problems had been overcome with the project's completion, the development of Guarda's master plan, research technology, and awareness campaigns.

USAID-MEREC advisors considered the results achieved in Guarda as rewarding. Architect Maria Castro (1989) points out the clarity achieved in the decision-making processes for urban planning and management during the MEREC programme. However, as she notes, discourses and institutional support changed after MEREC. MEREC's methodology was somehow thrown away, suggesting a lack of planning culture among local political powers, unwilling to redirect resources. MEREC happened ten years after Portugal's dictatorship had ended, when the country was committed to the world as a democratic country, facing political and economical instability until its accession to the European Economic Union (EEC), as well as, undergoing deep socio-cultural transformations and striving for development. From 1986 onwards, MEREC programme was hampered by a democratic setting that aimed for development in more immediate ways, regardless of the resource-efficiency strategy proposed.

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UNLOCKING THE PAST TO RE-ENACT ROTTERDAM'S FUTURE: A PROFESSIONAL'S VIEW ON PLANNING HISTORY

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To implement policy, spatial planners depend on common narratives. This is also the case in Rotterdam. But what sets a port city like Rotterdam apart is that its recent history is influenced by dramatic and traumatic events. The present is therefore locked in by its past and certainly holds back a successful future. Nevertheless, a new perspective for the port is sorely needed, given the vulnerable position of a future without fossil fuels. That's why the OECD argued in 2013 that huge economic benefits could be achieved if the ports and cities worked together more effectively. However, to accept this challenging advice, the question must be answered: "How can Rotterdam strip its historical grown lock-in of a big port with a small city and look for a more synergetic future?" The international Isocarp Congress 2015 provided an opportunity to unlock the past and re-enact Rotterdam's future by bringing together experts from municipalities, port authorities and universities. The intention was to research the impact of international orientated ports embedded in the local social-economic network or "How to develop unprecedented port city synergy?" It became clear that the histories of other port cities could serve as imaginaries for the future of Rotterdam. They show that a successful port can in fact boost an urban economy.

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HISTORY AGAINST PLANNING: THE ROLE OF MANFREDO TAFURI IN THE CONTEMPORARY ARCHITECTURAL THOUGHT

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What role does the historian hold in the evolution of urban planning? According to Manfredo Tafuri, the position of the historian cannot be innocent. Through the historians' writings, the past becomes one of the most powerful technological means, a dynamic way of producing moral and cultural models, capable of binding contemporary decisions. Historians can cure the theoretical voids of architecture and therefore historical word is easily transformed into a specific technical tool in the construction of interpretation of a specific urban form. Is it though possible for the presence of history to function reversibly and, instead of strengthening architecture with certitudes, to provoke vivid concerns? Is there a critical history against planning? Such enquiries will lead Tafuri to review the historical facts, and, as he will observe that "the discipline itself was rotten to the core", get involved again with the writing of basic chapters of architectural history, making widely understood the fact that morphological revolutions are not destabilizing, because they flow from the economically powerful. Beyond Tafuri, architects cannot any more address to historians in order to purify conscience, to clarify notions, to choose rules, to break through doubts and build truths, because history constitutes a procedure of subversion par-excellence. How do we owe to act today under the suggestions of Tafuri? Only if any field of planning is removed from the educational programs of architectural studies, we could expect a quality change of architectural thought.

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FULL PAPER: V.05 P.105

Reviews of Planning History Studies and Discussions in East Asia

HISTORIC RETROSPECT AND ITS FUTURE PROSPECTS OF PLANNING HISTORY RESEARCH IN CHINA

Shulan Fu

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China's Academic Committee of Planning History and Theory recently held its third annual conference since its founding in 2012. In looking back over the three years, or much longer if we consider the very first introduction of modern planning history as an education program under the name of "Construction History of Chinese cities (Dong, 1982)" in the early 1980s, Chinese planning history research has by no means gone through a long history in planning or architecture schools. Meanwhile, historical research of ancient cities' planning has gone through a longer history, which was given birth by the modern academic development in the 1900s, rooted in the archeology or geography schools, boomed by the national historical cities' nomination in the 1980s (Ye, 1987). Based on archival research, interviews, literature review, and official statistical data, the author attempts to provide a holistic picture on the evolution of planning history research in China, from its beginning, downturn, heydays, and contemporary challenges.

A REVIEW ON PLANNING HISTORY STUDIES AND DISCUSSIONS IN JAPAN

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There is a diversity in world history of planning in regard to the fields within which planning history emerged in each country. It is important to studying the historiography of planning history and looking at local case studies. In particular, Japanese planning history, which has 40 years of history and has taken the lead in planning history in East Asia, can provide a perspective for the world history of planning. The objective of this paper is to clarify the historical development of planning history studies in Japan by focusing on the diversity of its purposes and methodologies, which can be viewed as differences of approaches, singling out a few important books, and biennial review articles in the journal of the City Planning Institute of Japan. Planning history studies began in Japan in the 1960s in response to the establishment of city planning education programmes at a few universities. Since the late 1970s when the Planning History Group of Japan was created, planning history studies have grown both in quality and quantity. Some important classic documents were published at the end of the 1980s and the beginning of the 1990s as significant works of the first generation of planning historians. Although planning history studies was established as a field of planning, and the second generation produced some interesting work, it gradually lost its attraction from the beginning of the 1990s.

The basic approaches of planning history studies in Japan were established by three pioneers in the first generation. The first approach is the "whole history approach" for planning systems by Yorifusa Ishida, who was the author of "Nihon Kindai Toshikeikaku no Hyakunen (100 Years of Modern City Planning in Japan)". This approach is based on a multi-layered model in which planning history is illustrated in chronological charts. The second approach is the "theoretical analysis approach" for concepts and functions of city planning by Shunichi Watanabe, who was the author of "Toshikeikaku no Tanjo (The Birth of City Planning in Japan)". This approach is based on a generic model in which planning history is expected to clarify the essence of city planning. The third approach is the "planning heritage approach" for actual cities and urban spaces by Akira Koshizawa, who was the author of "Tokyo no Toshikeikaku" (Planning History of Tokyo). This approach is based on a spatial stock model in which planning history is a story of planning projects with planners' visions and social-political support. Almost all monographs in planning history studies in Japan have been influenced by these three approaches. A few young researchers published books on planning history one after the other in the late 2000s. The Planning Heritage Study Group was established in 2010. Third generation planning history studies are particularly important today with the quickly approaching 100th anniversary of the first modern legislation of the City Planning Act of 1919 in Japan. Furthermore, planning history studies are expected to become more familiar to local societies and general citizens through a new approach called the "cultural communication approach".

HISTORIC TREND OF URBANISM RESEARCH IN KOREA

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From the ancient to the present day, urbanism in Korea has emerged and changed through a long historic process, causing official and unofficial rules for it to change by the context of times. Urbanism has evolved by accumulating unique and various layers with the change of society, especially since the country underwent dynamic changes after Korean war in 1950. This paper presents a research trend of Korean urbanism since the 1950s, focusing on Seoul and Busan, two main cities representing Korea.

Macroscopic and microscopic approaches have been adopted. As an object, the former takes the general historic trend of urbanism research in Korea, presenting the period, object, issues, details and methods of research. It brings out the understanding of a big picture of urbanism research trend. It also reveals issues and their developmental process in relation to politics, economy, society, culture and so on surrounding Korean cities. The latter takes as an object more concrete research trend, focusing on a specific era and cities, Seoul and Busan, two main megalopolis cities representing Korea, which has formed with different trajectories. It analyzed what route and aspect urbanism research took within the historic context which has evolved surrounding them. This paper provides suggestions to urbanism research throughout the world by studying urbanism history research in Korea from 1950 to 2010.

CULTURAL HISTORICAL URBAN COMPLEXITY, INHERITANCE AND RESILIENCE INNOVATIVE SUSTAINABLE DESIGN METHODS IN RAPID DEVELOPMENT OF CHINESE NEW URBANIZATION PROCESS IN CITY-EDGE AREAS

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Nowadays, the boom of the development of the new Chinese urbanization process in city-edge areas are actually bringing up new complicated challenges as limitation of resources, disappearing cultural identities and conflicts among different groups of stakeholders. And among the several notions and expressions used in urban morphological description and analysis in China, complexity is a very common one, never getting enough definition and limitation. Thus it is actually blurring the borders of different urban fields of cognition and interaction. The expression here is emphasized in cultural and sustainable aspects which is in fact the fabric of events, actions, interactions, retroactions, determinations, and chance that constitute our phenomenal world. And the proposed design methods in this paper are meaning to optimize the complicated urban spatial structures in cultural and industrial aspects based on a comprehensive understanding of urban complexity and construct highly-integrated ecological systems involving various industries. The systems are integrated with deep urban history study and innovative technology to approach cultural and ecological aspects of urban sustainability. And urban resilience and inheritance are ensured and redeveloped in different dimensions with respect of what the general bond between all dynamic urban factors brings us to pose the problem of the relationship of the whole and the parts and the links that they establish on different scales, reflecting urban complexity theory. There are three dimensions in promoting sustainable resilience today: ecological, economic and social dimensions. Restoring historical cultural identities of city is a creative dynamic and multidimensional process; and the mechanism of analysis of the Chinese urban complexity offered us the principles that guided our urban practices. The project presented in the paper were all from tourism and leisure urban programs, each of them is an example of the principles we try to integrate into our design methods based on our understanding of urban complexity in various dimensions. The outcomes of our urban practices are tested and evaluated multidimensionally through criteria established by urban complexity theory, which turned out to be positive in city-edge areas in China.

Convergences and Disparities of the Open City in a Historic Perspective

CONVERGENCES AND DISPARITIES OF THE OPEN SOCIETY AND THE OPEN CITY IN A HISTORIC PERSPECTIVE

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The 17th International Planning History Conference Delft, 17-21 July 2016 PANEL PROPOSAL Convergences and disparities of the open society and the open city in a historic perspective On one side, the 'open society' is one of the foundations of democracy laid out on a theoretical basis since the 18th century, although it has taken different forms and modes. On the other, the notion of the 'open city' has a complex history and has been used in many ways. The link with the idea of the open society is rather loose as the open city has its own long, political and military history. This panel wants to look at the convergences and disparities between both notions in a historical perspective on urban design and policy, urbanism and infrastructure since the Enlightenment. More in detail, proposals for contributions should choose among the following questions of the open city:

1. The development of an urban space, accessible for everybody and without hinders and obstacles: the open city as part and driving force of a generalized free movement;
2. The restructuring of the city from a closed organism into a machine of specialised and exchangeable places, buildings and activities;
3. The open society, based on a 'social contract', a 'public domain' and on human and equal rights: its effects and consequences on the city in terms of public amenities and infrastructure;
4. The evolution towards philosophical ideas on 'open future', 'open work' and 'open end' and their implications on urbanism, spatial planning and urban experience. Panel organizers are Pieter Uyttenhove (Ghent University) and Cor Wagenaar (T.U. Delft / R.U. Groningen).

THE CHANGING FACE OF TRANSPORT IN KISUMU, KENYA: IMPLICATIONS ON THE RESILIENCE OF PEDAL CYCLING

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The past ten years has witnessed a steady increase of motorcycling as a passenger travel mode in Kisumu, Kenya. Motorcycling supplements the traditional bicycle taxis in enabling their users to withstand the inadequacy, inefficiency and general dysfunction of the city's public transport system. However, its role in constraining the ability of the bicyclists – often the poor – to endure these transport challenges remains scantily understood. Specifically, the impact of increasing motorcycling on the supply of bicycle taxi services, transport affordability, and road safety for bicyclists remains unclear yet these form important indicators for assessing the resilience of bicyclists to the transport challenges of the city. In this study, we model the influence of these indicators on mode choices of different socio-economic groups over the past ten years to reveal the extent to which they hinder the ability of cyclists to cope with the transport challenges of Kisumu. Using retrospective categorical data obtained from interviews with 253 passenger cyclists and 256 passenger motorcyclists, we develop a structural equation model to predict the changing influence of these indicators on hindering cycling in favour of motorcycling. Findings from qualitative interviews held with mode users and transport planning experts in government and private practice augment the discussion of the results of this analysis. The results reveal that the growth in the supply of motorcycle service has been matched by a decreasing supply of bicycle taxi service. Consequently, travellers who have traditionally used the bicycle are forced to either pay higher fares charged by motorcycles, or walk longer distances in order to access opportunities. Meanwhile, those willing to use private bicycles to address this emerging transport disadvantage are further frustrated by lack of street-spaces and traffic conditions that support cycling. These unsupportive conditions make bicycling unsafe for both private riders and passengers. We conclude that while the rapid growth of passenger motorcycling is assumed to be a pragmatic solution to the transport needs of the poor of Kisumu, it has on the contrary aggravated their disadvantage by restricting their traditional use of bicycles to address this disadvantage.

CREATING OPEN SOCIETY AROUND THE WALLS: THE CASE OF ROME

Beata Labuhn

University of Zürich

Strong fortifications, with multiple gates, a moat and often additional structures in the 'open fire field', were once enclosing almost all European settlements, towns and cities. But, starting from the seventeenth century on, European war conventions supported the 'open city' agreement meaning that in case of conflict a town would not be destroyed if it would be not fortified. When the nationalization took flight in the eighteenth century's Europe and the war technology developed, the practice of city defense gradually transformed into the system of large defense lines along rivers, coasts and mountain which made city fortifications unnecessary. In the nineteenth century and the beginning of the twentieth century, after a relatively short period of obsolescence and abandonment, most cities took on an active demolition of the city fortifications, followed by radical spatial transformations of the post-fortification zone. The dismantlement of the city fortifications meant a radical break with the old hierarchical city organization of 'inside the walls' versus 'outside the walls' and is seen as the crucial moment of the death of the 'fortified city' and the birth of the 'modern city' characterized by its 'open society' and 'urban sprawl'. This article argues against this established dualism of 'fortified city' and 'modern city' and - taking the example of the city of Rome from the construction of the Aurelian Walls in 400 AD throughout the imperial rule, the ruling of Popes and the establishment of the Italian Government - it reveals surprising co-existences of preserved city walls; 'open society' and 'urban sprawl' which surpass the categorizations of a city being whether 'fortified' or 'modern' by combining both.

CANBERRA'S PLANNING CULTURE IN THE TWENTY FIRST CENTURY

Karl Fischer | James Weirick

University of New South Wales,

This paper looks at the classic shift in planning culture from technocratic modernism to market-based neoliberalism evidenced in many western democracies. The case study of the Australian capital Canberra provides particularly clear evidence of the underlying processes because in its formative years - and until the late 1980s - Canberra received political support at the Federal level that enabled professional planners to implement their vision of an ideal New Town and National Capital with exceptional perfectionism. Ironically, the neoliberal turn was conducted with a similar degree of perfectionism, throwing the changes into sharp relief and highlighting the mechanisms with great clarity.

The neoliberal turn has now reached its apotheosis with substantial revisions to the National Capital Plan announced by the Australian Government in 2015. These signal the end of Federal involvement in metropolitan planning leaving overall city-making to local government and local development interests in the Australian Capital Territory.

Based on material recently released by National Archives, the paper traces the mechanisms behind these developments. It examines how a new set of ideal concepts has emerged from the dialectic between neoliberal urbanism and the capital city planning ethos of the past and is transforming the city.

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BANGKOK STREET VENDING AS AN URBAN RESILIENT ELEMENT

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In urban planning and design study, the urban informality had been rarely examined its strengths and potential in the making a livable city, as well as the resilient city. In the fact of that, informality, flexibility, and adaptability to any circumstance are key concepts of urban resilience in preparing to, responding to and recovering from both natural and manmade urban disasters. According to precedent researches, street vending is one of the most primitive urban informal activities which still play a significant role in the urban socio-economics of many countries, especially in the under-developed and developing worlds. A prime example is the city of Bangkok. Street vending provides easy accessibility for all of its population to get cheap food, commodities and employment. Street vending has, however, been claimed as an unwanted urban element by policy makers, city planners and urban designers due to its negative effects, such as dirt, traffic jams and social crimes, as well as its image of poverty. Meanwhile, street vending in Bangkok had been evolved significantly in last two decades. They responded and adapted effectively to the new challenges such as global and local economic changes, as well as aggressive urban disasters due to political changes and climate change.

This paper aims to investigate the emerging roles of street vendors in Bangkok and how they have encounter to the changes of urban context focusing on effects of urban crises. The hypothesis is the strength of street vending provides the easy access to necessities not only in urban daily life but also during

urban crises. The study concentrates on the history and evolution of street vending in Bangkok, since 1980s-2010s, focusing on three major scenarios of urban crises; economic, political and urban flood crises. Sizes, forms distributions of street vending, and its roles will be analyzed. Descriptive and statistical data were collected through precedent research, articles in periodicals and newspapers, and interviews with government officers. The cross-analysis will be used to clarify the roles of street vending in three different dilemmas. The results show that Bangkok demonstrated the natural resilience through informal street vending. Street vending has evolved from its conventional roles and identities in order to survive from diverse forms of pressure. Street vending support and maintain livable urban conditions through the strength of movability and flexibility and self-adaptability to any circumstance especially during urban crisis. As a result, street vending could be considered as an urban resilient element in fulfilling individual needs and demands in case of the fix-formal urban facilities were inoperative. Accordingly, it may be concluded that street vending is a significantly resilient urban element for Bangkok. Finally, it provides a recommendation on how the lesson from street vending could contribute towards urban planning and design in the future.

Reconstruction and Redevelopment Planning in History

PLANNING ALEPPO UNDER THE FRENCH MANDATE

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The State of Aleppo was declared by the French in 1920 as part of a scheme to make Syria easier to control by dividing it into smaller states and stoking the rivalry between Aleppo (the largest city) and Damascus (the new capital). The paradox of the city's reshaping by French planners was the multiple temporal prisms through which it was undertaken. On the one hand French planners reveled in a rediscovery of Aleppo's past and its picturesque beauty and historic richness. On the other hand was the French temporal narrative of discontinuity and modernity. This paper will explore this paradox and the plans for Aleppo by René Danger and the Danger Brothers planning and engineering firm, one of the most important companies working in Syria under the French mandate. A vast survey of Aleppo was undertaken by Danger in order to create a coherent colonial environment from the city's "material and moral misery." The survey would create a legible landscape and normative frame for colonial administrators. The purpose of urban embellishment and improvement was the "education, the morale and intellectual elevation" of Aleppo's population.

RECONSTRUCTION AND RENATURALISATION: LOUIS VAN DER SWAELMEN'S BLUEPRINT FOR URBAN AND REGIONAL PLANNING

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In 1916 Belgian landscape architect/urban planner Louis Van der Swaelmen (1883-1929) published 'Préliminaires d'Art Civique, mis en relation avec le "cas clinique" de la Belgique' ('Preliminary Notes on a Civic Art, in Relation to the "Clinical Case" Belgium'), both a guide for the reconstruction of Belgium after World War I and a blueprint for urban planning in general. The book was the result of the work of a Belgian-Dutch research group guided by Van der Swaelmen and Hendrik Berlage during the war. This paper argues that, although Préliminaires incorporated English and Dutch concepts on garden cities, town planning and survey in the context of post-war reconstruction, it was equally stooled on ideas on the renaturalisation of the city Van der Swaelmen and his contemporaries developed in Belgium during the pre-war era.

What makes Van der Swaelmen's work relevant for today's resilience debate is the fact that he combined proto-ecological thinking with a scientific conception of the emerging discipline of urban planning. He proposed a twofold solution to recover the damaged territory: on the one hand restoring the 'harmonious link between man and nature', and on the other hand creating an urban planning system that would regulate the territory in an 'objective and scientific' way. Préliminaires was based on the belief in an analogy between biology and urbanism: the city as a living organism governed by 'socio-biological', 'natural' laws, and survey as the method to study the city in vitro according to scientific methods. Furthermore, Van der Swaelmen proposed to adapt urban development to the geographical, hydrological and topographical features of the region and to incorporate landscape preservation in an overall planning system.

The aim of the paper is twofold: first, to unravel Van der Swaelmen's planning theory on the urban, rural and national scale and the different social and spatial conceptions of re-naturalisation that were at stake; second, to give insight in his international and Belgian references of proto-ecological thinking. The paper will especially focus on the group of (landscape) architects, preservationists and scientists Van der Swaelmen was part of in the pre-war era

when he was working as a landscape architect: the association Le Nouveau Jardin Pittoresque, that imported the concept of the 'wild garden' in Belgium, the association Les Amis de la Forêt de Soignes, that combined the 'cult of nature' with a scientific interest in the context of the Soignes forest, and botanist Jean Massart, whose geobotanical and ecological research would be instrumental for the re-naturalisation of the territory in Préliminaires d'Art Civique. The paper concludes with some observations on notions of resilience and ecology in relation to urban planning in the past and today.

GORDON STEPHENSON AND POST-WAR CENTRAL AREA REDEVELOPMENT PLANNING

David Gordon

Queen's University

Gordon Stephenson (1908-97) was responsible for the international diffusion of Modern planning ideas from his UK birthplace to North America and Australasia. He was educated at the University of Liverpool, MIT and within Le Corbusier's studio. Stephenson prepared the UK Government's guidelines for post-war central area redevelopment, prior to planning Stevenage new town and designing its central business district in collaboration with Clarence Stein.

Stephenson was based in Perth WA in 1954-55 and from 1960 forward, preparing central area redevelopment plans for Perth (1955 & 1975), Midland, Canberra (1962) and Christchurch NZ (1962). From 1955 to 1960, Stephenson led the graduate program in urban planning at the University of Toronto. During the summers, he conducted central area urban renewal studies for Halifax (1957), Kingston (1958-60), and London (1960).

The paper will draw upon archival research and interviews with Stephenson's local collaborators in Christchurch NZ, Perth WA, Kingston ON, London ON, Halifax NS and London UK. It will compare the central area redevelopment planning approaches in these studies and place them in context with other central area renewal studies of the early post war period, demonstrating that Stephenson was a global conduit for Modern planning ideas.

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THE CONTINUITY AND TRANSMUTATION: THE URBAN PLANNING OF LANZHOU BEFORE AND AFTER THE HISTORICAL TURNING POINT IN 1949

Zhang Han | Li Baihao

Southeast University

The paper based on excavating the neglected data in the history of urban planning in Lanzhou City, will re-recognize the Chinese inland political city's urban planning behavior interrupt, form evolution and thinking continuity before and after regime change from the perspective of historical continuity. Although the modernization of the city was limited, due to its geography characteristics, Lanzhou was been positioned as "Land Capital" and constructed as an important inland city by the National Government. The planning of these unopened inland cities embodies the planners' consciousness and independence, which shall be one of the important research samples of the urban planning history in the modern time of China.

"Historical turning point" refers to the regime changes, wars and social reforms. In this paper, it targets at the regime changes from Republic of China to People's Republic of China in 1949, as the divide between the early modern and the modern times in China. However, the authors proposed that based on the historical opinion of continuity to doubt whether urban planning behaviors are "totally new" after regime change and administrative act breaking in 1949. The paper adopts the historical literature and investigation research methods to re-excavate the historical facts of urban planning in Lanzhou City in beginning of 20th century from journals, newspapers and files published in the Republic of China Era. Lanzhou did not implement effective urban construction until 1937 when the Japanese aggressive war against china broke out, the labor and production resources in Eastern China were transferred to Western China, and the National Government defined Lanzhou as the "Land Capital" after the Capital of Nanjing and deputy capital of Chongqing based on the war trend and geography characteristics, which allowed Lanzhou to get the development opportunity. From 1938 to 1945, the National Government input numerous financial resources and manpower for urban construction. During the period, Lanzhou not only built many roads, but

also took initial shape of the urban planning thinking suitable for human settlement based on the Garden City Theory; the regime was changed after the Chinese Civil War, and the local planners' thought of human settlement city was denied during the first five-year plan of New China, influenced by the Soviet Union's urban planning thinking, Lanzhou was set as an important city for the petrochemical industry in inland China; since 1978, Lanzhou has been suffering from air pollution. In recent years, Lanzhou cleans up the industry and vigorously improves the living environment to make it livable. Through researching the historical literature, the continuous vein gradually appears: in the sadness of barren natural conditions in Western China, the pursuit of living environment remains with an indomitable vitality. Especially when the planners and architects reflect the long-standing and well-established pursuit of living environment in their own eras to the city by virtue of their persistence and through wars, peace and renaissance. As the culture container, the cultural properties in the urban planning of a city makes it remain the continuity after regime changes and upheaval of political behaviors.

THE RECONSTRUCTION OF ALEPPO, 2016

Robert Templer

Central European University

Urban planners and architects have been sidelined from the reconstruction of cities recovering from conflict in the past two decades. Most cities damaged by war have seen reconstructions that were either driven by private developers -- Beirut -- or by the imperatives of security and the forces of corruption -- Kabul and Baghdad. Local planners and communities tend to have little say in the manner of reconstruction, often leading to new urban tensions and worsening inequality. Even in Sarajevo, the recipient of massive reconstruction aid from the European Union, neither professionals nor communities had much say in rebuilding. Aleppo has the possibility of avoiding these mistakes, particularly if the work of the German technical assistance organisation GIZ can be built on after the war. A GIZ program of work on the Old City laid out many worthwhile ideas for urban recovery but it remains to be seen if they will endure through a conflict that has driven many from the city and destroyed nearly half of its area.

Historical Approaches to European Spatial Planning

THE RISE OF A EUROPEAN PLANNING COMMUNITY (1958-1968)

Wil Zonneveld

TU Delft

Planners from North West European countries have tried to enshrine spatial planning in the 1958 treaty of the European Economic Community. They failed. Over the course of about a decade, these planners have done their best to establish a kind of planning subject by proxy. This was the Conference of Regions in North West Europe, or CRONWE. CRONWE started quite modestly around the mid 1950s with colloquia. The organization acquired momentum in the 1960s (and 1970s) with regular conferences attended by sometimes hundreds of people from various governmental levels and European institutions. Although CRONWE could be called a forerunner of transnational planning, the conference was definitely not a planning subject holding discretionary powers on matters of planning policy. It was what nowadays would be called an NGO. All it could do was raise awareness on matters of crossborder and European policy issues, or issues considered by planning professionals as matters of European importance. The paper will discuss and evaluate the various activities which were organized under the umbrella of CRONWE. The pinnacle was reached in 1968 with the publication of a genuine structural outline. With the knowledge of hindsight, we now know that this outline was at the same time a swan song.

A HISTORICAL INSTITUTIONALIST ACCOUNT OF EUROPEAN SPATIAL PLANNING

Andreas Faludi

TU Delft

Sorensen invokes historical institutionalism as a theoretical framework. This paper does so revisiting the making of the European Spatial Development Perspective of 1990s vintage and the subsequent Territorial Agenda of the European Union. The context is EU Cohesion policy. First the paper presents the theoretical framework. Then it explains why European spatial planning has been a limited success by identifying fault lines in the institutional architecture of European integration generally: whether integration merely means states relinquishing specific powers, called competences in EU jargon, or whether the EU transcends states and state institutions and whether representatives of state governments with their political and electoral concerns or the European Commission with its detached expertise should take the lead. There is also the fault line between planning and the spending department, or sectors. The view that the EU has no business in planning because planning is a state power has prevailed. To its chagrin, the Commission has also been side-lined by national planners. To overcome this problem, the European Union was to be given a competence, if not for spatial planning, then for territorial cohesion. To mark their joint position on the matter in relation to evolving EU policy, member states adopted the Territorial Agenda of the European Union. Neither their initiative nor the pursuit of territorial cohesion by the EU as such went far. Estimating that member states would not accept whatever it might propose in the matter, the Commission never took, as it could have done under there relevant rules the initiative. With its cross-border, transnational and interregional strands, 'European territorial cooperation' serves as a substitute for EU territorial cohesion policy proper. The paper explains the course of events over the more than twenty-five years covered by these developments by reference to the institutional architecture of the EU. The primacy which that architecture gives to member states means that state institutions and their politics prevail over expertise, including that of planners. It also implies European space being conceptualised as a seamless cover of sovereign jurisdiction. The story of European spatial planning casts a critical light on the EU institutional architecture being challenged by a fluid, dynamic spatial reality.

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'LITTLE EUROPE'S': THE INSTITUTIONALIZATION OF TRANSNATIONAL SPACES AS ARENAS FOR EUROPEAN INTEGRATION

Stefanie Dühr

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Rescaling of European space has been subject to much debate over the past years. Transboundary spaces have received considerable political attention as well as EU funding to promote territorial cooperation. Large contiguous spaces are being promoted as arenas to more suitably address policy questions that stretch across administrative boundaries, while at the same time, some hope they will further European integration more generally by offering alternative spaces for policy and action than those of established states. The recent turn in EU multi-level governance arrangements towards the preparation of macro regional strategies for large spaces, and the alignment of "INTERREG B" territorial cooperation programmes (EU Cohesion Policy 2014 2020) to these cooperation initiatives, has given a new boost to the transnational scale as an arena for the coordination of policies and actors across different levels, sectors, and administrative boundaries. To a greater or lesser extent, EU macro regional strategies prepared to date, continue earlier initiatives on transnational cooperation consisting of subregional (intergovernmental) initiatives as well as earlier EU supported experiments under the Community Initiative, INTERREG IIC / IIIB on transnational cooperation in spatial planning (1997-2006) and its EU funding successors since 2007. However, the active role of the European Commission in EU macro regional strategies has greatly boosted their political profile and prompted wide ranging discussions about the agenda for cooperation and transnational governance arrangements. While not all such transnational cooperation initiatives come in response to concerns over spatial development, and especially subregional initiatives often pursue more general political ambitions related to preparations for EU or NATO accession or economic cooperation and competitiveness, many of the cooperation agendas for transnational spaces are framed around an ecosystems based narrative, thus openly or inherently suggesting that (spatial planning) cooperation is needed to address shared concerns arising from environmental pollution, water management concerns or suchlike. Yet such arguments centred around a spatial narrative imply challenges as they would demand a more focused and narrow cooperation agenda than many initiatives currently pursued. In addition, these arguments would require considerable flexibility and fluidity of task specific governance arrangements to address the various extensions and reaches of different issues. A review of transnational cooperation initiatives and EU macro regional strategies shows that prioritisation and scalar flexibility remain problematic in cooperation mostly driven by territorial actors. In this paper, we will investigate the emergence and evolution of transnational cooperation within spatial planning in the EU, using conceptual frameworks from historical institutionalism to analyse the path dependency of cooperation agendas, transnational institutions and networks, and from multilevel governance, to understand which actors drive cooperation at this scale and for which reasons, and how such cooperation arrangements evolve and become more institutionalised. This review raises questions not only about the underlying arguments for transnational cooperation agendas which are currently popular, but also warrants further attention in relation to the future and envisaged further institutionalisation of transnational spaces as arenas for collaborative action in light of current discussions about democracy and legitimacy in the EU, and the EU integration project as a whole in relation to national borders.

INSTITUTIONALISING EU STRATEGIC SPATIAL PLANNING INTO DOMESTIC PLANNING SYSTEMS: ITALY AND ENGLAND FROM PATH DEPENDENCIES TO SHARED PERSPECTIVES

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University of Florence

This paper proposes to approach the emergence and evolution of the Europeanization of national planning using conceptual frameworks from historical institutionalism, in order to make light on the mechanisms and trajectories of domestic change concerned with EU strategic planning. It seeks in particular to examine Europeanization in terms of the extent to which the EU spatial planning has become a driving force for institutional changes in very different national planning systems. Going back to the changes occurred to the features of the Italian and England planning systems in the last two decades, the author provides an insight into the attempts to insert and transpose EU strategic planning concepts and instruments into domestic systems, dealing with path dependency and European influence. By reading these dealings in the light of a historical institutionalist approach, the paper aims to enhance understanding of both path dependencies and the actual issues to tackle. Key findings concern the modes and degree of institutionalisation of EU strategic spatial planning. Given the differences in the political, administrative and planning systems, causes and conditions of Europeanization in different planning systems are identified and discussed.

THE DEVELOPMENT OF STRATEGIC SPATIAL PLANNING IN CENTRAL AND EASTERN EUROPE: BETWEEN PATH DEPENDENCY, EUROPEAN INFLUENCE, AND DOMESTIC POLITICS

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Focusing on regions in three of the Central and Eastern European Countries (CEECs), Poland, Czech Republic, and Hungary, the paper investigates the evolution of spatial planning approaches and the introduction of strategic planning practices at the regional and local levels. This paper focuses on the period between the beginning of the post-communist transition in the early 1990s, through the period of preparation to the accession to the EU from mid-1990s to 2004, and the first decade after that event. The paper draws on the concepts borrowed from the historical institutionalism and Europeanisation research to explain this process and shed light on the role of the EU accession in it.

The accession required the candidate countries to adjust their regional development policies and planning systems to the EU cohesion policy and its peculiar framework, based on multi-level governance and territorially targeted financial support for regional development. This involved reforms of territorial administration, the development of regional policies, and the building of the capacity for administering EU funding (structural funds - SF), and also required introducing elements of strategic spatial planning to adapt to the policy's programming principle, which requires that the funding is used to support projects that are part of multi-annual strategies and place-tailored operational programmes. This paper investigates the extent to which this requirement stimulated learning and diffusion of strategic planning practices among the regional and local authorities in these countries where the term 'planning' itself remained somewhat 'tainted' and associated with the rigidities of the planned economy of the communist era.

This study draws on qualitative data from interviews with regional and local actors in Polish, Czech and Hungarian regions, as well as an analysis of secondary sources. Additionally, spatial planning acts and their development in the EU context are examined. While the EU and its cohesion policy overall promoted strategic spatial planning and the development of place-based strategies in the three regions studied, both at the regional and to a lesser extent at the local level, the degree of institutionalisation of these practices remains differentiated. Strategic planning often remains limited to window-dressing, hiding a lack of actual strategic thinking and lack of consideration for territorial characteristics and place-specific investment needs. This article identifies several factors hampering the institutionalisation of strategic spatial planning in CEECs that stem both from the legacies of the past as well as from instrumental approaches to EU cohesion policy: overemphasis on the 'absorption' of EU funds as opposed to actual strategic use of this source of funding, weak participatory traditions, persistence of patronage networks affecting decision-making, and the reluctance of the central governments to let regional authorities set their own development priorities.

The Persistence of the Vernacular

Large-scale Green and Blue spaces: History and Resilience

BUILDING A BEACH FOR THE MODERN CITY: URBAN PLANNING AND THE MAKING OF NEW YORK AND LOS ANGELES' BEACHES (1930S-1970S)

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Historians have produced a vast body of literature on urban parks. They have underlined the complex relationships that exist between the city's people, the parks and the authorities in charge of policing them, and analyzed the process through these hybrid landscapes – both natural and artificial – were designed and constructed, and, eventually, came to represent “nature” in the eyes of visitors. However, historians have been silent on the history of urban beaches. For example, we do not have any urban histories that examine how beaches in cities like Los Angeles or New York were transformed and developed in the 20th century, and how they are today mostly artificial environments. Moreover, we know very little about the work that urban planners put into adapting these public spaces to the modern city with its automobiles, huge crowds and overtaxed sewage systems. This paper therefore proposes to uncover this history by looking at the beaches of Los Angeles and New York from the perspective of urban planners, coastal engineers and the business elite, from the 1930s until the 1970s. It will focus in particular on the different models that planners used to reinvent the modern beach for a new era. Indeed, from the Olmstedian vision of the public park, to the inauguration in 1929 of Jones Beach in Long Island – nicknamed the “automobile beach” –, to Disneyland (1955), the models that inspired the redevelopment of 20th-century beaches were varied and offered competing visions of public space. The main questions this paper seeks to answer are the following: what kind of public space emerged at the junction of the ocean and the city? How did urban beaches differ from other leisure spaces such as parks? How did urban planners reinvent the postwar beach in the era of suburban malls and “white flight”?

THE GREEN WEDGE IDEA: FROM THE CITY SCALE TO THE POLYCENTRIC REGION

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This paper examines the development of the green wedge idea in planning history from its emergence as a solution to the need to rebalance urban growth and inner-city green spaces in the early twentieth century up until it conquered the regional scale in the polycentric proposals of the postwar period. Grand narratives of western planning history have consolidated the main branches of urban thought since the constitution of modern town planning as a discipline in the second half of the nineteenth century. The role of nature in this process has manifested as an essential planning tool with different functions relative to context and period. However, in attempts to distil key planning ideas of international relevance and their origins and development, historical scholarship has tended to concentrate on particular models of green space planning, while neglecting others. Exemplary of this can be seen in the disproportionate attention dedicated to the green belt idea, compared with alternatives (or complementary ones) such as the green wedge. Green wedges have a deeper history in the twentieth century than many expect. The idea was at the forefront of the minds of planners debating urban growth and the provision of open spaces for modern cities, and has perdured in contemporary planning. This paper constructs a transnational history of the green wedge idea by focusing on its development in western planning from the scale of the city to the polycentric region. Firstly, it delineates the process of the green wedge idea, which emerged in radical opposition to that of the green belt, becomes associated with it in city planning during the first half of the twentieth century. Secondly, the paper examines how the idea became a model for regional planning that accommodated the creation of new centralities at district level and satellite towns. Finally, the paper shows how the green wedge model was transformed to encompass the region in the polycentric corridor-wedge plans of the 1960s and 1970s. References to a number of plans from distinct countries and the discourse of key planners

substantiate the analysis and the paper's argument. This paper theorises that the green wedge idea morphed into different urban models aiming to answer fundamental planning questions posed throughout the period from the city to the regional scales. The idea today forges the basis of numerous contemporary city-region visions such as those for Copenhagen, Stockholm and Melbourne. This paper evidences the adaptability and resilience of a planning idea that today can strongly contribute to the positive planning of our towns, cities and regions towards more sustainable and resilient futures.

COMPARATIVE ANALYSIS OF THE REVITALIZATION STRATEGIES FOR CIRCULAR CITY PARKS IN EUROPE

Beata Labuhn

Architect

Until the 19th century European cities have been physically and politically defined by their fortifications. From then on, changes in warfare technology and in defence politics have gradually made city fortifications in Europe abundant. Most of the European cities were free to maintain, dismantle or transform their 'stony and earthen corsets' and could finally expand beyond their former territory. This article focusses on cases where the fortification zones have been totally or partially transformed into a city park, which now clearly marks the border between the 'old city centre' and its extensions. During the 20th century those areas have changed due to deterioration of the original greenery or due to real estate claims. During the 21st century those zones are revalued as important urban spaces and different strategies are being applied for their rehabilitation. This article is a comparative investigation into the revitalization strategies of the green belts marking former city fortifications in cities in Poland (Krakow & Wroclaw) and in The Netherlands (Leiden & Haarlem).

FROM WOODLAND TO BOTANICAL GARDEN: THE KRAMBECK FOREST, BRAZIL

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This paper analyses the history of Krambeck Forest in the city of Juiz de Fora, in southeastern Brazil, from its early records as an Atlantic Forest until it became a Botanical Garden in 2009. The presence of high-quality continuous green spaces in cities is gradually declining in Brazil, mostly due to anthropogenic disturbances such as urban development. Urban sprawl and lack of adequate policies are the main causes of encroachment into green spaces. This paper argues for the transformative power that historical research and its effective dissemination can have on the recuperation, enhancement and safeguarding of green spaces. In addition, public demand for green spaces and their effective planning are also discussed as effective strategies to increase green space resilience. This paper draws mainly from primary sources such as original documents, books, articles and newspapers articles about Juiz de Fora's urban history. Firstly, it shows that in the nineteenth century the existing Atlantic forest underwent an intense process of deforestation due to coffee cultivation and cattle breeding. Secondly, it discusses how during the first half of the twentieth century the site saw an increase in area and a gradual process of reforestation. Finally, this paper examines the consolidation of Krambeck Forest as a botanical garden, bringing together ecological protection and recreation. This opens up a new chapter in this space's relationship with the city's residents, pointing towards a more socio-ecological resilient future. Throughout the paper the processes of change in the site's functions, configuration and imageability to residents will be discussed.

Organic Renewal in Village Construction in China

CHINA'S RURAL PLANNING IN THE PERSPECTIVE OF CO-CONSTRUCTIONING

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This article takes an overall retrospection of top-down approach of the current rural planning in China and explores the co-construction approach of rural planning with the case study of Bimen Village and Shangxiaping Village in Zhejiang Province.

In 2005, the policy of "the Construction of New Socialist Countryside" was put forward. In 2013, the Ministry of Agriculture launched a campaign to create "beautiful countryside". Nowadays, with this policy, rural planning and construction is in full swing in China's rural areas. However, most of the current rural design patterns are top-down approach and led by the government, which causes several problems. First, the rural planning easily becomes the political achievements in the officers' career and they only focus on rigid indicators. Second, funded by the government, the planning attaches more significance to short-term benefit rather than long-term benefits. Third, many young people come to large cities for jobs from rural part, resulting the loss of population in the rural community. Hence, many villagers do not concern for the rural planning. All the above factors results in the loss of traditional features in the rural settlements, including the traditional spatial fabric, the local traditional cultural, traditional neighborhood relationship, etc.

In this paper, a new rural planning pattern of co-construction is raised. The subject of rural planning is transformed from government to diverse bodies and the role of the government is changed from dominant to assisting. More force should be involved, including villagers, cooperative, corporation, NGO, etc. The paper analyses 3 stages for the pattern changed from government-led to co-constructioning. In the first stage, rural planners pay more attention to villagers and plan for people instead of plan for government, taking the planning of Bimen Village in Zhejiang Province as an example. In the second stage, some corporations or NGO come to the village and do the rural planning for commercial purpose or charitable purpose, taking the example of Shangxiaping Village in Zhejiang Province. In the third stage, the villages self-organize a cooperative and take the initiative in the rural construction with the assistance from the government, NGO, rural planners, academic organization, etc.

The paper got findings as below. As rural planning and construction is quite complex in China, it should not only be led by the government. The co-construction pattern of "government guiding, market assisting and villagers self-organizing" is one kind of possible solution for the rural planning to promote rural renewable.

SEARCH FOR ELASTICITY AND FLEXIBILITY OF THE INFILTRATION INTERFACE BETWEEN RURAL AND URBAN AREAS

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Coordinating and promoting urban and rural development has been a new round of institutional change in Zhejiang province since 2004. And this plan was fully implemented in 2005, which showed that the dual isolation between the urban and rural areas had gradually developed into integration. Little by little, an infiltration interface that is dynamic, flexible and interactive formed, and this firstly and mainly happens on the edge of the cities. As a result, the dynamic morphological evolution and cultural commuting between the two sides of the interface will inevitably affect those villages, which live right on the interface. In order to study the specific influence on those villages under the background of coordinating development of the urban and rural areas, take Bimen village, which locates on the interface between Anji County, Huzhou and Yuhang District, Hangzhou as a case.

Anji county is in the cross area of Yangtze River delta economic circle and Hangzhou city economic circle. And Bimen village is on the southeast border of Lingfeng Street, Anji County, where the urban expansion and the interface actually set. In the construction of "China beautiful village" boutique model village in Anji County, Bimen village has been faced with the growing status of infiltration on the interface from the dot - the interface, the linear - a chain reaction, planar - the park to the three-dimensional, four-dimensional space form. Under this opportunity, Bimen village presently needs to maintain internal innovations to adapt to the evolution of the interface such as improving the morphological structure, upgrading the bamboo industry, releasing construction lands, establishing the public service system and greening the environment. Among all kinds of interfaces, man creates the one with the maximum elasticity. For instance, the Rural Residential Environment Research Center in Zhejiang University has founded a company named 'Xiaomei Agriculture'. 'Xiao' means small, 'Mei' means beautiful, which indicates the concept of the company. The company is problem oriented and develops a Third Party Platform upon this dynamic basis where the rural economy and society is weak and the supply and demand of urban foods contradicts, which leads to the "Xiaomei model" of urban and rural cooperative community groups. Finally this model brings new vitality for industrial development in

Bimen village.

Through the investigation on Bimen village, conclude with the opportunities and challenges produced by the evolution of the infiltration interface on aspects of the layout, economic development, public service, people's living and ecological environment. Above all, present strategies for how to organically adapt to the increasing flexibility of the infiltration interface between urban and rural areas in the forward planning for the Bimen village.

FLEXIBLE PLANNING AND THINKING BASED ON CITY GROWTH BOUNDARY

Zhu Wang | Jikun Chen

Zhejiang University

Chinese City Economic and social development has entered a period of rapid urbanization and extremely critical change, it will bring us strong consumer demand and investment demand, and will also make our city development stronger and bring more opportunities. But on the other hand, it also brings the resource bottleneck, and make urban development facing a great challenge. This forces us to rethink on the old pattern of urban development and looking for a new direction for the development of urban transformation.

City growth boundary is a formed-independent and continuous boundaries that around the city to limit its growth. The land within the urban growth boundary is a reserved space for the current city and the future growth demand, it can stop the non-planning sprawl in the city and meet the need of the development. From this point, city growth boundary is not in a planning period boundary, but a constant border to control the spread of the city. But when we look at the urban growth boundary from the perspective of urban construction, it should be the dividing line between the construction land and the non-construction land, a stage of the city's elastic growth boundary.

The elastic urban growth boundary should treat the urban growth boundary from the process of urban growth and development, and make sure that the city growth boundary also reflects the dynamic characteristics. With the method of planning by stages, the development of city space layout in different stages should emphasize the growth boundary according to the city, make sure that that the city construction land has been in the city in the boundary of growth and urban space has also been in a reasonable process. Therefore, the elastic boundary must make a choice on the basis of studying the development mode of the city.

China city development is facing multiple pressures of regional competition, resource and environmental constraints, the construction of Harmonious Society. Therefore, we should set different levels of public center supporting residential areas and industrial areas in the city growth boundary, and use of transport corridors and strip service facilities to strengthen the links between the various plots, so that we can realize the organic combination of city growth boundary and natural ecological boundary and construct the growth of Urban Flexible Space.

RENEWAL OF VILLAGE CONSTRUCTASED ON POPULATION MIGRATION

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Over the past 20 years, rural migrants have become an important factor in promoting labor-intensive industries in China. Nowadays, however, there is a slowdown in economic growth and overcapacity in low-end manufacturing. Due to less demand for low-quality labor and migrants themselves quality restrictions, work opportunities for migrants in city reduces, while living costs rises. And family needs, nostalgia and other factors attract them to return home. On the other hand, better economic condition, education system and public service facilities still attract them to stay in the city. As a result, rural migrants are faced with the dilemma of whether to return home or to stay in the city. Therefore, for rural migrants, improving single agricultural structure and rural economic base can solve the worries of workers who continue staying in the city and ensure the living standards of villagers who return home. It can also attract some people to go back to the countryside to ease the surplus of low quality labor in cities.

Meanwhile, with the changes of tourists' consumption demand and the building of a new countryside, rural leisure tourism experienced a rapid development. Owing a high level of economy and outstanding landscape resources, rural areas in Zhejiang province can develop rural leisure tourism and improve industrial structure. Rural tourism can also be closely integrated with villagers' life and organized in diverse ways, meeting different options of migrant workers.

Villagers in both two cases work outside, but holding opposite attitudes towards returning home. Yanjingwu and Huxikou, as one case, are two natural villages belonging to Bimen, Anji, Zhejiang Province. Relying on bamboo industry in Anji, villagers' income is satisfying and the workplace is close to home. So villagers are unwilling to work in the countryside. So through the renewal of whole Bimen village, we recommend two villages to explore their environment and location advantages and develop leisure tourism which is supported by multi-participation and where company is the main operator. It can ensure migrant workers working in cities and improve local economic structure at the same time; Xueshui village, as another case, is located in Xinhé, Tonglu, Zhejiang Province. Because of the rich tourism resources nearby, villagers share a strong willingness of returning home. Therefore, we recommend that relying on Xueshuiling resort, the village develops rural tourism which is led by government and operated by villagers themselves. And

we provide the corresponding renewal plan, which meets both the production and living needs of the villagers. Rural leisure tourism provides a viable direction for village construction. But it's important to realize that it should be combined with the actual situation in rural areas, in terms of geographic location, industry status, willingness of villagers, etc. Such rural leisure tourism can promote local economy and provide rural migrants with life guarantee and work opportunities, meeting flexible and various needs.

ORGANIC RENEWAL UNDER INDUSTRY LINKAGE DEVELOPMENT: THE CASE OF VILLAGE SHANGPING, XIAPING IN SUICHANG

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After carrying out the reform and open up policy, China keeps developing quickly. Nowadays, the rural reconstruction is a hot topic in the academic world. At this very moment, the government put forward “the beautiful countryside” planning and some urban planners proposed “one village one product” slogan. All the strategies are renovating and promoting village in form, which have little effects to a village's inner quality.

What indeed are the villagers' demands? House appearance's promotion is important, but the increase of individual income is about all the villagers' interest. How to increase the income and at the same time improve its external image to realize rural resilient development, is an important topic at this stage.

What indeed are the rural characters? Cultivated lands, crops (primary industry) and traditional building methods are the elements which differentiate villages from cities and distinguish various villages in different regions. How to reserve the characters, give full play to the unique points and promote the rural living standards are the critical points to improve a village's inner quality.

Village Shangping, Xiaping in Suichang, Zhejiang Province is a typical village at the general background in which is mainly the primary industry. Villagers there committed us to propose a resilient planning for them. Our strategy is to increase villagers' income by bringing in “Xiaomei Cooperation” founded by our research group. We encourage citizens to come to experience the process of production. With these methods, Primary Industry will drive the development of Second Industry, which in turn will accelerate the process of Primary Industry and in the very end will realize the virtuous cycle of industry linkage.

Villagers will have more passion to participate in the future renovation when they find it a good way to increase their income, which will lead to the country's permanent living.

URBAN AND RURAL COOPERATIVES BASED ON INTERNET COMMUNITIES

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China is the largest developing country in the world. In 2015, there were still over 600 million farmers living in rural areas of China whose income is only 1/3 of that of the citizen people. Meanwhile, nearly 300 million farmers stay in towns and cities as workers. Because of the deceleration of development of China, the growth rate of population urbanization will obviously be reduced. Therefore, this country will still own a large population of farmers for a long time in the future, and most of them will still live in or go back their home countryside.

As a result, agriculture is and will still be the main industry for these farmers. As farmers who own little areas of land on average which is much less than western modern counties, always lack the abilities of production price negotiation and marketing, they would have to suffer from the high squeeze of the middle channels which is the most significant factor of the low income of them.

Therefore, increasing farmers' income becomes one of the most important duties of the current Chinese government. However, as the natural weaknesses of traditional commercial mode and the limitations of administrative ways, the large number of farmers in China are still in traps of low income.

Luckily, nowadays more and more Chinese middle-rank people are popped out. They are inclined to choose food of high quality which always contains fat profit. That means farmers have the opportunities to raise their money in appropriate ways. As the internet combines people more closely, and the nonstandard nature of agriculture product which is very different from the industrial product, the new agriculture market mode based on internet communities seems to become the reliable ways for increasing the income of farmers.

This new market mode includes a third party of operating subject, trade regulations and system, community construction and maintenance, supervision, detection and training.

Base on the root of the village issues, the urban and rural cooperatives aim at improving the farmers' income. It can be regarded as a potential method to

realize agriculture modernization. In the long term, it will attract the farmer go back home and make a contribution to the recover the economy in villages of China.

(Round table TOPIC: Organic Renewal of village construction In China

Participants: WANG Zhu, QIAN Zhenlan, XU Danhua, YE Leitong, WANG Zhuoyao, WANG Dan, WANG Ke, Chen jikun)

INDUSTRY TRANSFORMATION ORIENTED DYNAMIC DEVELOPMENT STRATEGY IN RURAL AREA IN CHINA

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The cities in China develop at a rapid speed and create a variety of job opportunities attracting the rural population to migrate to cities. As a result, it shapes the complex urban-rural dual structure different from other countries. Nowadays, because of the limitation of the incremental development of the urban area and the policy of village beautiful movement the government put forward in 2013, the village construction has been the hotspot in China. However, the current rural designs always only concentrate on the spatial part rather than think from the social and economic perspective to promote development, thus contributing little to solve the current problems of economic weakness and population decline in the rural area.

In the progress of urbanism, the villages close to the developed area mostly developed the extensive secondary industry and achieved boom for a time since China's reform and opening-up. However, the villages faced the challenges of pollution, changing market demand and other factors, showing a potential development crisis. How this kind of villages can survive and recover under the complex environment is a big issue now. Bimen village is a typical one among them, which developed bamboo processing industry based on the local abundant bamboo resources and improved the average living standard over the village. Recently, the high local labor costs, single structure and decreasing market demand for its products such as disposable chopsticks bring a blow to the bamboo industry and thus many family workshops have been bankrupt.

While the villages confronted the difficulties, the cities also have changed a lot and may bring opportunities for the rural area. With all the kinds of resources accumulating, middle class grows astonishingly. Their attitude toward life transforms from job-centered life to quality-oriented life, and they began to pursue the slow life in the rural area. It stimulates the development of leisure and tourism industry in the rural area. Fortunately, Bimen village enjoys a convenient transportation connecting with big cities such as Shanghai and Hangzhou and preserves beautiful pastoral landscape, which has the potential to develop tourism industry. Meanwhile, the interesting bamboo processing will be a characteristic of this area and can be combined with the tourism together to achieve industry transformation. During the dynamic development of industry, the planning direction changes at the same time. In conclusion, we put forward a strategy to respond to the dynamic and changing market and citizens' need in a flexible way from the perspective of economy, society and space. The resilient strategy is based on the industry development to recover the economic level. Thus, it will attract the locals to remain to work and live in the rural area and other people to visit there. As a result, it will improve the stability of social structure and the quality of human settlement environment, leading to a sustainable development in the rural area.

STUDY ON THE ADAPTIVE MECHANISMS OF TRADITIONAL VILLAGES IN ZHEJIANG, CHINA

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In the early 20th century, the industrial revolution brought a rapid development around the world, making the cities expand abnormal. Many cities are vulnerable when facing intense natural disasters. Concerns for the adaptive design have attracted the attention of city planners and architects.

"Adaptability mechanism" first appeared in ecological fields, Ian Lennox McHarg applied it to the design field in his book "Design with Nature". He demonstrated the adaptation process between the human and natural environment with plenty of examples, and put forward that adaption should be a standard of the design principle. There are many architects also pursue the adaptation between architecture and environment, Frank Lloyd Wright, for example, advocated the "organic architecture" theory, insisted that architecture and environment should be in a harmony relationship. In China, with the investigation of vernacular dwellings further expanded, academic research has made abundant achievements. In the book "Zhejiang Dwellings", the author made a detailed introduction of the layout forms and residential buildings of a large amount villages in Zhejiang province, proved that the relationship between dwellings and nature is interrelated. Since the 90's, the sustainable development concept has been widely accepted, architecture needs to adapt to the environment begin to become more and more popular.

China has thousands of years of culture and history, cities often came from villages, actually there are still many villages preserved completely by reason of geographic barriers in Zhejiang Province. Zhejiang Province is located on the southeast coast of China. Climate is mild here and about in the Neolithic Age, mankind have begun to live here. There are many mountains, lakes and many changes in the terrain, so the formation of villages, and the characteristics

and types of dwellings are varied, how they adapt to the nature and how they recover from natural disasters are the questions we want to solve. In this paper, we selected a few typical villages in Zhejiang province, these villages changed constantly to adapt the new environment in the past hundreds of years. We will from the choice of location, relationship with the topography, transportation systems and other aspects to analyze the adaptive mechanism of these villages. Tujiabu village, for example, is located in the Sheng County, Shaoxing. The village has a long history, it faces mountain in the north, and the other three sides is water. Houses conform to the terrain, village developed just on one side of the river to achieve sustainable development. By exploring the adaptive mechanism of villages and buildings in the joint action of local nature, society, culture and religion environment, we try to put forward a reference of evolution and mode on the modern city planning. With this view, it may generate some new insights to maintain harmonious sustainable development.

Continuity and Change

THE FOUNDING AND DEVELOPMENT OF LOUVAIN-LA-NEUVE, THE ONLY NEW TOWN IN BELGIUM

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Foundation for the Urban Environment

The new university town of Louvain-la-Neuve originated from the 1968 decision of the French-speaking university to leave the old town of Louvain (Leuven in Dutch) and to acquire farmland south of Brussels in order to create a new town. Its urban model was directly inspired by the town of Louvain with its mix of land uses, in contrast to the functionalist approach in which different land uses are kept separate. Uncertainty about future growth led to a linear form of development along a pedestrian spine and a string of small squares, to priority being given to access by public transport - thanks to the national railways' investment in a new sub-surface station - and to the collection of storm water into a reservoir, treated as a lake. The pedestrian spine has been the backbone for the development of compact neighbourhoods on each sides and of a shopping mall directly linked to the railway station. This contribution endeavours to show how these initial aims have been pursued over almost half a century and what are the present perspectives.

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THE VILA MILITAR OF RIO DE JANEIRO: THE GENEALOGY OF A MODERN DESIGN

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This paper investigates the principles that guided the design of the Vila Militar of Rio de Janeiro, a military town built in 1908. Fruit of the Brazilian Army modernization program in the early twentieth century, this village was planned as the first autonomous unit and as a model for other military towns to be built throughout the country. This settlement also had a pedagogic function by introducing new notions of space and habitability and a symbolic role by representing the officer's sociopolitical emergence in that context. Designed in accordance with modern principles of circulation, green areas, zoning, standardization, and easy reproducibility of forms, the blueprints reflected the corporate hierarchy in space and architecture. Each rank was settled in specific areas and housed in specific architectural types but different typologies for the same ranks could also be designed. Although it was not effectively reproduced in other places as firstly intended, the Vila Militar still ensures its significance as a pioneering spatial organization in the 20th century and due to its role for the institution. Finally, this paper strives to contribute with Brazilian's urban and housing planning history by developing a narrative about the urban and architectural features of a military town.

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SOME USES OF PLANNING HISTORY IN CHINA: FOR PRESERVATION; FOR RESILIENCE

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This paper is based on a chapter by the author in the Routledge Handbook of Planning History. The paper examines what China's modernization, urbanization and globalization might mean for histories of urban and regional planning in China – especially given China's recent and rapid development and both domestic and global perception of China's overall development as (1) “ancient” (including a centuries-old tradition of planned cities); (2) “delayed” (Third World, semi-colonized, and self-consciously globalizing); and (3) “alternative” (revolutionary and Socialist). The paper is not a review of how planning history has been written and taught in and about China, much less a “history of the history”, but it will refer to some key Chinese planning history texts and debates in the course of reflecting on the above question. The central theme is how the evolution of China's planning as a response to and driver of urbanization raises questions for “the uses of history” from the perspective of advanced capitalist society (Giddens).

In particular, what are the implications of China's urbanization and planning for the way planning history considers sustainability, community, participation and power? How does (and could) the historical framing of planning inform decisions about what is worth preserving in the course of development, and what rationales does it suggest for such preservation? How does a historical perspective on China's planning help to clarify the relation between preservation and sustainability?

The phenomenal speed, scale and physicality of China's “urban transition” (Friedmann 2005) challenges the appreciation of complexity in planning as it has evolved since the early 1960s' challenge to Modernism in the writing of Jane Jacobs and Rachel Carson, Melvin Webber (“community without propinquity”); in the emergence of historic preservation as a realm of planning law and policy; in Habermasian and other views of planning-as-politics; and in emerging concepts of planning for social-ecological resilience. Addressing the APA's 2011 publication “Reconsidering Jane Jacobs”, as well as some current opinion that China's planning and development reveals historical “weaknesses” in North American planning as a discipline and profession (Campanella 2009, 2010), the paper finally suggests priorities for research that would help both to better relate China's planning history to that of other countries and societies, as well as to better appreciate the potential future value of pre-modern environmental planning and developmental management. While broadly reflective, the paper draws on grounded research in Sichuan, where the author is among a leading group of scholars at the new Center for Historic Towns and Villages at Southwest Jiaotong University in Chengdu. The case for planning and developmental history as useful to social-ecological resilience is based on field work including planning for post-earthquake recovery and preservation in historic mountain valley settlements and for agricultural settlements in the Dujiangyan Irrigation District (China's largest) in the Chengdu Plain.

RESEARCH ON THE RENEWAL OF SHENZHEN URBAN VILLAGE ON CULTURAL ECOLOGY

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Urban villages is refers to the rural villages, which turned into the residential areas in the process of urbanization. The original residents' identities changed from villagers to citizens, while they are still living in the same place. Urban villages is not accepted as urban social management system. It has low building density, poor environment, incomplete supporting facilities. Obviously it needs renewal. The Traditional way of urban village reconstruction emphasizes building density and economic benefit, while ignoring the village itself rich cultural connotation characteristic has a special meaning for the city cultural ecology.

The main purpose of the research is to use the theory of cultural ecology to analyze and guide the renewal the renewal of Shenzhen urban village, which will combine the society value and economic efficiency and activate urban villages to avoid such a cultural destruction.

To maintain the sustainable development of cultural ecology during city village reconstruction, we use the theory of the cultural ecology to study urban villages under different geographical culture represented by the cities: urban village itself is a complete ecosystem, which has a close relationship with natural environment, technical conditions, economy, ideology and society.

After reading articles and analyzing the former cases, we found that the cultural ecosystem of Shenzhen city village can be constructed by three important aspects: cultural structure, culture cluster and culture chain. Now, there are problems in village reconstruction, 1.cultural structure: the limitations of research range, incomplete structure and closed border region in space structure of cultural ecosystem; 2.culture cluster: problems in living space, traditional worship space, and public service facilities; 3.culture chain: problems in link function, space classification and culture continuity.

Under the guidance of cultural ecology, we take the Hubei village as an example, from three aspects: culture structure, cultural cluster and culture chain, to put forward a series of promotion strategies:

1. Cultural structure: strengthening of space structural integrity and establishment of open community boundaries, adding event space which will activate people to complete the existing cultural circle
2. Culture cluster: reconstruction of living space, traditional worship space, and public service facilities; Implanting food and drink district, boutique commercial and creative industries, to make full use of the historical atmosphere of the site to enhance the culture feelings.

3. Culture chain: Increasing space corridor link, space classification and cultural connotation continuity; repairing the origin buildings, and retain the original urban space tissue as much as possible to keep the original sense of place and the cultural atmosphere.
The research provide a perspective of cultural ecology for the renewal of Chinese urban village. It is a new guideline of diverse urban culture which also makes a contribution of sustainable development for the cultural ecology characteristics of Chinese cities.

DISPERSION AS A LONG-TERM PERSISTENCE IN THE SOUTHERN HIGHLANDS OF ECUADOR

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Dispersion is a long-term structure in southern highlands of Ecuador and not simply the result of stereotypical suburbanization as it is frequently problematized by local urban studies. The concept of long-term structure is key to understanding how since the colonial era, a very centralized and hierarchical socio-political system transformed but didn't erase long-standing logics of dispersed territorial occupation in this part of the Andes. The study develops Cuenca and its surrounding territory as a case study. As other Andean cities, Cuenca was founded during the colonial period over previous Inca and indigenous settlements. The city is surrounded by a constellation of small and medium-sized rural centralities, whose space of occupation often dates back to pre-colonial times.

Three main topics are analysed across time and in its current condition in order to unpack dispersion in the territory of Cuenca: People as a resource, Water; and Human Mobility. A careful consideration of the interactions between spatial, social and cultural factors across time, in combination with interpretation of the structuring elements of its landscape, allows to reconsider and define the qualities of this landscape of dispersion. Openness, diversity and flexibility seem to characterize a landscape, so far defined mostly as chaotic and shapeless.

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Traditional Building Types in East and West as Resilient Architectural Models

THE COURTYARD DWELLING IN EAST AND WEST – A RESILIENT BUILDING TRADITION

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This paper provides a comparative overview of the various transformations the courtyard building type underwent in Mediterranean urban history and in Chinese culture, thus highlighting its resilience to different needs and conditions.

The paper will briefly present the evolution of the courtyard dwelling, from the antique atrium and patio house, to the renaissance palace, up to the late 19th century courtyard perimeter block, discussing in parallel the building's relationship with the block and the street. This paper examines the courtyard building type as a typical spatial model of traditional residential building in China, demonstrating its long rooted symbolism in the Magic Square and its traditional cultural value both as city and countryside dwelling. In this excursus the close relationship between "siheyuan" building and "hutong", that is between courtyard building and street pattern, will be also mentioned, thus making evident the lack of dependence for Chinese house from the public space of the street. The traditional Chinese house structured on the principle of courtyards, one after another, was facing and defining the street through its blank walls.

Notwithstanding significant urban cultural differences between East and West, the paper shows that the long lasting tradition of the courtyard building

type, in both cultures, was based on its broad appreciation as a remarkably resilient building type, both in environmental, functional and social terms. Finally, drawing on recent research projects investigating on courtyard buildings' energy performance -- by exploring the effects of the transitional spaces (courtyards, atrium) in different climates, through modelling and simulations -- the paper provides scientific evidence of the physical and social resilience of this building type, thus further showing its usefulness for contemporary society.

THE EGYPTIAN 'OKELLE': ALL-INCLUSIVE BUILDINGS FOR AN EVER-CHANGING SOCIO-FUNCTIONAL FRAMEWORK

Cristina Pallini

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Traditional building types, whose functional performance - and key urban role - have proven successful for centuries, should now be regarded as "intrinsically resilient." This is particularly true when they have been used continuously and adapted to cope with different socio-cultural frameworks.

To clarify, this paper takes into consideration the Egyptian okelle as an example of "intrinsically resilient" building type.

The Arab word okelle meaning "agency," also refers to a commercial building where long-distance trade was carried out. Some okelles gathered together merchants from the same country, others were used to store and trade the same kind of goods. At the beginning of the 19th century, okelles were found in every transit-point: in Alexandria, Rashid, and Dumyat on the Mediterranean, in the ports along the Red Sea, as well as in Bulaq, the river port of Cairo, where they represented the prevailing typology both in number and size.

Okelles were all-inclusive, compact buildings, each with an inner arcaded courtyard and a single entrance from the street. Their layout housed three forms of activity: wholesale trading - in the courtyards surrounded by porticoes, retail trade - in external structures set up against the walls, temporary living quarters for merchants, and permanent ones for others in the housing units with separate entrances on the upper floors.

In trying to show the resiliency of the okelle, this paper also discusses its early-19th century revival. This happened during the reconstruction of Alexandria, which was being repopulated by a series of ethno-religious enclaves. Both local authorities and European experts understood the potential of this building type in providing a basic settlement structure to an ever-changing socio-functional framework. At this stage, the Italian engineer F. Mancini reinterpreted the traditional okelle: providing it with a classical frontage, and adopting it as a building block of the new city under construction. Mancini's okelles embodied principles of symmetry, spatial fluidity and regularity of the external facades, while the real innovation lied in their being lined up to form the main square of the European Town. Subsequently, new interpretations of the okelle were tested in Cairo. The continuity of this building type as a symbol of both past and modern Egypt is proven by the fact that an okelle was built in Paris for the 1867 Universal Exhibition: "The okelle is built round a large courtyard with shops facing onto it ..., but it is also a hotel, a bazaar, a warehouse, a workshop and even a stock exchange and may be summed up as a large public building where people pursue their industrious activity." (Ch. Edmond, *L'Egypte à l'exposition universelle de 1867*, Paris: E. Dentu, 1867, pp.19 e 215)

In conclusion, this paper argues the Egyptian okelle fulfilled the function of an "extra-territorial microcosm" and, was put to test throughout the 19th century. It might be added that, in 19th century Egypt, the okelle also proved its "generative" urban role.

TRADITIONAL RESIDENTIAL BUILDING IN MOROCCO: PAST AND PRESENT

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The Mediterranean world developed tangible spaces able to interact with the intangible structure of its societies. Is it impossible to separate practical needs from cultural ones; building materials, technical skills and social structures cooperate in the anthropic environment creation. Enlarged families' way of life and climatic conditions certainly participate in shaping houses and urban areas. The merge of climatic, cultural and technical issues produced the usually called traditional spaces. Solid blocs are "carved" to become adapting structures: houses and public buildings received courtyards and arcades in order to manage some of climatic issues - as warm summers - and social needs - as the familiar life or semi-public activities. Private houses, public edifices and worships integrate "internal out-of-doors" spaces, often coupled by arcades. Northern Africa countries boost this link between civilization and material configuration.

Morocco magnifies this topic, its so-called traditional inner-wall towns are led by spatial rules coming from introspective way of building, but modernity - that's arrived in the late 19th century, really near the start of French and Spanish colonization - changed the global plans. Tangible issues had to follow the new social and economic guidelines, stressing the former material configuration and including a new relationship with public spaces. Climatic conditions didn't change and some of the former patio's activities left the internal location to join the new one in public space; the reference scale became the urban one with the adaptation of new architectural project.

A part of the inherited "patio oriented" activities were "extroverted"; town shape changed and a part of the protection from temperature and sunshine left

the house scale to join a “street oriented” one, left the private area to join the public one. Arcades and passages act as protective spaces and they are not a 20th century invention, but their architectural scheme was mainly developed in Northern Africa towns during the colonial time and they can be partially understood as the heirs of some of the functions previously hosted by courtyards: peristyle parts of the houses opened their geometrical configuration in order to install themselves along the streets as arcade or inside the new huge buildings as passages. Bioclimatic needs and thermodynamic approach are basically the same – allow protection from direct sunshine and produce a difference in the temperature able to create a dynamic airflow – but the new society induces to a new morphological approach both in public and residential building. Actually, arcades and passages are not fully descendant of courtyards, but their partial inheritance allow to deal with the central matter of global resilience of historic towns, a crucial issue in the nowadays Mediterranean area. Management of social and material residential model inherited from the past is one of the fundamental needs in the MENA area under economic, social and development stress. This paper presents some case studies from Morocco’s towns, giving evidence of the rich and complex building tradition in environmental and social terms, analyzing the resilient qualities of recent tradition urban structure.

CHARACTERISTICS, VALUES AND PRESERVATION PLANNING OF SYHEYUAN COURTYARD DWELLINGS IN NORTH CHINA

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The courtyard in Chinese houses is much more than an open space enclosed by low buildings, it represents both a regular quadrangular pattern generating the structure of a low rising urban settlement, and a private multifunctional area where to live, work and relax, full expression of the hierarchical organization of the traditional family living of a society based on Confucianism. It is also can be considered as a bioclimatic device modulating dimension and proportions, orientation, overhangs or eaves, for adapting to the local climate in order to achieve comfort for its occupants. The research is focused on the analysis of the traditional houses in the mountains region of China, on their social and cultural values, covering architecture, functionality, building techniques and materials, environmental conditions and control of natural elements. Traditional bioclimatic devices and climate-adapted typologies are analyzed both on the level of the building itself that in relation with the site and the other buildings. The valorization of this cultural values in the plans of regenerating traditional centers is the key to safeguard the meaning of the sites and ensure their future development. Today a major objective in the planning of historic districts try to solve the conflicts among the needs of conservation and the pressures of the tourism industry by means a sustainable approach to the management of the ancient places based on a heritage-led regeneration. The built cultural heritage can give a contribution to the satisfaction of human needs by providing the sense of belonging that represents the core of cultural identity. The paper concludes with the concept that a successful architectural conservation plan must aim to merge history with contemporary living standards of residents, enhancing the planning and construction of tourist facilities and promoting strategies for protecting the ancient towns.

THE COURTYARD BUILDING BLOCK AS A RESILIENT RESIDENTIAL TYPOLOGY – SOCIAL HOUSING IN ROME IN THE 1920S

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The Istituto Case Popolari – ICP of Rome, founded in 1903, for bettering working class living conditions through the construction of social housing, has offered a fundamental contribution to the city’s urban development, both in quantitative and qualitative terms with experiments related to housing typologies and urban space.

In particular, the experimentation promoted in the 1920s, focus on the courtyard building block typology, is central to our argument because the housing projects then realized are today perfectly integrated in the urban context and at the same time are clearly distinct from the private initiative one, for their high quality both in housing and urban terms. The residential developments in question regard high density courtyard blocks that were built at the edge of the historically consolidated city and constitute today a significant part of the semi-central districts of Rome: Prati, Trionfale, Flaminio, Testaccio, Appio.

The architects of the ICP had the opportunity to design and build entire parts of the city in a unified way, which allowed them to experiment with the potentialities of the courtyard building block in the creation of a series of spaces of different nature: public, semi-public, private. This trialing fostered during the Twenties a kind of evolution of the 19th century block, characterized by a rigid, compact form where the court had simply a hygienic role functionally detaching the housing fronts. The growing dimensions of the building plots offered to the architects the possibility to create big courtyards combining them in different groups, to articulate the volumes around the perimeter of the blocks creating complex spatial systems centered around the courtyard (with visual relationships between private and collective spaces), to subdivide the bigger perimeter blocks with semipublic streets, conceived as a filter between the public street and the private court. These housing projects, in fact, had overcome the limit of the block and designed the public space:

the city was built through the architectural project.

The paper will present through a number of Roman case studies this evolution of the building block from the compact 19th century housing block design, to the 1910s perimeter block courtyard housing and the 1920s super block solutions, highlighting the adaptability of the courtyard building block typology to different needs (low density and high density building), stylistic preferences (such as Garden city developments or Modern Movement imperatives) and environmental conditions, aiming to show its resilient qualities.

Inheriting the City: Conservation Approaches in the Renewal of Urban Centers in East Asia

SYMBIOTIC THINKING AND REVIVING APPROACHES IN REPRODUCING HISTORICAL LAYERS OF URBAN CENTRE: CASE STUDY OF HANGZHOU WULIN GATE DISTRICT

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A main characteristic of China's urbanization is the continuous extension of urban boundary and the overall reconstruction of the central area. Especially the economy-led urban renewal always aims at producing higher density of commercial space, which causes the replacement of historic urban form by modern homogenized urban block. In the context of the increasing public awareness on conservation, this article discusses how to restore historic memory during urban center renewal while ensuring the economic goal with case study.

The case is located in the traditional commercial center "Wulin Gate" in Hangzhou. Hangzhou is a core city in southeast china. Its historical urban form follows Chinese ancient city construction system: internal functions were organized clearly through center and axis. And the city was isolated from surrounding natural environment by city walls. "Wulin Gate" is one of the ten ancient city gates. Although "Wulin Gate" is disappeared in former urban renewal, its name is still used for the central area. The task of the urban design case is to transform the original residence and market into a high-density commercial complex and bus hub. Basing on the historical information which contains buried wall and separated river system, the strategy and method for the restoration of urban historical memory on the condition of fulfilling the target will be discussed on two scales. The first is on the site scale: Open space is used to selectively interpret the historical basis, together with multiple landscape design methods to improve the public experience on urban history. The second is on the city scale: Taking the historic city walls as a clue, links between the open spaces of each city gates and an experiencing historic urban corridor are to be created.

Two conclusions can be drawn from this case study. Firstly, the symbiotic thinking on historic and modern urban layers is of great significance for the current renewal of China's urban center. Secondly, open space is the main platform for the reproducing of historic layers.

STUDY ON THE DISASTER PREVENTION PROJECT OF HIGH-DENSITY WOODEN BUILD-UP AREA IN TOKYO – CASE OF THE LIVING ENVIRONMENT IMPROVEMENT BASED ON THE RENEWAL OF THE COMMUNITY IN KYOJIMA

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"Tokyo" is considered as "the most fragile city in the world" (by Swiss re-insurance company Swiss Lee, in "high city rank of natural disaster risk (2013)", by "Tokyo and Yokohama", about 1 in 616 cities of world) to natural disasters such as earthquakes, typhoons and floods. The high-density wooden houses area, where physically presenting inferior infrastructure such as winding paths, narrow alleys (less than 4 meters wide), wooden buildings, is considered as the high-risk weakest point of Tokyo.

This paper focuses on one of the high-density wooden build-up areas, Kyojima, which experienced the peculiar living environment improvement by the renewal of the community at earliest. Tokyo government and Sumida ward government, successively published series laws and regulations for this area to enhance and foster private developers to join this project. The Machizukuri Association of Kyojima District based on the local community was organized

to lead residents' participation. The disaster prevention council under the Machizukuri Association has carried out a system in which the residents may directly participate in certain specific issues of the region. As a result, Kyojima area has been mainly improved on widening the narrow alleys, providing public welfare space, and promoting non-combustion of wooden houses through several small rebuilding projects in decades. Through analyzing the process of this disaster prevention project including physical improvement methods, social measures and community participation, this paper finally raises practicable proposals in improving high-density wooden build-up area to enhance disaster prevention.

“CONSERVING CENTRAL”: AN APPROACH OF REINVIGORATING URBAN CENTER OF HONG KONG

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Since 2007, heritage conservation and revitalization has been well received in Hong Kong. However, urban renewal and new development of past decades have left urban areas with few historic structures and little potential for area conservation through urban planning. The studied case “Conserving Central” demonstrates an alternative approach that balances sustainable development and historic conservation of a highly developed urban center. This article discusses the advantages and disadvantages of this approach and its potential application to other East Asian cities.

“Central” was known as “Victoria City” when the British colony was founded in 1841 on the north coast of Hong Kong Island. The area was first chosen to house the city’s major military facilities and administration centre. Shortly after came traders and missionaries. The dynamic growth of Central was made possible by rounds of development, renewal and reclamation work. To sustain the growth that has been part of the formula of Hong Kong while conserving for future generation, the Government announced the “Conserving Central” initiative, which comprises eight innovative projects to preserve many of the important cultural, historical and architectural features in Central while adding new life and vibrancy to this business district. Consisting of harbour front urban design, preservation and adaptive reuse of individual historic buildings and new development of heritage sensitive block, this on going initiative is expected to reinvigorate the cultural and economic prosperity of the oldest urban settlement of Hong Kong.

As a conclusion, “Conserving Central” initiative is highly evaluated in this research. Not only does the master scheme and individual interventions suited the current urban situation and more important is the mechanism and process which ensures the rational implementation of the initiative.

Chinese cities have been experiencing rapid transformations in last 20 years and many of them are facing similar situation like Hong Kong. Pursuing both for cultural identity and the benefits of different stakeholders, various heritage-related approaches have been carried out in whole China, such as historic area conservation, massive reconstruction, heritage-led development and imitation of historic buildings, etc. With complicated factors, many of those projects have resulted in negative urban and social effects such as protective destruction and gentrification. In this context, Hong Kong’s approach is particularly relevant for Mainland Chinese cities. However, the necessary public participation, expert committee and departments cooperation as well as legal and policy system is in Chinese context still a critical challenge.

CHINESE ROAD CONSTRUCTION SOCIETY: THE LOCAL PRACTICE OF INTRODUCING THE IDEA OF URBAN PLANNING, 1921-1937

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The understanding of Chinese cities’ modernization has advanced substantially in recent years, with volumes of resources available on late imperial cities (Skinner 1977; Rowe 2002) and twentieth-century cities (Buck 1978; Hershatter 1997; Esherick 1999). These studies have demonstrated that despite their political chaos and military strife, the late Qing and Republican eras were a rather innovative period, during which modern planning methods were introduced into traditional cities through various routes. In order to enrich this understanding, a case study was carried out on Hangzhou city’s morphological transformation and related early modern planning efforts between 1896 and 1927 (Fu 2015). During the case study, a civil society, the Chinese Road Construction Society, was found to have notable influence on the introduction of modern planning. Thus, in this paper, the society shall be the object of analysis, in order to clarify the society’s role and influence in the introduction of modern planning in China.

The Chinese Road Construction Society (Zhong Hua Quan Guo Dao Lu Jian She Xie Hui) was founded in Shanghai in 1921 by several influential officials, led by Foreign Affairs Minister Wang Zhengting, to promote the construction of modern roads. Gradually it developed into a large association with branches all over the nation, and published its own monthly journal until the outbreak of World War II in 1937.

In analyzing the society’s journal, including its content structure, authors’ educational background, and local cases singled out for praise, a trend of specialization and gradual differentiation of urban planning as an independent subject can be observed. In the three volumes of the journal’s first publication year, the articles’ focus mainly on broadcasting the importance of modern road construction, reporting the latest news of road-building projects all over the nation, calling for new members, and setting up organization rules. Almost all the articles are written by influential political figures, except a few basic instructions on technology or methods relating to modern road construction. However, as the society developed and expanded, it

attracted more and more experts, many of whom received their education abroad. Therefore, more and more articles were written or translated by expert members, which transformed the journal's role from a mere propaganda organ into a channel to convey the most advanced ideas and knowledge about urban modernization. This transformation of the journal's role was a result not only of the society's expansion, but also of real, practical needs. The society also explored ways to provide professional services.

In conclusion, this paper demonstrates that urban planning was introduced gradually into local cities through modern road construction, and clarifies the important role played by the Chinese Road Construction Society in promoting the local practice of urban planning in the early modern era.

Multi-cultural Populations

RIGHT TO THE CITY: TIBETANS IN NEW DELHI

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The Tibetans have a long history in post-independence Delhi. The first group in flight from Tibet entered Indian Territory in 1959, when then Prime Minister Pt. Jawaharlal Nehru agreed to provide refuge to the Tibetans in exile. The Tibetan community that has been growing within the city of New Delhi since it was allotted a piece of land, today known by the name of Majnu-ka-tila, is on the verge of becoming a ghetto (The Tibetans formed a voluntary territorialized ghetto, but after the Indo-Sino relations strained giving them refugee status and further discriminatory planning measures, they formed a more intensive ghetto in order to form insulation against the authorities). This situation in its entirety brings us to the threshold of examining their Right to the City (Lefebvre H., 1968)

This study documents the development of and examines the current conditions of this case of the Tibetan ethnic minority in New Delhi and their urban segregation within the city fabric: specifically, the formation of micro-states, minority neighborhoods, fortified enclaves, and also illegal settlements. They live and function autonomously and are therefore seen as a disenfranchised group in the city. In the case of Tibetans in Delhi, despite having lived in Delhi for more than 50 years, they still are considered foreign and are dispossessed of rights that any other citizen enjoys.

This project uncovers and presents a situation that further polarizes and fragments New Delhi by forming new and jarring archipelagoes of wealth and poverty. Work and home have become more precarious for the Tibetans and, for those at the bottom, the "horizons of possibility [have] narrowed to a series of provisional relationships through which they might approximate some sense of being part of something and anchored somewhere. The city, according to this view, is now the key spatial imprimatur for a capitalist realism that privileges creative destruction and accumulation by dispossession" (AbdouMaliq, 2010). In addition, this research analyzes this local situation via a matrix based on the work of Wirth (1998) and Wacquant (2004): "articulating the concept of ghetto makes it possible to disentangle the relationship between ghettoization, urban poverty, and segregation, and to clarify the structural and functional differences between ghettos and ethnic clusters."

This contemporary case study uncovers the Tibetans' current context, the historical trajectory that positioned them, and then examines the situation via the lens of Wirth (1998) et al in order add an Asian context to ghettoization to the history of global metropolises particularly in light of today's forced migrations across the globe.

ARCHITECTURE AND PLANNING IN THE "PUEBLOS DE COLONIZACIÓN" (REPOPULATION VILLAGES) – THE ESTABLISHMENT OF NEW VILLAGES BY THE SPANISH DICTATORSHIP

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This paper analyses a particular case of agricultural policy during Franco's dictatorship, the so-called "Pueblos de Colonización" (Repopulation Villages). Of the tasks to be carried out by the new State in rural Spain, two stand out: the reconstruction of the villages destroyed by the Civil War, and the resolution of the agrarian question. These two tasks possessed different natures, but with some points in common. Consequently, the steps taken to bring them about took different paths, to such an extent that it could be said there were two completely different responses. The "Dirección General de

Regiones Devastadas (RD)” (General Management of Devastated Regions) was set up to manage the reconstruction; while the agrarian problem was put into the hands of the “Instituto Nacional de Colonización (INC)” (National Repopulation Institute). Both institutions carried out construction policies in urban areas, yet there were notable differences in both the initial premises and the later evolution of one and the other. Here, we study in particular the architectonic and planning dimensions of the INC’s projects, the reasons why the same concept, traditional architecture, was used differently and how different results were reached. The characteristics of the Dictatorship’s political system and the way the technicians were controlled meant that, in the INC, the agrarian question became the centre of attention, while architecture and planning were reduced to a second plane. On the other hand, the fact that one of the tasks of the INC was to build villages, i.e., deal with architecture and rural planning, allowed the Regime’s political slogans to be sidestepped and thus free the architects from the yoke of the official architecture.

EVOLUTIONARY EXPLANATIONS OF ARCHITECTURAL STRATEGIES IN THE HISTORY OF AMSTERDAM

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The paper explores how cities could achieve urban resilience and sustainability by adopting particular architectural strategies. It takes the development of Amsterdam as a case study. The study employs methodology of big history which unified approaches from complexity system science and evolutionary explanations. By studying the city as a complex open system, it analyses urban metabolism and circular with the terms of entropy flow from thermodynamics. The results revealed how urban morphology can be impacted by the flow of negative entropy, which is relatively scarce resource. In the system of the city, conflicts emerge often between the architectures for seizing and managing resources. Therefore, architectures in the city can be studied analogically to the way organisms compete and cooperate with each other for resources in an ecosystem. By this means, the paper proposes an analogy between cities and ecosystems and between architectures and organisms. It discusses how different strategies of cooperation and competition are chosen by architectures in the city in order to optimize functions and to obtain and manage resources. The optimization of functions is achieved by the evolution of architectural technology and style which serves both of the pragmatic and aesthetic functions. The ultimate outcome of the optimization of functions is to obtain resources and keep the sustainability of the system of the city. For which the pragmatic function increases the adaptability of the building and the aesthetic function attracts attention to the building and enhances its competitiveness for seizing resources among other buildings. An example of how competition strategy could become an internal driving force for the evolution of architectural style is the design of second old town hall and now Royal Palace of Amsterdam. By the case study of the history of Amsterdam and the dynamics of architectural trends in this city, the research aims at revealing the common features of the architectural and urban evolution in urban history. The results may contribute to a better understanding of how cities could achieve ecological and social resilience and sustainability.

COTTAGE AREAS: HOW NONGOVERNMENTAL AGENCIES CONTRIBUTED TO SQUATTER RESETTLEMENT IN COLONIAL HONG KONG

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This paper explores the role and contributions of nongovernmental agencies to squatter resettlement in colonial Hong Kong during the 1950s. The history of squatter resettlement has a direct influence on Hong Kong’s extensive public housing program, which provides homes for over two million residents today. The official account of the beginning of the public housing program often dates back to 1954, when the colonial government started building multistory resettlement blocks to accommodate 58,000 fire victims at Shek Kip Mei, one of the colony’s largest squatter areas. This account, however, ignores the fact that many nongovernmental agencies had been providing resettlement housing, often in the form of small, single-story cottages, for squatters and Chinese refugees years before the Shek Kip Mei fire. This paper highlights that the cottage resettlement areas developed by nongovernmental agencies, stand as the first extensive attempt to provide affordable housing to low-income families in Hong Kong.

As of 1938, large numbers of Chinese refugees entered Hong Kong to escape the depredations of the Japanese. After the Sino–Japanese War, refugees from mainland China continued to surge into Hong Kong due to the political turmoil on the mainland. The refugees who could not afford the high rent in Hong Kong began squatting on public land and on the roofs of private premises. They built simple huts using makeshift materials and sometimes miserable collections of rags and matting. The squalid squatter areas threatened the safety and hygiene of Hong Kong. The outbreak of squatter fires was frequent in the 1950s, by which time squatters constituted up to 25 percent of the entire population. Believing that the refugees would one day return to China when the political situation stabilized, the colonial government refused to use public funds to resettle the Chinese refugees, insisting that the colony’s priority was to rebuild the economy after the war.

Although uncommitted to a definite resettlement program, the colonial government welcomed voluntary contribution. In 1946, the government granted land at one third its market value to private-sector actors to develop low-cost, working-class housing. Consequently, a number of churches and

nongovernmental organizations leased land from the government and started to develop cottage areas around the city, thereby providing affordable homes not only for squatters but also for low-income families in Hong Kong. From the 1950s to the 1960s, the cottage areas accommodated tens of thousands of families in Hong Kong.

This paper argues that the cottage areas developed by the nongovernmental agencies provided important precedents to the colonial government. Prior to this, the government had never seriously contemplated the provision of permanent subsidized housing for squatters. Unfortunately, the contribution of the nongovernmental agencies to squatter resettlement, and, by extension, the beginning of Hong Kong's renowned public housing program, is often ignored in the official account. This paper explores this important episode in the colony's housing history and aims to shed new light on the development of resettlement housing in Hong Kong.

INFLUENCES AND RESILIENCE IN MACANESE ARCHITECTURE

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At a time when we are increasingly faced with a worldwide globalization on political, economic and social level, it is useful to look and understand how a ancient eastern culture has absorbed Western influences without losing its identity.

In this study we examine the evidence of the fusion of Western and Eastern influences in Macau's architecture and urban development, with special attention on the dichotomy of influence versus resilience between Portuguese and Chinese culture.

With the establishment of a Portuguese trading post in Macao in the mid-sixteenth century began a process that led to the development of an aesthetic awareness of harmony between two cultures, originating the emergence of a mongrel architectural model with unique characteristics.

We strongly believe that architecture, being a product of creativity, fantasy, invention and acculturation is born out of the relationships that the intellect establishes between the acquired knowledge, its vision for the future and its inherent notion of harmony and proportion.

The leitmotiv throughout our investigation was to identify the role of harmony and proportion in the establishment of an urban and architectural model of mutual influences between the Chinese identity and European memories.

It is possible to draw some conclusions about not only the location of the historic sites, but also on the evolution of the city through the observation and analysis of ancient geographical maps of the territory of Macau, sometimes simple sketches, through travellers descriptions and especially through the letters of Jesuit priests, who have visited or lived in Macau since the early days of its foundation.

Supported by this research we intend to present our vision of the architectural and urban development of this territory that once was shared by Chinese and Portuguese people.

With this project, we aim to foster academic reflection on the importance of harmony and proportion, present in the memory and the cultural identity of each space, as elements able to foster and develop avenues for a development of a new and current architectural language.

Urban Centres and Projects

PLANNING FOR MUSEUM RENEWAL IN TWENTIETH CENTURY PERTH

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In the nineteenth and early twentieth century the presence of a museum was considered to be one of the great markers of a civilized city. Museums, along with libraries and art galleries, both educated and provided recreation for the people.

What role did such cultural aspirations play in urban planning in settler societies? In Western Australia, colonial administrators were well aware of the importance of museums as early as 1850, only twenty years after British settlement. But it was not until self government was imminent that it was decided to build a museum in Perth, the capital city. Construction was delayed until a specular gold rush brought increased prosperity and heightened expectations to the city. The population of Perth quadrupled and the government borrowed huge amounts of capital to fund the expansion of infrastructure. A museum, incorporating a library and art gallery, was designed by architect George Temple Poole, and constructed in 1899. He was a key figure in the later foundation of the Town Planning Association of WA in 1916.

Plans for the renewal of these cultural institutions were included in Gordon Stephenson's 1955 plan for the Perth which, following modernist principles, recommended the development of a cultural centre. But it was not until the 1970s that renewal began with a new art gallery and library and major additions to the museum. The discovery of asbestos in these additions led to their demolition and closure of the museum in the city in 2003. Subsequent lobbying for a new museum had little impact for nearly a decade until another mining boom, economic prosperity and rapid population growth heralded a new opportunity. Again the government borrowed heavily to support infrastructure development that centred on city centre building projects, including the renewal of the museum site in Perth's cultural centre.

Cultural aspirations for a museum and then its later renewal were only fulfilled in boom times. At other times they seem to have been regarded as the icing on the cake with other imperatives taking priority. But was this so? Was the construction and later renewal of Perth's museum tied solely to economic prosperity or does a close examination of plans for the city and the discussions that resulted reveal that decision-making was more incremental?

INVESTIGATION ON MODERN ARCHITECTURAL ASSETS AS THE INDUSTRIAL EXPANSION IN GYEONGGI PROVINCE

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A Modern Architectural Asset is one type of a cultural asset, but Modern Architectural Asset is different from a general traditional cultural heritage in the sense that modern structures are changing over time, and not being conserved as they originally existed. Modern Architectural Assets include registered heritages and possible cultural properties, which are not registered yet, but are still meaningful for understanding urban planning method and industrial expansion of modern period.

Research question on this research is what Modern Architectural Assets had been composed of and how collective urban form had been established in modern industrial expansion. We investigated scattered modern architectural assets in Gyeonggi Province so as to establish a database and a list for existing Modern Architectural Assets and collective types of Modern Architectural Assets, which can be used for urban regeneration in the future. This will work as the basic data for a potential list of registered heritages and a further utilization of collective forms of Modern Architectural Assets which show the original urban form of modern period and still eligible for future urban regeneration.

Through an objective quantitative analysis, we conducted a statistical investigation on the current status of Gyeonggi Province's relativity between its current urban situation and its Modern Architectural Assets in order to find out its locally identical characteristics of its urban form of modern period. Modern Architectural Assets are facing a crucial moment to adapt themselves to urban needs and it is necessary to find a way to utilize them by considering integration between modern heritages and urban resources.

Even though Modern Architectural Assets can be registered as "Registered Cultural Properties" based on an owner's autonomous application if they have a historical value of over 50 years, many industrial properties have been demolished before being found as valuable properties through the assessment process.

In order to figure out the spatial features and urban structure of modernization, we conducted a GIS Analysis on the distribution of architectural assets of the modernization period, which includes unknown assets and unregistered cultural assets. The primary types of Modern Architectural Assets can be divided into eight categories: infrastructures, industrial facilities, offices, educational facilities, commercial facilities, religious facilities, military facilities, and uncategorized facilities. Their locations reflect the historical process and distribution of agriculture and industry in Gyeonggi Province and are proof of historical transformations of their functions and urban roles.

As a result, we investigated the types and the remaining architectures, and set up a list of the existing modern architectures in Gyeonggi Province. With this, we figured out the factors to compose the modern industrial cities and the process of industrial expansion in modern period of Korea.

RECOGNITION OF URBAN CHARACTERISTIC FROM AN OVERALL PERSPECTIVE: CASE STUDY OF THE DEVELOPMENT OF HUI MUSLIM AREA SURROUNDING THE XIGUAN MOSQUE IN LANZHOU

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Lanzhou is selected as a study case to reveal the problem focusing only on the image characteristics, which exist in the course of urban region characteristic construction with the rapid development times in China. In this paper the evolvement of Hui Muslim area surrounding the Xiguan mosque in Lanzhou, especially recently 100 years, is observed. It is found out that the spatial patterns and social structure features. Relative factors are also groped for, which impact on the area changes. Thus, there is a prospective exploration to update for future development of the city's ethnic neighborhoods and to

promote diversified development in Lanzhou.

Lanzhou is one of China's western cities and has a history of more than 1400 years from the establishment. It has always been a multi-ethnic city since ancient times, and Islamic culture is the most representative one among national culture with a large number of Hui residents. Xiguan mosque and its surrounding areas are the traditional Hui ethnic community since the Ming and Qing dynasties era. By observing its development and evolution before 1990, it is found that there residential and commercial industries have significant spatial dependency on Xiguan mosque with the spatial characteristics close to mosques. Under the influence of regional, religious culture and business culture, it formed the unified structure layout that XiGuan mosque as control elements and residence and commerce were incorporated. In recent years, with the migration of most Hui residents under the impact of the old city reconstruction, missing the inheritance of traditional space structure, it cause the emergence of lonely landscape elements of urban characteristics and make the city's Islamic culture less than impressive. Therefore, Hui Muslim area surrounding the Xiguan mosque has its own historical and cultural values and resources advantage. Only through excavating its spatial relationships in the material and spiritual, it can reflect the urban characteristics and promote the cultural diversity.

In short, the people's social and cultural activities are the main way to the formation of urban culture, which human's social nature determines. Urban characteristics, which are concentrated reflection of urban region culture, are not only the characteristic elements of reproduction, but also an important carrier of people's social activities. It has a certain range and the environment, to a certain extent, reflects the corresponding relationship to social spatial organization. Thus, for urban characteristics, it must not be confined to the surface behavior of landscape level, but should return to the essence of urban culture. It means to guide the future urban characteristic form an overall perspective, and on the basis of carding and interpretation social and cultural context of the city, and on according to the evolution law in city.

URBAN TIME STUDIES FRAMEWORK, HOW MUCH IS ALREADY DONE IN IRAN?

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As the notions of place and planning have been changed in this era of globalization. It seems that it is inevitable for planners to change the way they look at and conceptualize places and the way they look at planning. According to this need, recent years have witnessed a burgeoning work on 'temporal approach on urban planning'. Temporal approach in planning thinking challenges by insisting on "spatial and temporal equity, temporal efficiency and such other concepts". Clearly this approach brings about implication for a better and more temporally understanding of the existing condition, and a new approach to analyse, as it views the flows, the activities and the planning in a new light. This article particularly aims to determine an assessment framework in order to assess whether and to what extent temporal approach is embedded in existing urban comprehensive planning projects of Iran using a descriptive-analytical methodology. Basic attributes of time-oriented approach in planning have been extracted from the existing literature and combined in 'urban time studies framework'. We then traced urban time embeddedness in Iran comprehensive planning paradigm chronologically by applying this framework. Therefore, two resent Tehran comprehensive plan were chosen to be assessed against the proposed urban time studies framework. The results of the analysis indicate that all in all comprehensive planning system in Iran does not acquire or conform to an urban temporal studies framework, however there are some implicit cases of conformity consequently rendered as merely formalities, which deserve to be considered consciously and organized. However, comparing two cases as two stages in chronology of comprehensive planning revealed that in recent comprehensive plan of Tehran, temporal approaches is more considered in the form of temporal strategies.

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Volume 06

Scales and Systems

Plans, Planners and Planning Tools

Urbanisation and Demographics

A RESEARCH REPORT ON COMMUNITY INTEGRATION OF CHINESE MIGRANT CHILDREN IN GONGSHU DISTRICT, HANGZHOU IN URBANIZATION

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With the proceeding of Chinese Urbanization, the form of the migration transforms from individual migration to family migration. According to the Sixth Census of Population of China in 2010, the growth of migrant children was quite fast. But on the other hand, it was just half of the growth of the “left-behind” children (The children who are left in the rural area without the care from their parents who make a life in city). It might be supposed that it is the city’s unfriendliness that drives the migrant children back to rural areas. But without the care from their parents, the “left-behind” children tend to be in threat of crime, bad education and living pressure. Consequently, migration is a better choice for these children.

This report concentrates on the migrant children who distribute widely in different ordinary communities in Hangzhou with their parents. Although the extent of the integration with the community has been improved a lot in comparison to those children who live in the agglomerations of migrants, the real condition still needs researching.

On the background of the Urbanization, the migrant children’s feedback on the community indicates the resilience of the city when facing the huge migration. The interviewees include the students from two schools (migrant children school and general public school) to get the real condition of the migrants children. The research hopes to make a little contribution to better facing the challenges during the huge migration.

URBANISM, IMMIGRATION AND HOUSING – PUBLIC POLICY IN THE CITY OF BOLOGNA

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Independent

Faced with the recent phenomenon of immigration, city management tools aim to meet the needs of the social services sector, introducing aspects of an anthropological and sociological nature that up until now have been of secondary importance to town planning. The main objective of Bologna’s housing policy is to guarantee its availability to both Italians and foreign immigrants, considering the phenomenon of immigration a new multiethnic population scenario whose social and cultural aspects can be developed, whilst at the same time combating illegality and likewise any manifestations of discrimination or xenophobia shown by Italian citizens, promoting the principles of integration and civil coexistence. The challenge is to create a housing policy based on integration, avoiding previous town planning errors and thus preventing spatial segregation and social exclusion. The Council Structural Plan, Council Operational Plan and Urban Building Regulations, Social Housing Scheme, Rent Assistance Scheme and Metropolitan Rent Agency are some of the important tools designed to achieve these objectives. The principles of urban equity and equality continue to be the pillars of housing policy and, as in the past, citizens are encouraged to take part in the urban transformation process.

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URBANISATION AND URBAN DISPERSION AT WEST ZONE OF RIO DE JANEIRO (BRAZIL) IN PUBLIC AND PRIVATE INVESTMENTS

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Marlice Nazareth Soares Azevedo**

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The study has its context based on the phenomenon of urbanization in the neighborhood of Campo Grande, located in the west zone of the city of Rio de Janeiro, with emphasis on urban dispersion process in post 1990. The research contributes to the history of planning for translating the (re) structuring of the territory, changes in urban dynamics and bring experience that was intended to innovative, regarding the location of several sets of collective housing. The areas had land occupation for agricultural activities until the 1960s then welcomed industrial development and, at present, has the real estate market a predominant role. It is in Campo Grande that occurred recently the largest number of real estate projects for the middle class in the country. This core has an important commercial center that grows in attendance at regional level and is situated close to promising port complex. Account also with a number of shopping centers increasing, which attracts residents and extra-local consumers. Another growth factor is for housing spaces reserved for the Olympics, international nature and, among others, the massive deployment of housing units, investment result of the federal government in social housing area, with the "Minha Casa Minha Vida - MCMV" program. The research aims to identify and characterize the forms of occupation, mostly residential, but also others, such as industrial and services - and results in the most recent manifestation of urbanization - urban dispersion, with the participation of public officials and private initiative. The methodology was guided by the selection of the area, which is one of the most significant examples of the processes involved. Allows the exchange of data, the interaction of information that revealed the evolution of urbanization and the spatial distribution of the phenomenon, cartographic readings with satellite images and mapping the occupation of new and consolidated areas. Included field visits, documentary research, iconographic, analysis and interpretation that combined theory and practice, as well as interviews. As a result, updated knowledge on the subject at this juncture and scales. Had theoretical framework supported by theories of urbanization and restructuring of the territory, of all the concept developed, which defines the process of urban dispersion while fraying of urban occupation in relation to the consolidated fabric, which form a system of constellations, from the case study of São Paulo, revealing, among other things, new ways of metropolitan life. This concept is adjusted to the reality of Rio de Janeiro, based on research conducted by the first author, showing the emergence of new poles, due to the internalization of political economy in the state. The results assume importance: the structural changes of space and urban dynamics, changes in socio-economic and cultural relations, due to the implementation of major investments in the area, in addition to the attempt to bring the housing closer to the main core neighborhood, though without having been able to include the low-income population.

SETTLEMENT PATTERN CORRUPTION PROBLEMS IN RURAL AREAS AND ALTERNATIVE APPROACHES: EXPERIENCES IN BEYSEHIR - EMEN, TURKEY

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In Turkey, different approaches and models have been developed for rural areas since the earliest years of the republic. These policies have contributed to the social and economic development of rural areas. However, spatial corruption of rural areas could not be prevented even though economic development was created with difference policies and strategies. In this context, the main objective of this study is to examine factors causing the spatial corruption of rural areas. In light of the findings obtained, approaches towards conservation and sustainability of rural areas were discussed. The most important subject that should be emphasized within the findings obtained as a result of the study is that rural settlements are different from urban areas in terms of their road width and tissues, parcel sizes, floor area ratios and building heights. Another result is that "rural-specific" approaches, which would direct spatial development and construction in rural areas, have not been developed in Turkey. Supervision of spatial development and construction in rural areas with regulations and laws on the development of urban areas has caused corruption in the settlement character/fabric of rural areas. Thus, "rural-specific" approaches should be developed to conserve the settlement fabric/pattern in rural areas to increase resilience against construction pressure.

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Entangled Planning Histories: A View from Israel/Palestine

THE POLITICAL HISTORY OF ISRAELI PLANNING EXPORT TO AFRICA

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As a so-called 'playground of the Cold War', postcolonial sub-Saharan Africa was contested territory in the ideological power game that dominated the second half of the twentieth century. Within new African nations the international competition for economic and political allegiance was particularly hard fought. Amongst those nations vying for influence was the newly founded state of Israel that was viewed as attractive development partner by African governments. In this paper, I will analyze the political, economic and social implications of the planning projects of Israeli development cooperation in the local African context. Central for this paper is a critical discussion of the institutional frameworks in Israel, documenting the key actors involved in policy design and implementation, analyzing the reception and results of the projects in Africa and conceptualizing the role of planning cooperation as both means and goals of foreign policy.

(RE)PRODUCING AN URBAN/RURAL DIVIDE: THE ENTANGLED PLANNING HISTORY OF URBAN INFORMALITY IN EAST JERUSALEM

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Urban Planning has played a major role in the production of the national space of "Greater Jerusalem", within which Arab Jerusalem is (re)produced as a space of informality – an urbanity which is permanently liminal both to the planning of the Israeli state and to Palestinian Occupied Territories. This paper will explore current practices of formal urban planning and informal housing construction in East Jerusalem vis-à-vis wider geo-political changes in the city on one hand, and the neo-liberalization of the Israeli planning system on the other. I aim to show how the distinction between the urban and the rural also plays a significant part in delineating the differences between first-class citizens and second-class residents of the city, knitting together spatial liminality and liminal citizenships. Thus, the urban and the rural rather than providing the coordinates on the basis of which planning decisions can be taken, are constructed as a set of political categories through which planning operates. However, a close examination of the contestations over the stability of such categories reveals that urban informality should be understood as part of "ordinary" urban reality, not an exception to it.

SECTIONSCAPING – A METHODOLOGICAL AND CONCEPTUAL PROPOSAL FOR FOLDING IN SPACE

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The use of the representation of the map in the hands of the western forces of imperialism, liberalism and capitalism, was questioned critically - in general and particularly in Israel/Palestine. It is considered as a tool for conquering and controlling space, while integrating into it the modern order and concept of separation. Over these theoretical foundations, this paper will focus in a methodological proposal, using the representation technique of the section to study and critically analyze the geo-political space. My argument is that the section reveals new comprehensions over space and its concepts of order, suggesting a different point of view than the map. Furthermore, I argue that the representation of the section questions concepts of continuity, folding and texture in space structure, challenging the modern dividing concept of space.

RECOGNITION AND THE EMPTYING OF SPACE: GIV'AT-AMAL\ AL-JAMMASIN

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“In 1947 we were sent here to defend Tel Aviv. Today we face a disgraceful evacuation so that Tshuva can build six towers” . This statement, taken from “Giv’at Amal - Fighting for Our Home” Facebook page, encapsulates the archeology of national and economical narratives manifested in Giv’at Amal, a neighborhood in the north of Tel Aviv. The neighborhood was established in the “emptied Arab village” (to use Noga Kadman’s terminology) Al-Jammasin, populated after the 48’ war by lower- income Mizrahi families, now facing evacuations since the state-owned land was sold to a real estate entrepreneur. In my paper I wish to delineate the story of Giv’at Amal - through the reading of legal and planning committees’ documents - while trying to draw some insights regarding the spatial manifestation and materialization of hegemonic narratives.

THE INVISIBLE BOULEVARD

Schmuel Groag

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The town of Jaffa, and the Jerusalem Boulevard ,its main modern boulevard, built 100 years ago, went through a dramatic change of destruction in the 1948 war. While the whole Urban Fabric of the boulevard was left, its original Palestinian community was uprooted and spread all over the world. Jerusalem boulevard and its history are invisible in their cultural significance to the majority of the Jewish population in Israel and its co-town of Tel Aviv-Jaffa. Though the boulevard was the cultural center of Palestine in the 40th, now it mainly a busy transportation axis, in the focus of Jewish gentrification process. The memory of the ebullient Palestinian city that once existed there is a contested site of memory entangled with development. I will address several issues; Who is the client for preservation initiatives on such sites. Is it the diasporic Palestinian community, the existing small Palestinian community of Jaffa, or the majority of the Jewish Public in Tel Aviv-Jaffa? and how and if ,this conflicting narrative can be presented in such a contested site.

The Expanding Urban Fabric

FACING RAPID URBANIZATION: A CENTURY OF EAST AFRICAN URBANISM

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East-Africa is one of the least urbanized regions in the world, but living one of the fastest urbanization. Its urban history has roots in the cosmopolitan Swahili culture and common experiences related to British and German colonialism and the East African Community. During the 20th century it has been a great laboratory regarding the effort of ordering growth according to very different political visions and social projects. Almost everything has been tested in planning and urban design, with a relevant gradient of determinism in the designing efforts, from total to minimal. The East-Africans are excellent samples of contemporary metropolises facing the unstoppable proliferation of informal growth, due to uncontrolled migrations and unsustainable development. Dar-es-Salaam, Nairobi, Mombasa, Kampala, Kigali, Zanzibar are rapidly urbanising with more than half of this growth occurring informally. From the beginning of their urban history all these cities have faced the issue of hosting different communities with different lifestyles, symbols, rituals, fears and public spaces. Their urban history reveals the relevance of urban architecture in determining their future. The paper proposes an overview on urban design and planning attempts over the last century, investigating their influence in driving city growth and discussing their teachings for contemporary openings.

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COLUMBIA AND RESTON: TWO NEW TOWNS, TWO INNOVATIVE PROJECTS, A COMMON VISION OF SOCIETY

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Reston (begun 1964) in Northern Virginia and Columbia (begun 1967) in Maryland were the first new towns erected in the United States since World War II, and have become important models for subsequent communities. They stemmed from the utopian vision of their two idealistic, innovative and ambitious founders, James Rouse (1914 - 1996) and Robert E. Simon (1914 - 2015), who shared bold social and urban objectives. In the late 1960s, in both the United States and Europe, the concept of a new community aimed at responding to the unease and isolation of suburban housing and prescribed a new kind of urban life. Reston and Columbia broke with the traditional model of the metropolis by suggesting a less imposing, more humane and green city. They also encompassed employment opportunities and favored racial and socio-economic diversity instead of segregation, suggesting new agenda and methods for housing modernization. Reston and Columbia became laboratories seeking to retrieve previous experiences while avoiding past pitfalls. More broadly, every new community developed in the 1960s and 1970s was devised with some contributions from older European and American urban experiences. As stated by Mark Clapson (2013), "American new towns of the 1960s were in some ways the culmination in the United States of America of an Anglo-American history of town planning whose origins can be traced back not only to Ebenezer Howard's Garden City movement but also to the Anglo-American suburb tradition in town living pioneered during the later nineteenth and early twentieth centuries." One of the key initiatives in new town development and especially at Columbia was to set up multidisciplinary teams of leading authorities in fields as varied as psychology, sociology and architecture. Those teams provided a new way to conceive the city with the help of specialists focusing on the idea of community. This was intended to ensure the success and sustainability of the new town. This new practice in urban design, which I have identified and analyzed by consulting a variety of documents: Columbia and Reston archives, reports and periodicals, will be subsequently disseminated throughout the United States and the world.

GRUEN AND HALPRIN IN FORT WORTH, TEXAS: CHANGES AND CONTINUITY IN DOWNTOWN PLANNING AFTER WORLD WAR II

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Fort Worth followed the pattern of many American cities and experienced a declining downtown in the 1950s, a problem that would continue into the 1970s. The city responded to the challenge of downtown by turning to several prominent planners and architects, Victor Gruen and Lawrence Halprin. Gruen, brought in by a downtown businessman in the 1950s proposed the well-known Gruen Plan for Fort Worth to develop a downtown void of automobiles by encircling the city's core with highways that led to periphery garages and developing a mall like setting in the city's center. Although it gained international praise for its innovation, Fort Worth never implemented the plan. In many ways the plan was revolutionary, but Gruen's approach to planning was not, as he followed common practice of the 1950s and completed the plan with little consultation with civic leaders or the public. Efforts to promote acceptance of the plan seemed successful at first with enthusiastic support by many, but the plan's expense, its singular focus on downtown, controversy over city ownership of parking garages required by the plan, failure of the state to finance key elements of the plan and a growing disinterest in the fate of downtown by a population in a rapidly decentralizing city, spelled its doom.

By the 1970s, the city officials, unwilling to give up, turned to another architect/planner, Lawrence Halprin, to revive an increasingly depressed and deteriorating downtown. Halprin like Gruen had been engaged planning suburban shopping malls but now turned his attention to downtowns. Although Halprin, a landscape architect, made recommendations for downtown that were not as revolutionary as Gruens, focusing on improvements in areas such as automobile circulation, ample parking, downtown housing, more green space and separating vehicle and pedestrian traffic, his approach to planning differed markedly from Gruen and reflected the changing nature of the profession which gave the client more say in the plan. Indeed, Halprin instituted a community workshop approach to "maximize the involvement of those Fort Worth citizens and organizations which [were] most directly concerned with the growth of downtown." Unlike Gruen, Halprin emphasized early and continuing citizen participation in his planning approach.

Although in many ways these approaches to planning proved quite different not only in the relationship to the client but also in the scope and originality of the plans, they both shared common challenges of implementation in an increasingly fragmented urban setting in which the public interest seemed subordinated by a growing emphasis on individual desires that took precedent over the needs of the whole, whether neighborhoods versus the urban core or various downtown business factions pursuing their own agendas. This paper, then, by focusing on downtown planning efforts in one Southwestern city after World War II, explores not only the changing nature of planning but suggests how changing notions of the city created new impediments to the successful implementation of downtown plans.

THE AUSTRALIAN METROPOLIS 2000-2015

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Planning at the metropolitan scale has been a constant in strategic visioning since the early 1900s and an ongoing focus in planning history studies. The aspirations driving broader integrated planning efforts have evolved and shifted in concert with changing economic, demographic, cultural, environmental, and technological circumstances. In the 21st century metropolitan strategies are generally recognized widely as vital coordinative, forward-looking instruments in helping to secure a range of planning goals. These include economic development, competitiveness, aligning land use and transport infrastructure, environmental sustainability, growth management, and a range of housing, health and other amenity targets consistent with the wider political consensus of neo-liberalism. This paper reviews the 21st century Australian experience against the backdrop of challenges posed for metropolitan planning authorities including employment structure and distribution, housing affordability, changing urban form, pressures for renewal, financing infrastructure, social inequality, and best-fit governance. Drawing from planning strategies prepared for the five mainland state capital cities since 2000, the paper identifies major planning trends, similarities and differences between the major cities and the differing roles of government in Australia's tripartite political system. The paper reflects on both achievements and problems in the pursuit of an increasingly complex and often competing set of near-universal aspirations for productive, sustainable, liveable and well-governed cities in the Australian context.

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Planning History and Planning Practice

PLANNING HISTORY AND LOCAL PRACTICE FOR THE CONSERVATION OF THE RESIDENTIAL ENVIRONMENT: LOCAL COMMUNITY IN TOKYO SUBURBS

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When considering residents' proactive residential environment conservation activities, can we gain any sense of the activities' history? In this paper, the writer highlights the achievements of the Jonan Housing Union, in the Tokyo suburbs, since 1924. This housing union began managing jointly leased land 90 years ago. It devised a local rule to preserve the residential environment, and this rule changed according to the circumstances of the times. This paper investigates the following two research questions. First, how was Jonan Housing Union able to maintain its own community organization and a desirable living environment for more than 90 years under high development pressure? Second, how did the group's own history over 90 years contribute to the conservation of the residential environment?

In the beginning, this study clarified that the turning point for the group's management of its own environment was the implementation of payment in kind of the lease to the landowner since 1955. Therefore, the Jonan Housing Union has gradually weakened its joint tenancy. On the other hand, it has continued as an organization to aim for the conservation of residential environments through community activity. The Housing Union revised its rules to implement a new union members-type system that differed from joint tenancy management. This union could be maintained without losing members who had changed from joint tenancy to individual land ownership. Through a discussion of the revised rules, the group recognized that residential environment conservation and management by the local community are integral. After the war, various community activities were started within the union; these were all conducted to protect the ideal rural life and environment, according to the original philosophy. The land prices had risen during the high economic growth period, and the union faced the destruction of the living environment because of increasing development. However, the union could face this challenge together because it was supported in its own community activities.

Next, this study clarified that historiography can act as a trigger to reaffirm the value of living sustainably in the community and the concept of the future of environmental conservation activities. The opportunity to conduct this study was provided by a request for us to archive historical materials. Furthermore, the group was seeking the opportunity to re-evaluate the value of its activities and residential areas through an understanding of its own history. Therefore, this survey involved not only reading materials but also several workshops residents shared their memories and activity records. Dialogue with local residents has revealed the relationship between the living environment conservation activities and the community, which is as yet unrecorded in historical documents. Currently, in parallel with the archives project, the union conducted a meeting to discuss the nature of its activities, and it has entered a new phase based on the results of this research.

CONSTRUCTING IDEAL NEIGHBORHOOD IN SOCIALIST CITY: 'LYRICAL' RESIDENTIAL ENVIRONMENT AND IT'S DECLINE IN CONTEMPORARY KYIV

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Soviet architects and urban planners were familiar with the ability of architecture and the built environment to produce collective affects, mass mobilization, and enjoyment, which were required in totalitarian state. Vladimir Paperny and Mikhail Ryklin noted the initial Communist Party's demand for more 'joyful' and 'bright' architecture, which, along with other changes in cultural policy, marked the transition from soviet avant-garde to Stalinist culture.

In the 1960-1970s, in the age of large scale state housing projects all over the USSR, standardised housing industry, and rapid reshaping of the soviet cities with new residential districts of high density housing ('microrayons'), the idea of 'emotional' urban landscape was utilized in other way by Kyiv architect Eduard Bilskiy. He tried to humanise homogeneous soviet built environment and create resilient neighborhood.

Our paper presents case study of an attempt to create socialist residential district in Kyiv as a complex work of art ('Gesamtkunstwerk') in the conditions of late soviet state housing. We studied Vynogradar district (1970-1987) from historical, spatial and social perspective, and try to develop a complex framework for studying the soviet built environment in Ukrainian cities and produce ideas for regaining resilience for them.

Main intention of Bilskiy was to neutralize the effect of monotonous landscape of standard mass housing using public art, landscape design and large open spaces, and creating neighborhood of human scale, with 'lyrical mood' (how he called it). Like several other big modernist planning projects in USSR, this one was not finished due to the budget cuts and bureaucracy in urban planning. The specificity of Vynogradar therefore is its incompleteness: its main public and recreational spaces, including cultural complex with adjoining pedestrian thoroughfares were not built. Now, in the conditions of uneven development, soviet residential districts on the urban periphery either experience spatial decline, or became targets for vast new commercial developments. In our case, not used for decades (vainly waiting for governmental funding to come), now some of the voids in the district fabric became chaotic parking lots, dumps, street markets, while others were built up with new, unplanned previously housing.

This means not only that Vynogradar could not be finished according to its initial plan and architect's intention (residential neighborhood of human scale). New housing exceeded the capacity of the district social infrastructure, causing further decline of public space and overcrowding.

By studying plans, principles of soviet urban development, and architect's intentions, we analyse how cultural and recreational infrastructure was carefully planned and then sacrificed in favor of new housing. What social and spatial outcomes did it call now, long after the collapse of USSR. We study the perception and image of the district among various social groups of its residents, both old tenants and newcomers (in-depth interviews), in order to conceptualise spatial transition and describe the change in social practices of production of space in post-soviet residential district.

HISTORIOGRAPHY AND PLANNING IN THE PRESERVATION PROJECTS AFTER THE GREAT EAST JAPAN EARTHQUAKE RECONSTRUCTION

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Preservation projects of historical buildings and landscape often cause contradictory problems in urban/local developments. In the context of disaster recovery, however, the difficulties caused by the loss and destruction of heritages rather emphasis the importance of the spiritual meaning of history and suggest to interpret history not only as the past event but also as the practice connecting the past to the present and to the future. The preservation in disaster area demands to study its history with more social and practical viewpoints. By referring to the path-dependency theory used in the area of economics and sociology, this study is going to examine the preservation and town reconstruction projects conducted in Kesenuma city of Miyagi prefecture in Japan from 2011 to 2015, and to discuss how the preservation projects have functioned to integrate multiple people's voices to the reconstruction plans, to oppose to the top-down functional decisions with diverse social logics, and how they present alternative idea and theory of planning and history.

In Kesenuma, along with its reconstruction, there have been many projects based on the ideas of preservation, and presented diverse ideas of heritage; professional historians have conducted preservations of historical buildings and objects, citizens' machizukuri (town reconstruction) groups have discussed the preservation of a huge fishing boat landed by the tsunami and of the daily landscape of fishing port, and volunteers and individuals worked to preserve memories, lifestyles and social relationship of people by saving damaged photographs, domestic space, and local rituals. Many of them, particularly the citizens' and individuals' projects, were primality recognized as opposing to the institutional projects of reconstruction, but were gradually recognized as important reflections of people's voices. They have many different characteristics from the other preservation issues raised in the world heritage and urban/local development projects. For example, in those Kesenuma projects, many anonymous and new leaders appeared as initiators of discussions and projects, various social factors were emphasized than economic and functional factors, and historical values were inquired for whom they have meanings. The reconstruction planning has transformed by unexpected economic and social factors and situations. However, the current updated recovery plans presented by the local government show how the objectives of planning have shifted from the welfare to the independence support in the last four years. They have come to evaluate the historical contexts and local everyday values as the common ground to discuss with people, to process reconstructions and to encourage people's subjective effort.

Thus, this study will discuss how diverse ideas of history/heritage and planning have appeared and shifted, and how they were realized in the recovery projects in the last four years, and, by referring to the idea of path-dependency, will show how this process has created another sense of history. It will not only show how preservation of heritages contributes to disaster recovery but also prove how the reconstruction of history integrates with the idea of planning.

ON EMERGENT DIFFICULTIES AND SUGGESTED SOLUTIONS FOR A REFORM OF THE JAPANESE URBAN PLANNING SYSTEM IN THE POST-URBANIZATION PERIOD – A RETHINKING OF THE MASTER PLAN

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Many local cities in Japan are confronting difficulties in formulating master plans because of population decline. The overall Japanese population began to decrease in 2008, and is projected to undergo a sharp reduction from a high point of 128.1 million in 2010 to around 86.7 million by 2060, as estimated by the National Institute of Population and Social Security Research (January, 2012).

As a case study, this paper reports on and points out deficiencies in the newest version of the master plan for Yamagata City, just finalized in 2015 and already under revision. The notable deficiencies, which detract from its rationality and reliability, could be categorized under four headings: i) the setting of appropriate planning goals, ii) effective arrangement of implementations, iii) coherence of plan document, and iv) participants' rigor in seeking the "right" plan during the planning process.

These deficiencies can be recognized as incompatibilities of the Japanese urban planning system with the post-urbanization period. The system was formulated in 1968 during the urbanization period, and it has functioned well enough for the reconstruction of areas devastated in recent disasters. The master plan system was subsequently revised in 1992 by an amendment to the Town Planning Act. However, a review of the short history of urban planning since 1992 reveals a steep aggravation in planning difficulties. It is apparent that a reform of the urban planning system is urgently needed to adapt to conditions in the post-urbanization period.

It is widely accepted in decision theory that such a situation, with low clarity of both ends and means, requires a shift from rationalism to incrementalism. This leads naturally to further questioning of the master plan as the basis for sustaining the rationality of town planning. The efficacy of the master plan in the post-urbanization period should be debated, as well as the merits of both approaches to resolving emerging urban issues.

Consequent to some of my planning experiences, I conclude this discussion with observations about the urgency of a reformed master plan for the post-urbanization period at this critical juncture in order to provide an adequate platform for combining the advantages of incrementalism and rationalism. The master plan should be amended to require; i) rationality in investment, ii) coherence with other projects, iii) integration of policies, iv) communication between municipalities and citizens, and v) knowledge management, including research and experimentation.

Master Plans, Urban Projects and Multiple Scales

MASTER PLANS, URBAN PROJECTS AND MULTIPLE SCALES IN URBAN CONFIGURATION

Thereza Cristina Carvalho

PPGAU-UFF

The planning system that existed in the decade of 1970, extremely centralizing, concentrating the resources of the entire order in the Union by submitting, thus, the other government instances to its precepts, had the territorial organization of the country as a development condition in view of the model of the nation that wanted to substantiate. The developmental approach that permeated the various impact policies on the territory, emanating from the federal government of that time, allied to the centralism of the public management then practiced, used to lend some type of proportionality, even though numeric, between the categories identified in the relevant legislation to the management, the definition of parameters and the dispute by the allocation of financial resources. It is with the extinction of the territory planning system, in the '90's, and the consequent deregulation which started

to be practiced in the country, in terms of the use and occupation of the land, that the production of laws, decrees and alike multiplies exponentially, especially as regards the creation, recasting and reallocation of financial resources to the various policies of territorial impact, with fragile management tools. Privatization of former state companies, taken over by global networks, followed and enhanced control over multiple markets, and inequalities in the XXIst century.

URBANISTIC INSTRUMENTS – CONSORTIUM URBAN OPERATION (CUO) AND URBAN INTERVENTION PLAN (UIP) IN THE AREA OF THE DISTRICTS OF VILA LEOPOLDINA-JAGUARÉ (SP): UNBALANCES AND POTENTIALS

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The regulation of urban planning instruments aimed at socio-territorial equity, such as Consortium Urban Operations (CUO) in São Paulo, goes back to the 1988 Federal Constitution, to the City Statute (Federal Law 10.257/2001), and to what was then the Master Plan of the city: SMP 2002 (Law 13.430, of September 13th, 2002). Nowadays, the city has a new Master Plan (SMP 2014, Law 16.050/14). In spite of this regulation, we identify discontinuities between the approval of the legal goalposts, urbanism instruments and their application. The Consortium Urban Operations (CUO), which are mechanisms for the induced development of areas, theoretically assured by this regulatory framework, suggest the mediation of Urban Projects that take place in their target perimeter, associated with the municipal government and real estate entrepreneurs. The definition of urban project is instrumental in order to understand its application, which is the basis for the critical analysis of similar urbanism plans and practices. The article discusses the Vila Leopoldina-Jaguapé not implemented CUO proposal, but implied an urban project, as defined in references by Mario Lungo, François Ascher, Juan Busquets, Nuno Portas and other authors. We discuss the conflicts between elaborations of this Plan-Project, based on technical studies made by the São Paulo City Urban Planning Secretary – SEMPLA (2003-4), for the aforementioned Consortium Urban Operation. We propose to compare SMP 2014 possibilities for the area, which, although including it in a possible Urban Operation, prioritizes specific projects and the real estate development with CEAGESP (São Paulo General Depository and Storehouse Company). We reinforce the coexistence of different instruments and possibilities for transforming the area, but we present the gains that the CUO might bring to the region, unlike the real estate development guided by the recently approved Law for Subdivision, Use and Occupation of the Land (LPUOS, 2016). Which is the basis for the most recent planned interventions for its target area.

URBAN RIVERS

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Historically, it has been found in Brazilian cities a natural complacency that allowed a close contact, although undesirable, between the natural and the human waste, which, as a result, a consumption of energy sources increasingly impure, about to become, in an extremity, inadequate to life. Among the natural resources essential to life, water is that today presents greater vulnerability and low power of resilience to anthropogenic pressures and climate change. While their consumption grows, their availability decreases, since it is also used for the disposal of various types of waste. Most Brazilian cities away from the coast developed in the valleys of the rivers, enjoying among other benefits, rivers that enabled the waste produced, being washed away. In an attempt to ensure the well-being of the people and protect the soil, the legislation formalized the marginal tracks, initially through the areas of Permanent Protection, but also allowed its use (for the purpose of urban planning or legitimizing consolidated areas) since the ends are justified as to social interest. Thus was created a legal situation of intangibility of marginal urban rivers tracks, a paradoxical situation of lawful impediment to the enjoyment of urban man's relationship with water: It can be said that we have a legal situation which practically prevents the human contact with the courses of water – should have its forested shores with minimum range 30 meters. The actual situation, however, is polluted urban streams and rivers, channeled bordered with streets, buildings and slums, often with its fuzzy and sanitary exhaustion made directly in the waters. Water quality of urban watercourses that drain the rainwater of the cities, is mainly the function of soil occupation type, especially in large cities, where your proofing rate is high. The chaotic urbanization and improper use of soil cause the reduction of the natural storage capacity of water courses. This paper presents the results of these surveys. The work was carried out at the Valão dos Bois, a river of the city of Seropédica, situated in the metropolitan region of Rio de Janeiro. It was selected 27 points of interest in the river, associated with different types of land use and river drainage tributaries, where depth and flow were measured and samples of the water to be analyzed chemically was collected. The evaluation of the impact was observed by means of water quality indices, according to Brazilian standards, and the verification of the effect of the dilution of the polluting load in terms of BOD, COD, dissolved oxygen, pH, total solids, in relation to the estimated flow rate of the river. From the results, it was possible to accomplish a space monitoring indicating the impact produced by each type of land use where the river passes. This work allows to observe, on a reduced scale, the impact on the contamination of rivers caused by different types of land use from an average City, where direct drainage of sewage into the waters of the rivers is a serious problem.

URBAN FORM, URBAN VISION AND URBAN MYOPIA: MIXED SCALES, URBAN TRANSFORMATIONS AND FRUSTRATIONS IN RIO DE JANEIRO

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PPPGAU-UFF

This article seeks to address the issue of cumulative temporal aggregation in contemporary urban interventions – how to incorporate pre-existing elements into urban projects that connect multiple spatial scales, based on urban genetics. A network of connected centralities, or polycentrism, is an inherited spatial model with future potential. It is considered here as an attribute of urban form, characterising the fabric formed of different hierarchies of centralities, created in different dynamics of formation or transformation, connected together in a network. Centrality cannot be defined by design. It may be planned but not designed - the urban form is not sufficient to make it happen. It is associated with vitality, with singular attributes that attract an accumulation of multiple individual initiatives, which in some circumstances have collective repercussions – transforming that section of the urban space into a central area. Analysis of the genetic morphology of central areas reveals the accumulated time scales and variety of social processes involved in spatial patterns that are still visible. Different rhythms of change, noticeable through looking at space on different scales, permeate the urban form and point towards different futures of expansion, consolidation, enhancement or contraction. This paper discusses and illustrates the idea of the spatial aggregation of time in the city of Rio de Janeiro in the light of the large-scale urban transformations that are now taking place. One site in particular is singled out - the so called renewal of one area in particular, the old port situated in the oldest historic central district of Rio, originally, in preparation for the Olympic games, which is no longer the case. It focusses on some of the multiple meaningful relations of belonging the area has accumulated over time. On-going research supports the preliminary results presented here.

Reviewing the Works of Professor Yorihusa Ishida (1932-2015)

“CHOKA-SHUYO (EXCESS CONDEMNATION)” REVISITED: DID TOKYO SHIKU-KAISEI MODEL AFTER PARIS REBUILDING?

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“Choka-Shuyo” is a Japanese term meaning condemnation of property on the edge of public improvements in Paris rebuilding, but is not a translation of a French term but of an American term “excess condemnation”. “The European..., while he may be familiar with the policy itself, may not recognize it by its American name”, wrote Robert Cushman. Soon after Hajime Seki translated it as “choka shuyo” in 1917, not a few people, who believed that the Meiji government had took Paris rebuilding as an ideal model for Tokyo Shiku-Kaisei, conjectured that the Tokyo Shiku-Kaisei Land and Building Disposition Codes of January 29, 1889 had already introduced the idea.

In recent years Yorihusa Ishida and Eiki Suzuki presented a similar hypothesis, by arguing that the Meiji government assumed that the Decree on Paris streets of March 26, 1852, was the most effective measure for Paris rebuilding and the policy of excess condemnation enacted by the Decree was successful as a means of recoupment, and introduced the idea into the Codes, but the government rarely used the power.

However, the Ishida-Suzuki hypothesis lacks adequate evidence: the argument that Paris rebuilding was an ideal model for Tokyo Shiku-Kaisei does not show any cause, except the talk of Naotane Yamazaki in 1885; the statement that the Decree was the most effective measure for Paris rebuilding and the policy of excess condemnation was financially successful does not present any evidential research; regarding the theory that the Codes modeled after the Decree, Suzuki himself throw doubt in his original paper, while Ishida and Suzuki did not show the reason why they read the term “kai-age (purchase)” in the Code as the term “shu-yo (condemnation)”.

This paper examines the Ishida-Suzuki hypothesis on the basis of existing research and primary materials, and reaches the following conclusions:

1. The Decree on Paris streets established a stringent limitation on the power of eminent domain, but Baron Haussmann, with backing from the resolutions of the Senate and the Conseil d'État, used the power “extralegally” and created “the baroque axial network” in Paris as Kevin Lynch described.
2. Existing research denies that the policy of excess condemnation was financially successful in Paris rebuilding.
3. The hypothesis that the government took Paris rebuilding as an ideal model for Tokyo Shiku-Kaisei lacks factual evidence.
4. Primary materials deny that the Codes introduced the idea of excess condemnation. The minutes of the Genrouin, which reviewed the first draft of the Codes, shows that the Genrouin members, representing property owners, imposed the duty on Tokyo Prefectural Governor to purchase remnants and

their adjoining parcels to remove disadvantages for the landowners associated with road widening projects. If it was the Decree what Masataka Kusumoto cited at the Genrouin meeting, he mistook the idea of “excess condemnation for public purposes” as that of “excess purchase for property owners.” The Codes used the term “kai-age (purchase)” instead of “shu-yo (condemnation)” and had no articles defining the procedures for compulsory acquisition of rights and for forcible eviction of property owners.

THE LIFE AND WORKS OF PROFESSOR YORIFUSA ISHIDA (1932-2015): A PIONEER OF PLANNING HISTORY IN JAPAN

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Professor Yorifusa Ishida (1932-2015) was a planning professor at Tokyo Metropolitan University, who was an active researcher for over 40 years from the early 1960s to the early 2000s. His research interests originated in rural communities and then expanded to land-use controls and planning in metropolitan peripheries, to historical studies of land-use control tools, to planning history in general, to international activities and comparative studies, and to his own planning theory and philosophy. Ishida was a leading planning scholar, active in post-war Japan, who deeply and widely analysed, and actively presented his views about, current planning administration and systems, as well as their historical development. He has left many high-quality writings which will serve as rich research records of the Japanese planning system and its history, and also as a stimulating repository for further research by future generations.

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JAPANESE URBAN HISTORY IN GLOBAL CONTEXT: PROFESSOR ISHIDA'S RESEARCH AND INTERNATIONAL EDUCATIONAL ACTIVITIES

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Ishida Yorifusa has been a major actor in the diffusion of knowledge about Japanese urban history and urban planning around the world. A long-time professor at Tokyo Metropolitan University, Ishida developed an extensive academic network within and beyond Japan over the decades. He entered the international stage rather late in his career, but became one of the key nodes in the exchange with European scholars nonetheless. Through articles written for publication in several foreign languages, notably English, French and German, Ishida helped connect Japanese planning history to global debates. As a participant in international conferences, he built connections to colleagues and young scholars. As an educator, Ishida demonstrated some of the same unique qualities that were inherent in his scholarship: a deep understanding of Japanese planning history and culture and a genuine desire to share his knowledge with colleagues and students. Whether by choice or by coincidence, Ishida also provided extensive support to young female scholars, for many of whom Japanese studies have become an important part in their academic career. Exploring the diverse ways of Ishida's engagement with international scholarship and scholars, this contribution highlights the importance of Ishida's role as an educator in the advancement of cross-cultural exchange in planning history.

FUTURE VISIONS OF TOKYO THAT MATTERED: HOW UTOPIAN CONCEPTS CAN SHAPE URBAN OUTCOMES

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Tokyo has been the subject of a wide range of radical and utopian future visions in the post-war period. The question posed here is, have these played any significant role in shaping Japanese architecture, planning, and governance practices and outcomes through this period of rapid change? Can radical urban visions sometimes shape the city by mobilizing imagination and inspiring action? Definitive evidence is hard to find, as it is impossible to know what might have happened anyway, and the dynamics of such impacts are more complex than simple collisions of ideas with policy processes. Actually implementing such visions requires massive flows of capital, sustained political support, and strategic action in multiple political and economic arenas. The Tokyo case suggests that radical future imaginaries can have significant impacts, but that the specific technology or design advocated in the vision is sometimes not as important or as lasting as the opportunity identified. This essay outlines the reasons for Tokyo's centrality in Japanese future visions, and traces the evolution of a wildly utopian idea proposed by the Metabolists in 1960, building a new city in Tokyo Bay that has been significantly implemented, although not in a way that would have pleased its creators.

Planning History: Case Studies

EARLY TWENTIETH-CENTURY NEIGHBORHOOD ENTRYWAYS IN BUFFALO, NEW YORK: AN OVERVIEW OF FORM AND FUNCTION

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During the prime of streetcar transportation in the United States, which took place in the late nineteenth and early twentieth centuries, neighborhood development took on a new form and distinct character. Expanded development opportunities related to streetcar network growth—combined with residents' desires for removal from noise, pollution, and dirt of industrial-era cities—encouraged growth of “streetcar suburbs” and other exclusive neighborhoods designed to offer refuge from urban ills.

The ideology of contemporaneous neighborhood development manifests itself in the physical features of the design of neighborhoods. One such feature that appeared in early 20th-century streetcar neighborhoods is a neighborhood entryway marker or gateway. These markers typically, but not always, took the form of a set of stone or brick towers, placed at the entrance to a residential street from an arterial roadway.

In this study, we explore the nature, form, and placement of these markers, and the role they play in neighborhood identity. Using a combination of primary and secondary literature, field data, and spatial analysis, we investigate the history, context, and purpose of these structures in Buffalo, New York in residential enclaves adjacent to public transit corridors.

To achieve our aim, we first describe the emergence of streetcar suburbs, define common building and development practices, and identify potential pitfalls and difficulties associated with development at the time. Subsequently, we thoroughly contextualize, describe, and ground the objects of analysis in their proper setting. Finally, we carefully consider the role of neighborhood entryway markers in their neighborhoods, their purposes, and their significance to those who would choose to live in the areas that they delineate. Our method takes care to emphasize the connected and reciprocal nature of factors and influences in neighborhood development, demonstrating that elements such as these gateways function not in a vacuum, but in concert with a multitude of structural and ideological elements.

The streetcar provided city residents with mobility to a degree that they had never seen before. While this mobility allowed people and development to deconcentrate, to fulfill their desires for fresh air, light, and serenity, it also allowed aspects of the city that people were trying to escape to spread out with them. Findings from our analysis suggest that in order to protect their neighborhoods, developers in this era devised ways to insulate their projects from such infringement. Neighborhood entry gateways proved to be one effective tool toward this end. In conjunction with both design and practical tools, these structures protected and insulated their neighborhoods from the nuisances of industrial cities, offering those who could afford it a peaceful refuge and a controlled natural setting. We conclude that, in concert with other neighborhood components, these structures produce significant effects on the streets and neighborhoods whose boundaries they delineate: they serve to isolate neighborhoods from undesirable urban influences, insulate and create a sense of privacy, and help to maintain the integrity of the neighborhood's intended design.

PLANNING THE “NEW WEST”: URBAN PLANNING IN WESTERN CANADA, 1800-1914

Catherine Ulmer

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Writing in 1910, Western Canadian businessman D.G. Revell extolled the possibilities for planning within “the new west”[1]. Whereas planners within older urban centres in Eastern Canada and Europe faced an uphill battle, confronting issues resulting from decades of untamed urbanization, those in the West, Revell enthused, were instead, “starting with a clean slate” [2]. If its municipalities were “intelligently guided” from the start, he concluded, they could stand as global “ideal[s]”[3]. Revell’s sentiments were echoed in a publication sent out by the Saskatoon, Saskatchewan, Board of Trade in the same year. Praising the city’s urban development, the Board boasted that with “no old inhabitants to hinder progress”, “no city in the entire British Empire” could match Saskatoon’s potential [4].

All city building in Canada emerged out of a legacy of migration and demographic transformation as colonizers displaced the nation’s Aboriginal inhabitants and built settlements that “manipulate[ed] the social and natural landscape” to reflect European norms [5]. The slower pace of colonization in Western Canada, though, meant that discussions surrounding urban development coincided with the emergence of modern urban planning in the late nineteenth and early twentieth centuries. Joining their Eastern Canadian colleagues, Western actors looked outwards in their search for a new urban vision, joining the growing transnational urban planning cohort. However, their belief that the region was an empty land on the brink of a glorious destiny distinguished Western planning thought throughout the early twentieth century, uniting its planning advocates. Surveying land recently and purposefully “cleared” of its Indigenous peoples, these reformers saw in modern urban planning a way to continue the process of colonization by physically ordering and civilizing their built environment [6].

This paper considers the unique nature of planning in Western Canada from the 1880s to 1914 through a case study of urban development in Saskatoon, Saskatchewan. Established in 1883, by 1906 Saskatoon was incorporated as a city with a population of over 4,000. In a bid to establish the city as the centre of the province’s future development, dispel perceptions of the region as wild and uncivilized, and attract settlement, the city’s boosters looked to urban planning, connecting to the international movement. My paper first briefly considers the province’s pre-colonial history and early European efforts to shape the landscape before turning to a study of Saskatoon actors’ interest in foreign planning advances. Through an examination of correspondence, articles, reports, and proposed plans, I illustrate that early twentieth century planning in the West was grounded in attempts to further “civilize” the region; such aims directed Western interactions with the transnational planning cohort and influenced the innovations they imported.

TRANSFORMATION OF EXPOSITION SPACE AT AN URBAN SCALE

Gonca Z. Tuncbilek

International expositions began to gain popularity in late 19th century, particularly in Europe, and in time came to influence both architecture and urban planning, affecting their historical development. Expositions serve as a means of displaying architecture, particularly since industrialization, and have an influence that can transform their surrounding metropolitan areas in different ways. These influenced areas extend way beyond their own scales, and even if they no longer exist today, and have the potential to transform the urban space in which they are located. This study analyses the case of the Great Exhibition of 1851, in London, United Kingdom, which can be considered as the world’s first international event, and which played a significant role in the transformation of the Kensington site. Although the exhibition space itself was temporary, it transformed the Kensington site on which it was located at an urban scale. This part of the London has changed following the reorganization and redesign after the exhibition was over, and the exposition space has developed into an integrated part of the city by taking on a set of additional functions, with the additional influence also of such neighbouring institutions as museums and later exhibition spaces.

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THE PRE-HISTORY OF REGIONAL SCIENCE METHODS IN PLANNING: THE EXPERIENCE OF BRITISH PLANNING IN THE 1940S

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Regional science, as a field of research activity, has its roots in the 1950s, when economists, geographers and planners began to realise the potential of inter-disciplinary approaches to the rigorous analysis of cities and regions. Major advances were made in the development of regional science theory and method and its application to public policy. Especially in the 1960s and 1970s, the use of regional science methods to support strategic spatial planning became widespread, strongly linked to the adoption of a rational model of the plan-making process, with explicit objectives and the generation and testing of alternative planning strategies.

The adoption of such approaches was seen at the time by many planners as an important step towards creating a more modern planning process that took advantage of the latest developments in computing and data handling. However, it would be misleading to assume that this 'scientific' activity was completely without precedent. In the 1940s, on both sides of the Atlantic, there is ample evidence of the application of social science methods and theory in planning. Hebbert, for example, provides a fascinating account of what he calls the 'daring experiments' of the 1940s when, for the first time, geographers, economists and sociologists became involved in land-use planning in Britain.

In this paper, this 'pre-history' of regional science methods is explored. The focus is upon systematic planning methods used to support the plan-making process. These methods, which may be quantitative or qualitative, are capable of being applied at various stages of making a plan and keeping it up to date. As formal methods, they are documented, may be applied consistently and can be replicated.

The paper looks at British experience of plan-making during and immediately after the Second World War, a remarkably productive period in the development of planning methodology. Many of the ideas of Patrick Geddes, a planning pioneer long forgotten by planning practitioners, including particularly survey-before-plan and the city region as the geographical basis for plan-making, were re-discovered; plan-making was increasingly seen as teamwork involving a range of disciplines and professions; some planners were able to engage in Hebbert's daring experiments; and planning was beginning to rely upon the results of applied social science research. As the country looked forward to a period of post-war reconstruction, the public and political profile of planning was at an all-time high. However, the 1947 Planning Act, which brought with it the requirement for all local authorities to prepare a development plan, would place heavy demands upon the planning profession.

The paper looks at the influences upon plan-making at the time: the experimental planning studies that foreshadowed the new planning system; the official guidance provided by government to usher in the new system; the role played by social scientists; the professional training provided for planners; and the international inter-change of ideas and practice concerned with plan-making. It examines the reasons why the statutory plans produced under the new Planning Act were so disappointing in terms of their methodology.

Policy Making Systems of City, Culture and Society

Instrumentalising Culture

POST-CBD REDEVELOPMENT IN DUTCH AND ITALIAN UNESCO-CITIES

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Hypothesis

[Is there a fundamental contradiction between Cultural Heritage and Urban Renewal or] can Urban Planning lead to a piece-by-piece redevelopment process by which historic characteristics in physical properties and social composition of neighbourhoods are preserved?

Methodology

In World Heritage cities over 30 projects have been analysed, following this enquiry format:

1. Outline of the major redevelopment interventions in the respective city centres over the 20th Century;
2. Operative planning instruments and policies
3. History of the single locations: previous situation, design competitions, specific regulations, influence of institutions and citizens;
4. Design principles: reference to Genius Loci and/or to particular periods in History, evaluation of costs and benefits.

Results

This research presents a dichotomy between Italian and Dutch urban renewal planning systems after CBD-policies. Italian policies were driven by restoration, whereas in Holland substitution by new construction prevails. The Italian planning approach towards Heritage Cities is also applied in Dalmatia. Dutch social housing and redevelopment of former docklands is also practiced in World Heritage cities like Liverpool. Italian *restauro conservativo*: is a framework of physical planning to control interventions by private property owners. Italian urban planning generally resulted in renovation instead of demolition. As social housing is an exception in historic centres, gentrification has been facilitated (e.g. Venezia). In Holland district renewal -after strong citizen's protests against CBD-policies- followed the primacy of social housing. This Building for the neighbourhood consisted of a gradual replacement of private properties by new social housing. This created a consensus with the residents and preserved the social mix in the districts. In the 1990s the accent of Dutch urban renewal was laid on a mix of free market and social housing on brownfields and docklands.

Relevance for Planning History The urban planning systems in the two countries reveal fundamental differences:

- a. The Italian instrument (*strumento urbanistico*, formerly PRG) controls formal aspects – the Dutch destination plan (*omgevingsplan* formerly *bestemmingsplan*) functions and use.
- b. This distinction has historic roots. Already in the 12th Century the Dutch had a utilitarian attitude towards land use. This “Form follows Function” is the central issue in Dutch planning and not the buildings or their technical state.
- c. The formal restrictions in Italian planning, “Function follows form”, derive from the more solid structure of buildings, the stronger position of private property and the pride to conserve local and regional traditions.

On one hand, the research reveals a creative practice of re-use of historic buildings in Italy, also for existing functions that elsewhere are considered only to be accommodated in new constructions in peripheral locations, like hospitals (e.g. Firenze and Venezia).

On the other hand, the impressive social housing programmes in Holland have resulted in a lesser degree of gentrification with respect to other historic cities.

Both strategies can contribute to a resilient city after periods of degradation or destruction. The followed methods can be analysed and applied in adapted form in situations of new challenges on (damaged) heritage cities.

THE RELATIONSHIP BETWEEN URBAN PLANNING AND CULTURAL POLICY

Carlos Galceran

Architect

One of the greatest challenges for the cities in the XXI century is how to find social integration in the diversity and the greatest goal is to avoid that the diversity of the population doesn't cause segmentation and exclusion. We have to understand cities as an open system to develop ideas and projects that come from the citizens themselves. The Network of Civic Centers in the city of Girona in Catalunya, Spain, shows us how to achieve that task and the way to integrate cultural policies together with urban planning and social policies. The city of Girona is a middle age city that has a modern area and it is very interesting to study how the two parts of the city can be planned together and contribute to the social integration. My goal is to make a research about the story of this public policy, how the Girona City Hall could develop a public policy that survive over the changes of different politic parties in the government of the city and manage this policy of integration using the tool of a network that integrates seven civic centers that offers different activities to the citizens in different areas. A good social policy begins with a good cultural policy. I think that cultural policy, social policy and urban planning are part of the same system and they have to work together with the goal to obtain better cities to live on

The city of Girona is a paradigmatic example, as it presents a middle age part of it, from the early XIth. Century, and a modern part. Each of the different civic centers is located in different parts of the city, each of them with different and special issues as poverty, immigration, etc. Some of these civic centers are located in old buildings of the XVth. Century that have being recycled for modern uses and some of them is part of new urban planning that is projected to develop a hole area. I think that is very interesting to study this planning and city managing experience to take conclusions about their success and the problems that they had to resolve. I plan to make my research with interviews to the different political and social actors in this management, and to interview the academic staff of the Cultural University of Girona that I have the pleasure to meet personally in my last trip to Girona like Alfons Martinells and Gema Carbo. The conclusions of this study will give us tools to reproduce this policy in other cities around the world, and I am very interested to use this experience in the management of my city, Montevideo in Uruguay. We can find in Montevideo some public spaces that have been planned to help social and cultural integration in different areas of the city and I plan to bring the results of my research to help this process

FROM NATIONAL DISGRACE TO EUROPEAN CAPITAL OF CULTURE 2019 MATERA'S DNA: THE NATURE-CITY REGENERATING STRATEGY

Ina Macaione | Enrico Anello | Armando Sichenze

Nature City LAB, Dicem Università della Basilicata

During the course of its candidacy and successful bid to be nominated as European Capital of Culture 2019, Matera has become a sort of big magnifying glass over the idea of a city's capability to attain achievements in a time of extreme reduction in public spending. In Matera one can observe the phenomenon of a city anchored to its architectural history while living within a disorganised society, pervaded by a "liquid culture" similar to Bauman's definition of European culture as: fluid, unstable, variable, with little consistency. The recognition of Matera as Capital of Culture in 2019, is mainly based on the appreciation by the European Commissioners for that complete paradigm for a city that Matera is: an active and thriving city articulated through five kinds of settlement forms, sedimented in time throughout nine thousand years of history, and now lived in different ways, yet are still closely knitted due to the small size of the urban area. The latest studies show that the best known urban regeneration has taken place in the suburbs called Sassi. A far cry from their being denounced in the 1950's by De Gasperi as the "shame of humanity", they have become the most famous Italian recovery of a historical city, a process culminating in their joining the list of Unesco's World Heritage Sites. For various reasons today Matera is therefore one of those rare Italian places where it is still possible to think, discuss and design with a policentric way of comparison, without getting lost in an absolute nothing. This is now the biggest asset allowing Matera to drive forward a pivotal cultural role even in its transition from historical city to pioneering innovations related to the digitisation of services. In a context in which the city through its candidacy has become of Culture Capital 2019, the goal of this research will be to understand how citizenship is responding to its tendency to become a cultural city. The research over Matera, allows to define the city as something that exists between the natural and the artificial, which is subject to culture and therefore of permanence and memory.

As a resilient city, Matera represents a phenomenon of architecture at different scales and where the architecture of the city is the limiting part, that however, contains other variables, such as the nature that encompasses the "whole" of the city, to which all architecture is physically part of the initial charge.

The research will also focus its attention on participation/planning processes that we are studying, with results already published in the city's DNA, as part of a program of City Workshops that take place in the part of the city once called periphery, particularly defined in the thirteen historic districts called "modern", situated beyond the "Sassi" and the city center. Therefore in a context where the city produces a faster evolution of itself, can Matera be in line with the development plan that will make it the future Culture Capital?

MOSQUE USE DENSITY AND PHYSICAL ENVIRONMENTAL CHARACTERISTICS AROUND THE MOSQUES IN HISTORICAL AND NEW DEVELOPMENT AREAS OF IZMIR, TURKEY

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Mosques are important buildings that people tend to go for five times a day and on special events in Muslim settlements. Although, mosques are built by the authority or wealthy Muslims for charity purposes, various factors may influence the location choice of mosques, such as: (1) population size, (2) accessibility and (3) land use. Muslim men tend to worship in mosques as a daily activity. Even those who do not worship daily tend to worship in mosques on Fridays, Sacrifice Feast, and Ramadan feast. Thus, mosques reached their highest density on those special events (as majority visit mosques on those special events). Considering, mosques are used daily by many Muslims, people choose to go to the mosques that are in a walking distance to their house or work. According to spatial planning and construction regulations of Turkey 2014, approximate walking distance of mosques varies between 250- 400 meter based on their size. In historical city centres, such regulations are met. However, in contemporary environments mosques could be located further from such distances. This paper discusses the mosque use density in relation to physical environmental characteristics around them. In addition, the physical environmental characteristics around the mosques in historical city centres and in contemporary areas in the periphery are compared. A total of ten mosques were analyzed; seven were located in the city center (Kemeraltı district), three were located in new development areas (Mavişehir district). Kemeraltı district has been occupied since the Byzantine period. Ottoman Turks settled in the area in 1425. In other words, Kemeraltı district represents the historical character and has been serving as the city centre for a long time. Mavişehir districts represents the contemporary environment and located on the periphery in İzmir. To compare the use density and physical environmental characteristics in two areas (contemporary and historical) various data was collected. For the use density, surveys were held with imam of each mosque and peak hour use density were derived. For physical environmental characteristics, accessibility, land use differentiation and building density were measured. Land use differentiation and building density were measured via geographic information systems. Accessibility was calculated for each mosque via Space Syntax. Results showed differences in physical environmental characteristics in two areas. In parallel, use density was higher in historical city centres than that in contemporary areas. Despite the methodological limitations (small sample size etc.), this study is important in highlighting the relation between physical environment and people's behaviour in the case of mosque use. The applied value for urban design is discussed.

Planning Policies and Culture

THE HISTORY OF AESTHETIC CONTROL AND MANAGEMENT IN THE PLANNING SYSTEM, THE CASE OF TURKEY

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Urban aesthetics is a complex subject that needs to be evaluated in a city beyond its physical characteristics. As the built environment is the central part of human existence, and collectively coordinating individual decisions is the best management practice to add or change the environment, aesthetic control is necessary. Aesthetic control and management have been affected from the practice of urban planning in time. The aim of the paper is to discuss the approaches related to aesthetic control management depending on the change of the Turkish planning system within the historical process. In the study, aesthetic control and management depending on the practise of the Turkish planning system are analysed in four planning periods. The lessons to be taken from the Turkey case may be useful for countries facing the same dynamic development process.

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NARRATIVES OF RESILIENCE IN THE RECONSTRUCTION OF ROTTERDAM AND LIVERPOOL (1940-1975)

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During the Second World War, the port cities of Rotterdam and Liverpool were severely damaged in multiple air raids. Already during the war, plans were made to face the challenges of social, economic and physical recovery. An important part of these plans were narratives of positivity, resilience, and progress. This paper aims to analyse these narratives of resilience and reconstruction, examine who were responsible for these narratives, and to what extent these narratives influenced the politics and results of the reconstruction of Rotterdam and Liverpool after the Second World War. The positive narratives of resilience in Rotterdam and Liverpool were largely prompted by the pessimism and lethargy among the citizens during the war. The British Mass-Observation project recounts that after the air raids of May 1941, in Liverpool “There was practically nothing anywhere apparently being done with energy and imagination, to put a people back on its feet after perhaps the worst continuous battering any people have yet had in this country in this war.” While in both cities plans were already being made, local coalitions of public and private actors realised that the story of the reconstruction had to be a hopeful one, and involve the creation of jobs, the building of houses, and the sanitisation of the pre-war city. Ultimately, the plans for the city centre represented a new élan and the construction of a new city identity. The reconstruction of Rotterdam went relatively swift. While the reconstruction of the port was given priority, in 1953 the iconic Lijnbaan shopping district was opened and in 1966, the reconstruction of the city centre was considered finished with the Doelen concert hall. However, even though the first plans for the reconstruction of Liverpool were already published in 1944, it was not until 1959 when private developers commissioned plans for the rebuilding of four areas in the inner city. Of these four areas, only the shopping area around St John’s Precinct was finished remotely according to plan; the priority of housing is generally regarded to be the main reason for this. The aim of this paper is to examine why, despite similar narratives of resilience and reconstruction, the outcomes of the reconstruction of both cities were so different. In order to analyse the narratives of resilience, we have the following objectives. First, we relate the cases of Liverpool and Rotterdam to literature on disasters and the resilience of cities. Secondly, we will map the coalitions of public and private actors that were involved in the reconstruction of the city centres and relate these coalitions to the narratives of resilience. Furthermore, we try to analyse the different planning stages and priorities of reconstruction. In conclusion, we aim to explain why, despite similar damages, the centre of Rotterdam was rebuilt according to a uniform plan, while plans for the centre of Liverpool were only partly (if at all) were executed.

PLANNING AND POSTPONING THE URBAN REFORM OF COIMBRA'S DOWNTOWN

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In this paper I aim to analyse the process of transformation and modernization of Coimbra's downtown during the 19th century and the beginnings of the 20th century, firstly carried out to deal with the recurrent flooding of the Mondego River but moreover as a beautification plan carried out according to European models. Coimbra, like all Portuguese cities in this period, faced several sanitary problems due to the absence of water and sewage networks, lighting infrastructures and public transport; in addition in Coimbra these problems were exacerbated by the recurrent floods. The solution was the construction of a new riverbank, planned and executed by state engineers but partially paid for by the municipality. This work endorsed the reform of the main city entrance, the construction of a new bridge and a square, the enlargement of the Coruche Street and the construction of a boulevard by the river. Just a few years later, the riverfront and the image of Coimbra were reconfigured once more to implant a new train line and station. With this project began a new phase of planning that has lasted until today. It started with the opening of a boulevard connecting the station and the town hall. Then, at the beginning of the 20th century and, within the principles in vogue in Europe, the plan was extended to propose a set of wide avenues to sanitize the unhealthy downtown. The financial difficulties and the lack of government support postponed this ambitious plan. But, it was not overlooked, and was followed by a succession of plans and became a part of the collective imaginary. We analyse this set of plans, its motivations and its relation with international models. Furthermore we aim to explore its processes, emphasizing the role of the population yearning for the reform of the old core and the municipal council's efforts to execute these plans. In conclusion we stress the consequences of these unrealized plans for the transformation and growth of the rest of the city.

THE BO-KAAP AND CURRENT COMMUNITY RESISTANCE TO MONSTROUS DEVELOPMENT PROPOSALS: LESSONS ABOUT APPROPRIATE RESILIENT SETTLEMENT PLANNING AND DESIGN

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Foucault once suggested that the study of social phenomena in pathological societies sometimes reveals clearly what is elsewhere less obvious. The paper is about an instance of such raw instrumentality from the African southern tip and global edge, reflecting on the main features of the historical evolution of physical settlement planning thought and practice at the Cape of Good Hope, also known as the Cape of Storms. The paper is offered because, perhaps, the enquiry and the findings may be of broader utility. Analysis of the historical development of Cape Town has suggested that a number of settlement-making paradigms were operative during the respective periods: the pre-colonial; the earlier (1600s-1840s) and later colonial (1840s-1920s); and the 'modern town planning' (±1930s-to the present). In recent times there have been numerous calls for a shift away from the mechanistic, reductionist and functionalist 'modern town planning' paradigm, which continues to be based on a programmatic land-use planning approach and which was appropriated by the operative apartheid ideology in South Africa for very many decades, leading to universally acknowledged pathological societal and settlement actualities that have endured. However and paradoxically, as illustrated by the case of the Bo-Kaap and current development proposals on its fringes, ill-founded city planning practice continues to be propagated, leading to community resistance. The paper rests on the premise that closer examination of some of the attributes of earlier colonial models of settlement-making is of relevance to the quest for some valid principles for more equitable and resilient physical structuring of settlements at the current time. Selective evidence is marshaled in this regard from the 1800's at the Cape, as well as current debates about proposed development. On the evidence, the paper suggests that the physical order of structure of the Bo-Kaap town extension dating from the late 1700's and early 1800's, as well as the dynamic nature of the sporadic unfolding, development infill and redevelopment that have occurred as part of the development processes exhibited, do appear to hold lessons for resilient town building in our time. Current debates about what is appropriate development on its fringes feature and attention is also drawn to parallels between features of the historic practices of settlement-making briefly examined in the paper and ideas about the making of the city expressed in the 1950's-60s and more recently by urban design pioneers, critics and planners, such as David Crane, Romaldo Giurgola, Jane Jacobs, Christopher Alexander, John Habraken, Jan Ghel and Ananya Roy.

Bottom Up and De-Centralised Processes

BETTER (URBAN) POLICIES FOR BETTER LIVES – THE ROLE OF OECD IN TRANSNATIONAL EXCHANGES OF PLANNING IDEAS IN THE 1970S

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In the second half of the twentieth century, urban planning was perceived as the government responsibility, at least in centralised countries as France and the UK. Nevertheless, during this period, international organisations came also to play a growing role. This paper examines the influence of the OECD in the exchange of planning ideas during the 1970s, a field the organisation added to its program in the late 1960s. It is based on the assumption that the working methods developed by the OECD contributed to modify the perception of urban mutations in a transnational way and to highlight local experiments as the expression of on-the-ground contemporary trends that needed governments' attention. The organisation played a facilitating role to open a dialogue between scales of decision-making, defending that urban problems had no borders and needed close co-operation of all authorities.

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MEDIATION FOR THE SOLUTION OF URBAN PROBLEMS: THE SEARCH FOR ENVIRONMENTAL QUALITY FOR PRESENT AND FUTURE GENERATIONS BY APPLYING GOVERNANCE PROCESSES

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This article analyzes the role of the new forms of conflict resolution, focusing on mediation, for solving urban problems. At first, it indicates the historical development of irregular occupation in Brazil, addressing how it arose in the country. After, it evaluates the historical development of mediation in the Brazilian legislation as a way of solution to urban conflicts generated by the illegal occupation. Lastly, it addresses the governance, assessing its concept and importance, as well as how it can be performed for the defense and protection of the urban environment, with a view to maintaining environmental quality for present and future generations in respect for the principle of intergenerational solidarity (adopted by the Brazilian Constitution), by combining with the mediation.

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PLANNING CONTROLS AND BOTTOM-UP PRACTICE: DYNAMIC FORMS AND MEANINGS IN DAXUE ROAD, SHAPOWEI (2012-2016)

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Recently, the transformation of China's planning direction has been widely concerned, which indicates the trends from the increment planning to inventory planning and policy planning. Inventory planning which focuses on dealing with complicated problems relates to the adjustment of existing interests. And policy planning is an essential supporting means for the above two types of planning implementation. This study selects the Daxue Road, Shapowei, Xiamen as the research area, where boat people gather and settle. Besides, this community-scale area also suffered from a series of commercialization dramatically since 2012. The research indicates a clear process of three periods of typology evolution, which identifies the typological logics evolved from the local socio-spatial practice. In this process, due to various driving forces and power games, a series of rapid and complicated

transformations emerging from bottom-up interventions and top-down controls.

This study discusses the dynamic forms and meanings of three principal types of shop house in Daxue Road- the standard form, the isomorphic form, and the metamorphosis form- that sequentially appeared in the bottom-up housing history. And each building type influenced by spontaneous needs and governance controls is explored in a dynamic way over the time, as well as how it resiliently developed into a mixed street landscape. Literature review is applied to collect historical developments about this old town area and planning controls. Field survey, oral interview and spatial mapping are employed to and identify the basic types and their evolutionary patterns.

Results show that buildings' patterns in Shapowei experienced from a representational evolution to a structural transformation, demonstrating the dynamic interactions from both sides of top-down and bottom-up. In this period, the percentage of residences part was decreasing accordingly, accompanying with many new commercial types involved to dramatically change the existing typology. And there still exists obvious gaps among planning regulation acts, street landscape and building types, which resulted in large informal housing activities afterwards, and produces their own meanings. Large scales of spontaneous practices indicate the absence of policy planning. Nowadays, China's urbanization is undergoing a rapid structure adjustment and transformation stage, however, with a series of issues happened in the regeneration process of old town areas. This study focusing on the typological evolution and its urban spatial mechanism could provide a potential model to understand the resilience between bottom-up practice and top-down regulations.

PUBLIC PARTICIPATION IN LOCAL GOVERNANCE DURING 90S IN ÇANAKKALE

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This paper aims to discuss the historical background of today's city councils, by examining the Çanakkale experience to pursue the roots of participative democracy at the local level. Drawing on the examples of local participation in Çanakkale during 90s, it is recognized that this approach of the municipality opened up new possibilities of enhancing the capacity of the local democracy. Çanakkale was one of the distinct examples of local participative administration during the early 90's in Turkey for being the first experience of participative democracy at the local level. The main tool for establishing a participative administration, the mayor of the city began organizing open public meetings. However, the meetings were limited merely for the decision-making process. To overcome this limitation three new mechanisms come into use. These were opening a space for the locals to debate issues before the decision-making process; using public participation in the planning process of one of the central historical neighbourhoods' of the city and lastly, carrying out the Local Agenda 21 to encourage public participation. So, this paper investigates the construction of participative democracy at the local level in Turkey by examining these three mechanisms in detail and how do they shaped today's mechanisms.

SPATIAL MANIFESTATIONS OF NEOLIBERAL URBANISM IN THE CASE OF ISTANBUL: INTERROGATING MASSIVE MIX-USE PROJECTS

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The rise of neo-liberal economic policies marked the changes in the urban agenda and the way urban areas develop and function over the last three decades. Today, cities are extremely dependent on economic structure and governing policies, in which profit based approaches start to dominate how the urban environment is shaped. Major cities all around the world are in constant competition with each other to attract capital flow, tourists and highly qualified labour to put themselves in the global cities map. In that regard, along with the unprecedented levels of urbanization taking place, functional, spatial and social segregation is growing in cities more than ever. In the new era of competition among cities, Istanbul has become the focus of Turkey's economic development effort. From the 1980's national policy intended to make Istanbul the focal point of a neo-liberal strategy approach to integrating the Turkish economy with global markets. These policy packages had a strong influence on the changing face of Istanbul in the post-1980's period (Enlil, 2011). As stated by many critics, from government driven, top down, controversial, gigantic infrastructural projects, to incredible numbers of shopping malls standing side by side, to the so-called social housing projects (which in many cases destroys historical, poor neighbourhoods to open up space for private real estate developments), as well as the presence of a strong tabula rasa approach rooted in municipal projects, the city transformed rapidly and became a perfect example of what a neoliberal city is all about in the most extreme ways possible (Ekmekçi 2012, Bartu 2014, Aksoy 2014). After the financial crisis in 2000/01, the city -as any other major cities have- responded to the pressures of the global economy by using very big, mixed-use developments as attractors of multinational business and sites for new housing. Since then, a vast number of large scale mix use projects have been built both at the centre and the periphery of Istanbul, by private investors. These massive projects form new urban dynamics, change the urban morphology and transform the existing built environment. This transformation is a part of neoliberal urban approach and "new Istanbul" discourse and its selective "middle and upper class" democracy. It is associated with new forms of "governing" urban interventions, characterized by less democratic and more elite-driven priorities. Within this framework, through a discursive reading of the visual and textual material on the three selected large scaled mix-use

projects in Istanbul (Zorlu Center, Mall of Istanbul and Emaar Square), this study aims to explore contradictory dynamics of the urban restructuring of Istanbul along with the “new Istanbul” discourse. By focusing on; scales/urban impacts of the projects, their decision-making process, targeted social groups, projected ‘needs’ and ‘lifestyle’, the study intends to provide an alternative discussion platform for a broader understanding of the formation of architecture and the reproduction of the city.

Public Spaces and Public Policy

RESILIENCE AND URBAN TRANSFORMATION IN THE LANDSCAPE OF XV DE NOVEMBRO SQUARE IN RIO DE JANEIRO IN THE SECOND HALF OF THE TWENTIETH CENTURY

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The goal of this paper is to study the urban transformation in Rio de Janeiro's downtown area, as well as its resilience capacity in light of the countless urban renewal projects undertaken in the region. With a focus on one of its main centers of power, XV de Novembro Square along the second half of the 20th century, we intend to examine the projects, the social actors and the urban planning associated with this area, as well as the persistence of different elements within this landscape. The aim is to reflect on how the physical resistance of the buildings and of urban form were made possible in light of the urban planning policies. XV de Novembro Square first was occupied in the 16th century, but it was in the 18th century that it became the main port in Brazil, due to its strategic location for the Portuguese Crown to ship out its products into the Atlantic. It also served as the seat of the government, a residence for nobility and place for the public display of power. The square's urban fabric, depicted by several artists and photographers, took on a monumental aspect, related to the rhetoric and persuasive symbols commonly found in the seats of power in the Americas. Even after monarchy was abolished and the seat of government was moved to another district, XV de Novembro Square remained in the urban imaginary as a “historic center”. In the 1950s, XV de Novembro Square was deeply affected by construction of an elevated roadway that contoured Rio de Janeiro's downtown along the edge of Guanabara Bay, as the square lost its relationship with the sea and saw its port activities gradually move elsewhere. Major changes took place during the civil-military dictatorship that started in 1964, such as office buildings higher than ten stories in height being built where historic structures once stood – part of a process that confirmed the area's status as a financial and administrative services center and marked the beginning of its affirmation as a cultural center. Despite all of these changes, the region's historic buildings, urban form and open areas resisted, due either to urban planning efforts or preservation policies. In the 2000s, urban planning initiatives cast a new light on the region, now seen as a “place of history” and the “birthplace of samba”. The elevated avenue was demolished and projects for the urban center are currently underway, one of which is the newly-opened Tomorrow Museum, designed by Santiago Calatrava. XV de Novembro Square is now understood as a place that contains examples from Rio de Janeiro's historic collection, and an area that could potentially become the city's cultural center. By looking at the area's urban projects, plans and technical studies, and based on cartography, we will seek to discuss the staying power and resilience of Rio de Janeiro's downtown.

FROM SPLINTERED MUNICIPALISM TO METROPOLITAN RESILIENCE: INTERWAR PROVINCIAL EXPERIMENTS IN METROPOLITAN GOVERNANCE

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In many studies, the Belgian territory is often regarded as a notorious case of urban sprawl. Ever since the establishment of the Belgian nation state in 1830, a pertinent and stubborn belief in the principle of subsidiarity and a deeply rooted municipalism facilitated and encouraged a national policy of dispersion. For more than a century, all means seem to have been allocated and spread over more than 2500 tiny municipalities, mainly cutting the entire territory into sub-urban pieces, producing a finely grained nebulous urban landscape and dispersed patterns of urbanization. In contrast to these pertinent readings of urban dispersion, this paper recalls a short but intense and almost forgotten episode of urban agglomeration that seems to have marked the history of Belgian planning during the Interwar period. In spite of the obstinate policies of dispersion and division, the main Belgian cities were nonetheless growing beyond their legal boundaries at the turn of the 20th century. Beyond these city boundaries lay a splintered landscape of un-emancipated hamlets that were not capable of addressing these waves of extended urbanization that washed over their territories. In this political and institutional void, the provincial authorities seem to have been the most suitable administrative level to conduct the urbanization

process in these greater urban regions. Mainly in the interwar period, the provincial authorities experimented with all kinds of regional/metropolitan/intercommunal forms of governance in order to accomplish the urban (re)socialization of everyday living conditions in the Belgian agglomerations. The paper focuses on the Antwerp metropolitan region in particular: Recomposing the political careers and projects of several aristocratic provincial governors and clerks, including their relations to both local and supra-local public and private partners, the pro-active and intriguing role of the Antwerp provincial authorities is unpacked. Several provincial studies did not only produce a thorough survey of the agglomeration's regional geography, but also clearly acknowledged and mapped the changing social needs of an urbanizing society. In response, utility systems were put in place, but also metropolitan parks were preserved from thoughtless tract development and were promoted for urban appropriation long before a truly metropolitan condition would establish itself. These different plans never amounted in a concerted urban policy. They did however provide the urbanization process with various forms of resilience creating a setting that made the existing municipal landscape more responsive to the growing strain on the metropolitan area. As such, a kind of provincial policy and governance emerged, that was at times able to constructively accommodate the urbanization process in order to organize positive agglomeration effects.

This promising provincial project did not set through after WWII. The Belgian nation state never considered a strong provincial authority using the divided municipal landscape as a way to reinforce a national power base. Recalling the provincial project of the interbellum is particularly relevant today, in the context of recurring debates and obstinate ideas regarding the redundant nature of the provincial planning level.

THE IMAGINED CITY. A VIEW TO PLANS AND PROJECTS OF CITIES IN THE EMERGENCE OF CHILEAN PLANNING (1872-1929)

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Urban historiography between 1872 and 1929, period in which planning institutionalized in Chile, have usually focused in the work of Intendente Benjamín Vicuña Mackenna as his proposals (La transformación de Santiago, 1872) led to most of urban transformations in the following decades (Martínez, 2007), and in the embellishment of Santiago and other Chilean cities due to the celebrations of the first Centenary of Chilean Independence from Spain, in 1910 since such anniversary prompted to a number of public works and led to the construction of notable monuments (De Ramón, 2003; Oyarzún et al., 2005; Ibarra, 2005). However, urban historiography has put little attention on the number of urban proposals for transforming Chilean cities that were discussed -specially in the National Congress- and which, most of them, were not approved. The debates related to those proposals are of interest in terms of the emergence of planning as a public issue and as a discipline in Chile. This paper looks at these proposals from a critical and analytical perspective, considering that a third of them were discussed in the National Congress, between 1892 and 1925. These projects were proposed by local authorities, professional circles, and members of the Parliament through a figure of mixed commission (for Santiago in 1912). The debates of such projects were carried out in the context of a political system in which the Parliament had the attribution of approving urban plans. Further to the reasons behind these "non-approved" projects, the political dimension of these debates are key to approach the way in which urban issues were included in the public agenda. In this way, the paper seeks to analyse the debates that correspond to the moment of gestation of planning in Chile, appearing as an important antecedent to the understanding of the formative period of the discipline after its cristalization.

UNBALANCED SAUDI ARABIA: APPLYING RANK-SIZE RULE TO EVALUATE SAUDI URBAN GROWTH PATTERNS

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The Saudi Arabian economy's dramatic shift toward oil production over the last 60 years has had a substantial influence on the country's cities and their composition. This transformation, which began in the late 1930's, was a central development in the history of Saudi Arabia. Since then, massive resources have been diverted to the provision of infrastructure and the management of urban growth. In 1970, the national government began to plan for this rapid growth with recurring five-year national development plans. These plans aim to ensure that all regions in Saudi Arabia, particularly the rural areas, have an equal opportunity to develop their full potential, and that they are provided with a full range of government services. However, a significant variation of growth in size and prosperity across Saudi cities continues today. This paper examines the historical growth of Saudi cities and the extent to which they are moving toward more balanced growth via investigating the changes in their population size distribution from 1989 to 2010. Rank-size rule, which describes a general trend observed in urban populations worldwide, is used as a basis for analyzing 26 Saudi cities, with an emphasis on how the population and rank of these cities has changed from 1989 to 2010. The paper finds that Saudi Arabia does not follow the trend hypothesized by the rank-size rule. Three major urban areas were found to have a very high percentage of the national total population. Although the national five-year development plans were aiming towards balanced population growth throughout the country, this goal has not been achieved yet due to lack of coordination and comprehensive planning. Rank-size rule is an empirical tool that is commonly used in contemporary urban studies to estimate

the relationship between a city's population relative to other cities within a system, and often the system is simply a nation or a region. Rank-size rule hypothetically predicts that the second most populous city in the nation or region will have half of the population of the most populous city, the third most populous city will have one-third of the population of the most populous city, and so on (Shukla, 2010). In other words, rank-size rule assumes rank times population is constant across cities, which is equal to the population of the largest city. Investigating rank-size distribution at one point in time and comparing it with the hypothetical rank-size rule assumption allows one to observe and understand the concentration and unequal development between cities. Moreover, analyzing changes in the rank-size distribution over time is useful in order to track the development progress of cities, and how they vary in their growth rates and prosperity. The paper also highlights five planning-related factors that have influenced the observed growth pattern during the period from 1989 to 2010. These factors include: the learning-by-doing approach resulting from the rapid transformation of population; the centralized urban management system; the lack of coordination in policy formulation; the lack of appropriate local manpower; and the lack of a comprehensive planning intelligence information database.

Playing in Traffic: The Driver versus Pedestrian in The Metropolis

BACK SEAT DREAMING: MOTOR MANIA, MICKEY'S TRAILER, AND THE LITTLE HOUSE

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This presentation compares three short Disney films, Mickey's Trailer (1938), the Little House (1942), and Motor Mania (1950). In each of these films, the auto appears front and center as the force, which moves us through narratives with vividly changing scenes and landscapes. Arguably the films can also be seen as depictions of the automobile as de-humanizing the built environment and degrading the natural habitat. Progress here can be read as regressive. Though intended for entertainment, many adults and some children might view these films as ironic commentaries on car culture. Employing familiar gags and situations rendered comic via the medium of cartoon magical realism (where anything is possible if grounded in the familiar), these cartoons present a consistent socially constructed cultural tapestry, aligned with contemporary documentary and other materials to create an intertextuality (stylistic and of substance) which multiplies the collective authority of the texts. For comedy to avoid the ridiculous it must have its roots in the banal and the ordinary, a factor that certainly holds true for these cartoons. While not intended solely for kids, these films, like many other Disney seven-minute offerings, came to be bundled especially for children. Repeated viewings, reinforced and hammered in blow by blow, one film at a time, powerfully convey an essentially anti-urban and anti-modern theme. Cars may be fun, but under their regime, the world changes in fearful ways. Children are subjected to images, which, at the very least, would make them skeptical towards the (supposedly planned) urban world and favorable to the (supposedly unplanned) natural world. On some level, the ostensibly playful films stood to alter the child's cultural and physical sensibilities. Thus the cartoon images of "natural" farms and woodland juxtaposed against the "unnatural" highways, machines and cities undermine (deeply though perhaps subconsciously) the efforts of planners and others to create a rationally framed world. The three films speak to different yet equally applicable views of the city. The Little House film "reads" as a simplified textbook on how in the early 20th century the motorcar and transit expand, transform and ultimately degrade the American city and countryside. Mickey's Trailer concerns the chasm of experiential satisfaction between the rejuvenating cathedrals of the natural world and debased, collision-bound modernity. Moving from physical degradation to moral malaise, Motor Mania shows how repressed, controlled, modern life explodes into a nightmare for the innocent unprotected pedestrian. The two latter films lean heavily on contemporary promotional films and popularizations of contemporary sociological ideas of American society offered in advertising film by Ford Motor Company's Glacier National Park (1938) and in the comedy Bachelor in Paradise (1956). Spanning the period from the thirties to the fifties, the films follow the progression in which the automobile goes from regional to national ubiquity, with great consequences for adults and children.

HOW CARS TRANSFORMED CHILDHOOD: A STUDY IN MOBILITY AND CONFINEMENT

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How did cars transform American childhood? This presentation focuses on a critical place and time-- the city and suburb of the nineteen twenties. Consider that in the year 1925, around 7,000 children in the U.S. were killed by cars and trucks, a total amounting to almost one-third of the entire year's motor vehicle fatalities. Because so many of the unfortunate kids were playing in city streets, anxious parents and public officials began encouraging and even demanding they play on sidewalks and in newly constructed playgrounds. But paradoxically, the ready availability of the automobile itself, made it possible for parents to leave congested city streets and head for a suburb, seemingly a much safer place for play. Indeed, while one might expect that in the interwar years children would have swarmed through suburbia's quiet streets and cul-de-sacs, in fact they had disappeared from public view. Not that the car in suburbia constituted any sort of threat. Rather what happened was cars had so effectively dispersed population and services within the community that shops, schools, playgrounds, libraries and movie theaters, just a few blocks away in cities, were no longer accessible for suburban kids. Why play or hang out in the street when there was no longer a neighborhood candy store or hobby shop within walking distance? With so few families on the block, (single-family houses in the suburbs were constructed on large lots) there were few kids playing outside. You might as well play in the backyard or inside. In this paper, I argue that the auto powered dispersal of people and uses (sustained by force of law through newly adopted zoning ordinances) meant that young people would remain dependent on parent or other chauffeur until such time as they themselves could obtain a license and wheels. And what of those less privileged youth who could not afford a license and a car? How could they escape marginalization?

In this paper I draw on a transit, highway, and zoning research carried out as former Associate Director of the Regional Plan Association (New York, New Jersey, and Connecticut.) to explore transformations in childhood and community streets. Additionally, I will utilize the history of urban childhood and the social geography of cities, which form the basis of my courses at Empire State College, State University of New York.

THE TRANSATLANTIC TRANSFER OF PEDESTRIANIZATION IN THE POST WORLD WAR II PLANNING ERA

Kelly Gregg

the University of Toronto

The 2009 pedestrianization of Broadway in Midtown Manhattan, lead by Danish Architect Jan Gehl is evidence of renewed interest in adapting European pedestrianization planning strategies to the North American context. However, these new strategies, are being applied without reference to the post-war generation of projects that also looked to European planning models, but were broadly deemed unsuccessful in revitalizing downtowns. This research looks at the first transatlantic transfer of ideas about pedestrianization during the 1950s and 1960s using the lens of Victor Gruen, an influential proponent of modernist pedestrianization in post-war North America (Gruen, 1964; Victor Gruen Associates, 1958).

Beginning in Europe, pedestrianization emerged and became broadly applied across continents to account for rapid changes in cities in the post-war era (Brambilla & Longo, 1977; Robertson, 1994). In both Europe and North America, the physical implementation of pedestrianization was marked by the redesign of public streets to include limiting motorized vehicular use of the street, and enhancing pedestrian facilities (Brambilla & Longo, 1976, 1977; Robertson, 1994). Proposals presented by Gruen often looked to European experiences as a model, despite the vastly different planning contexts. Where European pedestrianization took place in the context of central districts that were repopulating and being rebuilt after World War II, pedestrianization in North America was being implemented in downtown areas that faced increasing competition from suburban growth and development. Thus, the transatlantic transfer of pedestrianization marked an adaptation of the use of pedestrianization, from congestion relief and architectural preservation in Europe, to retail revitalization and modernization in North America (Robertson, 1994; Uhlig, 1979). This was a distinct shift, as retail revitalization was not a goal in early European pedestrianization projects and proposals which were, in fact, often initially met with opposition by retailers (Wagenaar, 2011). American and Canadian planners observed the success and vibrancy of pedestrian streets in Europe, and with Gruen as a leading proponent, soon advocated for adopting pedestrianization strategies with the hopes of revitalizing the fading American downtown retail districts. This paper addresses the question of what can be learned from this past transatlantic transfer of planning ideas related to pedestrianization? The research questions first, how did Gruen and other proponents reference, and perhaps change the meaning of, European planning strategies when they adapted them to a very different context. Based on the writings of Gruen and examining several project case studies, did North American planners argue that the retail revitalization associated with European examples (even though this was not their goal), could be simply reproduced in the North American context? To the degree that recognized the differences, how did North American planners justify their reinterpretation of Europe proposals? The paper speaks more broadly to issues of the transfer and reinterpretation of planning ideas, something occurring again as evidenced by the Broadway pedestrianization project.

THE DEPICTION OF POST WAR AMERICAN LIFESTYLE IN ARCHITECTURAL MAGAZINES

Phoebus Panigyrakis

TU Delft

The shift from 1920's mechanistic functionalism, to the comfortable living of the post war "American dream" happened in between the turning of glossy pages of American magazines, where the success-stories of mid-century architecture found its way to the common people of the greater American melting pot. More specifically, the architectural magazine, first and foremost a bastion to the profession, gained wider readability engaging more and more people on the matter of expressing their identity and fulfilling their dreams by having a new house, or even better, achieving a modern "lifestyle". Since then, architecture is actively participating within the mass media, entertaining while also serving its audience/clientele. The focus of this research lies on the depiction of American Lifestyle in architectural magazines during the post-war period. By then, the U.S.A. had shortly emerged as the global superpower, and its cultural dominance, along with the economical, was largely instrumented through lifestyle magazines. And architectural ones, tended to look like them. In their pages, presenting a school meant to present the ways of the younger generation. A hospital, meant for the self-evident truth of the fruits of modern technology to our well-being. A new public square of an extension of a university was depicted as a cosmopolitan event while the house stayed strong as the central stage for the all-inclusive spectacle of architecture. The period under study will be from 1945 (the end of WWII) until 1972 when the start of the oil crisis, ended the celebrated period of American affluence having as a result, the folding of a large part of the magazine industry. In regards to the editorship, texts were becoming more and more informal, incorporating idioms of oral language even as architectural terminology (e.g Google) . Photographers such as E. Stoller and J. Shulman, brought the medium a bit closer to the photojournalism of their contemporary Life, Look or Harper's magazine. The ads, in contrast to the idealistic view of the editors, were just as well interested in redefining modern living (through their products) and having the architect as a model and living evidence of the world at hand. Of course, just like most of the big promises of the 20th century, lifestyle - in general and in architecture in particular- never fulfilled its premises. It did however establish a cycle between the audience and the pointing fingers of the medium, that still sets the standards to what is/should be considered good architecture in our times.

Urbanism and Politics in the 1960s: Permanence, Rupture and Tensions in Brazilian Urbanism and Development

NITERÓI 1960: A MEDIUM-SIZED CAPITAL IN CONFLICT

Marlice Azevedo

Federal Fluminense University PPGAU-UFF

The 1960s in Brazil were marked by the transfer of the country's capital from Rio de Janeiro, which had played this role since the end of the 18th century, to Brasília in the Planalto Central (central plateau) region that is the country's geographical center.

The country was undergoing an intense urbanization process that exceeded 50% every ten years (66% in 1960/1970 and 55% in 1970/1980) and which created a new urban profile where the metropolitan regions were prominent. This period was marked by profound territorial and urban transformations, such as a population increase, rural/urban migration, industrialization and a crisis in the agrarian structure. Furthermore, economic planning initiatives were disconnected from the urban issues dealt with by government measures brought on by territorial physical planning. All these facts contributed towards aggravating the urban crisis and the housing supply.

Between 1960 and 1980 the population in the city of Niterói rose by some 63% and as the capital of Rio de Janeiro State, the city had its own specifics related to its geographical location, by the Guanabara Bay, across from Rio de Janeiro city – which at that point was still the federal capital and to which Niteroi had a strong connection and dependency ties. Due to its proximity to Rio de Janeiro city Niterói ended up losing certain advantages and privileges, while being affected by a crisis to its waterways (the connection between Niterói and Rio de Janeiro) and by a rupture to the political and administrative continuity of the State government in 1961. In 1959, the waterways crisis prompted the "boats revolt", a deadly popular uprising that set the city alight and destroyed buildings. Due to its huge repercussions, the uprising exceeded its geographical borders and is now considered a preview of the demonstrations that gave birth to the political events of the 1960s in Brazil.

As Niteroi was the capital of Rio de Janeiro State, its Urban Planning initiatives often originated in the State Government, also being identified in the legislative power, whose documents recorded several measures to that effect.

In the second half of the decade, the local administration created the Urban Planning and Director Plan Committee (1966) to oversee urban planning in the city. This initiative contributed towards strengthening urban planning actions on a municipal level and including the subject in the agendas of most

Brazilian cities, in tandem with professional training initiatives in the area.

It is from this premise that this study addresses events, by analyzing statements emanating from the executive and legislative powers and from newspapers and magazines of the time. These sources have enabled us to draw up an illustrated overview of these events, which were also a reflection of nationwide and local political and labor movements instigated by a deep political and economic crisis sweeping the country at the time.

PORT RESTRUCTURING, URBANIZATION AND THE INSTITUTIONAL CONSTRUCTION OF THE GRANDE VITÓRIA METROPOLITAN REGION – ES, BRAZIL

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This study is about Urbanism and Politics in the 1960s from an Urbanization/Development viewpoint, with a special focus on Vitória, the capital of Espírito Santo, Brazil. The main issues are port restructuring (SIQUEIRA, 1994), its role in the ensuing urban and metropolitan expansion, and the State's efforts to build an institutional apparatus related to Vitória's metropolitan planning. Although population growth in the capital and its neighboring municipalities had been increasing since the 1940s, there was a contribution to the expansion and acceleration of the urbanization process from factors such as an agricultural crisis caused by the eradication of the coffee plantations in the 1950s and 1960s (ROCHA and MORANDI, 1991) and the installation of the port and of steel industries in the 1960s and 1970s. This process included formal and informal land occupation, which in turn led to respective increases to the middle-class and low-income populations in the region following the creation of new jobs and the attraction of surplus unqualified labor. In tandem with this, the process of recognition of this urban structure's formation and metropolitan incorporation required several initiatives such as the formulation of diagnosis, analysis, planning and management strategies that were more compatible with the scale of the transformations. Such initiatives from the Espírito Santo Development Bank in the second half of the 1960s led to the creation of committees entrusted with drawing up guidelines (ESPÍRITO SANTO, 1985; MENDONÇA, 1991) for the implementation of the Integrated Development Plan for the Grande Vitória's urban agglomeration (MMM ROBERTO, 1973). Subsequently, a Foundation was created to oversee state planning, with a special focus on the municipalities in question and also as another preliminary reference to the Grande Vitória Metropolitan Region that was created afterwards (ESPÍRITO SANTO, 2005). The documents used in the study include literature about the history and the urban evolution of Vitória and its metropolitan region; and original documents such as reports, plans, legislation, photographs and aerial photogrametric surveys from various periods for a comparative analysis illustrating the urbanization process and its timeline. We have concluded that the installation of a new port structure backing directly onto Vitória's hinterland proper, on areas bordering the Serra municipality, contributed towards the expansion of the urban infrastructure; increased the value of areas further from the central area; and favored the metropolitan expansion process, while at the same time encouraging the development of an institutional technical apparatus related to metropolitan planning.

BRASÍLIA: SOCIO-SPATIAL SEGREGATION IN THE CONSTRUCTION OF A FEDERAL CAPITAL (1956-1970)

José Geraldo Simões Junior

Mackenzie University

This paper approaches the early stages of urbanization in Brasília, which dual nature as official city under construction (Pilot Plan) and as a city built as a result of adaptation to social circumstances (settlements of workers and satellite cities) generated social segregation and exclusion that has persisted until the present day. Between 1956, when the first construction sites were established, and 1970 (when Companhia de Erradicação de Invasões - the company for the eradication of land invasions) was officially created, the process of urbanization of Brasília was headed by the state-owned company Novacap. The popular housing policies adopted by the company were marked by the frequent removal and relocation of construction site workers who lived in precarious conditions in contractors' lodgings or in slums in the surroundings of the Pilot Plan area. A clearer understanding of this process featured in the book published by Kim & Wesely in 2010, containing many photos (many unseen until then) portraying the early stages of the construction of Brasília. This paper defines four categories that marked said urbanization process: the official settlements, the contractors' lodgings (in the surroundings of the construction sites), the slums and the construction of the satellite-cities. These actions have led to such an accentuated social and spatial segregation in the Federal District that today, the elite area of the Pilot Plan shelters only 10% of the entire population of the Federal District (estimated at two million inhabitants). Thus, Brasília is currently one of the most segregated urban agglomerations in Brazil. Lastly, this paper aims to establish a critical approach to the project of the New Capital of Brazil, showing the duality between a desired modernity (Pilot Plan) and the socioeconomic reality of the country, where the poverty was dominant. The actions of Novacap represented the picture of such contradictions, to reaffirm a pattern of traditional social and spatial segregation, concealing the social problems in order to highlight a modernity without support, which was to mark the development of this country until today.

THE REGIONAL ECONOMIC GEOGRAPHY OF EXTRACTION IN THE AMAZON RIVER BASIN

Ana Maria Duran Calisto

Estudio A0 / UCLA

Within the framework of Michael Storper's "people to jobs" model of urban genesis and development, I would like to analyze the re-emergence of a regional economy of extraction in the Amazon River basin, driven by the new global economy in which the weight of China and India have managed to tilt the development of South America, as the need to trade across the Pacific has led the region to propose a continental scale deployment of transport, energy and telecommunications infrastructure known as IIRSA/COSIPLAN. The proposed discussion would focus its analysis on how the forces of global investment and trade impact urban quality at ground level and local grain, raising environmental concerns which are at odds with another set of hopes placed by the global agenda upon the Amazon, as rain forests are expected to play a critical role in the reduction of global warming in the coming years.

THE URBAN DEVELOPMENT IN THE SOUTHERN REGION OF MINAS GERAIS (1930-1980)

Fabio J. M. de Lima

UEJF

The paper presents a cities' research approach in Brazil, on the issue related to urban planning with an emphasis on the history of urbanism. This research as a continuation of previous works, focuses on the urban policies and the modernization between the years 1930 and 1980 in the South of the State of Minas Gerais. These region of the state were considered strategic by government considering the potential of hydro-mineral resources'exploitation. Another attribute is the possibilities to explore the tourism providing services and accommodation. In this context the cities of Cambuquira, Caxambu, Conceição do Rio Verde, Lambari, Pocos de Caldas and São Lourenço were investigated with the intent to comprehend the changes and the continuities of their urban landscape. The thematic involves the theories and practices embedded in the planner's proposals to these cities. This methodological strategy on the history is placed properly in view of the current reality. Actually it involves a process of obsolescence which includes undesirable interferences on the cities' cultural heritage. Another problem is related to the unplanned urban expansion which difficult the management of the new areas anywhere that includes social, cultural and economic effects. In this sense, the research includes comparative studies, or rather, the comparative analysis of concepts and issues related to the planner's proposals. These urban proposals are reflected in the professional biographies which are also object of this study. Thus, this research focuses on the planning process with theoretical references used by planners. And while the difficulties to materialize the planning ideas. Nowadays the complex reality of these cities can be summarized by some aspects. At first an inequitable expansion with disqualification of public spaces. In this process the devastation of remaining forests and damage to the sources of mineral water. These components generalized are placed as challenges to the rehabilitation of the hidro-mineral cities in the South of Minas Gerais.

URBAN PLANNING IN GUANABARA STATE, BRAZIL: DOXIADIS, FROM EKISTICS TO THE DELOS MEETINGS

Vera Rezende

Universidade Federal Fluminense

This article looks into the evolution of the Ekistics Theory as formulated by Constantinos A. Doxiadis for the drawing up of a concept of Network. Following the Delos Meetings, this theory, a science of human settlements, subsequently evolved into the idea of human activity networks and how they could apply to different fields, especially architecture and urbanism. Those meeting were held during cruises around the Greek Islands with intellectuals from different areas of knowledge and countries. , Moreover, Ekistics theory was used as a basic for the formulation of the Plan for Guanabara State, Brazil, whose launch in 1964 took place a few months after the first Delos Meeting in 1963. The plan was developed for Guanabara State following the transfer of the country's capital from Rio de Janeiro to Brasília in 1960. Carlos Lacerda, the first elected governor, invited Doxiadis, hoping that by using technical instruments devised by the Greek architect and by relying on a foreign consultant, the plan would turn the city-state into a model of administration, apart from political pressures. The article highlights the rationality based on the Ekistics, strongly reflected in the plan, and the fragile remains of other principles detailed during the Delos Meetings.

URBAN AND REGIONAL PLANNING IN SÃO PAULO, BRAZIL IN THE 60'S

Maria Cristina da Silva Leme

University of São Paulo

In the 1960s, a combination of new political, social and economic processes led to a change in urban and regional planning in Brazil. On the one hand, the economic planning that had been introduced in an incipient manner into the federal government's agenda since the end of the Vargas Era acquired greater importance and played a growing role both in sectorial and public spheres. On the other hand, increased and more complex team building both in public bodies and in private engineering and architecture offices was a response both to a new territoriality in the urbanization process and to an increase in demands created by this new government agenda. The present study analyzes the formation and the modus operandi of the urban and regional planning offices and teams in the 1960s, especially in São Paulo. The professional and political trajectories of the technicians who comprised the teams in these offices reveals the different concepts and trends in urbanism adopted in the various Plans drawn up for different government spheres.

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FULL PAPER: V.06 P.265

THE HOUSING ISSUE AND PLANNING IN THE CITY OF NITERÓI-RJ (BRAZIL) IN THE EARLY 1970S: CONTRADICTION ASPECTS OF A MASTER PLAN

Maria Lais Pereira da Silva | Mariana Campos Corrêa | Bruna Bastos dos Santos

Fluminense Federal University

This research is part of a comprehensive study entitled 'Housing, plan, city: the housing issue in the city of Niterói and the process for the master plan (1960 - 1975)', developed at Fluminense Federal University (Universidade Federal Fluminense). The present article aims to discuss two issues that represented contradictory aspects in the Master Plan elaborated by Wit-Olaf Prochnik's office (1975-1977). The first one is that, despite the dramatic situation that resulted from an increase in favela growth in Niterói, especially in the 1960s and 1970s, along with the forced removal of over one thousand families due to the construction of the Rio-Niterói bridge, there is little mention to social housing in the Master Plan. The second one is that the Master Plan presented both traditional and innovative aspects. It obeyed, on one hand, the planning guidelines of the authoritarian military regime in methodology and broader proposals, but on the other hand, it also established other methods tentatively, seeking some kind of participation from local agents. The hypothesis was that this Master Plan presented evidence of a possible but still 'shy' transition on the planning process. The methodology included research from primary sources, particularly official documents from the municipality, and printed press.

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A LIBERAL EDUCATIONAL EXPERIENCE AND THE STATE OF NATIONAL SECURITY

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The theme of this paper is the educational policy in the State of National Security. This present excerpt converts into an investigation on an educational experience, which made use of more liberal methodology during the period when the Doctrine of National Security and Development was in force in Brazil, as conceived and spread out from the Political, Strategic and Defense Studies Centre (Escola Superior de Guerra - ESG). The main purpose is to verify the hypothesis of the incompatibility between the regime of exceptions set up in Brazil in 1964, under strict social and political control and its social coexistence with experiences that involved the principle of welfare of the population. Basic needs were considered as a citizen's right in order to develop the human being and the society. The educational experience is the Course of Methodology and Projects of Urban Planning (CEMUAM). CEMUAMs made use of a method based on the precepts of the Economics and Humanism Movement developed by the French Dominican priest Louis-Joseph Lebret, together with other intellectuals and clergymen. Its methodology, when applied to projects of development, was essentially pedagogical, aiming at the formation of the maximum number of technical and political agents to assume the changes and the development of the country. The approach understands the development as necessarily integral and harmonic, at the fastest pace possible and at the lowest social and economic cost, taking for granted the open adhesion of every member of the community during the process. The educational model adopted in the 1960s in Brazil focused on the expansion of the internal market and in mass-consumption. As a result, the educational policy would frame a system of which technocracy aligned with

the goals to be reached. The atmosphere created by ESG favored the deepening and spread of the conceptual fundamentals, which served to justify the intervention and the control of the Armed Forces over the State – the ideology of National Security. As a result, it could be argued that the commitment of the Doctrine was market-oriented, namely the capital, distinct from the guiding principles of MEH (Economics and Humanism Movement). The facts depicted point to the above-suggested hypothesis, of incompatibility between the ruling political regime and the educational methods used by those experiences. To clarify the issues included in this hypothesis, some possibilities are envisaged about the Course. First, its venue in Rio de Janeiro that did not accommodate the central power any longer. Secondly, it was taught in a foundation with strong political and financial ties with the military government. Also, the possibility of producing new plans for federal government interests at lower costs and by means of cheaper scholarships than paying professional or advisory staff. In addition, the participation in the course restricted to technicians, linked to the public authorities by employment contracts, who could fear loss of their jobs. Finally, the field of action in disadvantaged communities, willing and needing local and federal governments' resources.

THE IDEAS AND PRACTICES OF URBAN AND METROPOLITAN PLANNING IN THE STATE OF RIO GRANDE DO SUL IN THE 1960S

Maria Almeida

Federal University of Rio Grande do Sul

This article investigates the ideas and practices that led to the development of metropolitan plans in Brazil in the 1960s, which was a period characterized by rapid urban growth. In 1960, the urban population exceeded 40% of the total population. Large internal migration accelerated the growth of the southeastern and southern cities of Brazil and became the most important issue of social and economic order of the country. In 1964, a military government was installed in the country by eliminating the democratic freedoms. This period of political exceptionality marked the social, economic and institutional relations. In 1967, a new Constitution was promulgated and Brazilian cities received prominence as special areas of public administration and territorial planning. To advance the discussion of this period and the analysis of metropolitan planning experience in the country, we highlight the Rio Grande do Sul state and the metropolitan area of Porto Alegre, as a case study to question the progress and development of this process in this period. The hypothesis proposed in this paper considers: 1) the extensive and significant period of experience of local technical teams formed within the spheres of public administration of the state of Rio Grande do Sul in the development of urban plans and projects; 2) the period of the decade 1960 and after 1964 stood out as an enabling environment for the advancement of urban planning actions and, specifically, technical and administrative organization for the development of the Metropolitan Development Plan; 3) this experience was considered as one of the pioneering in the country. A German-Brazilian mixed team with a bi coordination of both countries involved carried out the preparation of this plan. The basic agreement that gave rise to this cooperation came from legal sources under which its operating structure was assembled. The Basic Agreement on Technical Cooperation was signed between the Governments of Brazil and Germany, on November 30, 1963 and approved by Legislative Decree number 6, of the Federal Senate, of May 8, 1964, and promulgated by the President of Brazil on July 30, 1964, it formed the basis for the supplementary agreements signed between the governments of Brazil and Germany to prepare the Metropolitan Development Plan of Porto Alegre. Additional adjustments were necessary to facilitate the cooperation agreement embodied in the exchange of notes of February 1971 between the Ministry of Foreign Affairs of Brazil and the Chargé d'Affaires of the Federal Republic of Germany. It was concluded that there was a large prior knowledge accumulation that promoted the possibility that the Rio Grande do Sul to benefit this to be ahead of the demands generated by federal public policies, especially in the second half of the 1960s. At the end of jobs and the closure of the German-Brazilian partnership was recognized the positive German contribution to the results achieved and the process of both learning team in the preparation of the Metropolitan Development Plan of Porto Alegre.

INSTITUTIONS AND PLANNING IN THE STATE OF RIO GRANDE DO SUL

Celia Ferraz De Souza

UFRGS

This study looks into how ideas about urban and regional planning first originated in Rio Grande do Sul (RS). Our analysis focuses on institutions created or adapted in the 1960s and subsequently improved in the 1970s and which were responsible for guiding public policies in RS. That period saw strong interaction between federal bodies (through SERFHAU, SUDESUL and the Interior Ministry) and state bodies (Public Works Secretariat - SOP). It also saw the creation of Metroplan (initially called the Metropolitan Region's Executive Group - GERM) and of the capital's municipal bodies - especially the recently-created Municipal Planning Secretariat. Furthermore, the Federal University played a coordinating role through its various departments. Initial integration took place through different approaches and through the interdisciplinary involvement of sociologists, economists, geographers, engineers, architects and others. The objective of this paper is to explain, instigate and to promote a broad discussion about the State as a whole and their cities. This new scenario prompted the formulation of public regional and urban policies, implemented through regional and urban planning (not only from a physical plan, but also from the economic, social, cultural, political, administrative and location studies) and having a strong impact on space. This has resulted in the drafting of the State Development Policy document, which was based on the research about the State and its cities. It was coordinated by

the University, with participation by technicians from all of the above mentioned institutions and coordinated by the University, with participation by technicians from all of the above mentioned institutions and discussed in the first and second Workshops on Urban Development Policy for Rio Grande do Sul State. Meanwhile, the idea of creating specific courses sponsored by the government and of organizing research led the University to create its first post graduated program (sensu Strictu) in Urban and Regional Planning, PROPUR (since 1970 has been providing masters degrees and doctorates – PHD). The structure of this paper observes the items below:

- 1 An introduction which contextualizes the peculiarities and the rupture between urbanism, as a science, technical, and art, and town planning as an integrated and inter-disciplinary process, in the RS, in according to the analysis of The Urban Development to RS Seminars -1970's
- 2 The analysis of institutions of Urban Planning acting in RS:
In the State (SOP - Secretaria de Obras Publicas), in Porto Alegre (the Municipal Secretariat of Public Works), in the Metropolitan Region (with Metroplan), and in the Federal corps -SUDESUL, SERFHAU, UFRGS.
- 3 Conclusions, results: the importance of the seminars and their results. The role and the importance of the institutions to the urban planning and Development Urban. The main important result was the various plans realized undertaken in the RS, with the participation of the federal, regional and local corps, with an integration of the sectors.

ERUDITION AND EMPIRICISM ON A DEFENSIVE SYSTEM: THE ESTABLISHMENT OF URBAN SETTLEMENTS IN THE PERNAMBUCO COAST, BRAZIL

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In colonial Brazil, Pernambuco was the province with the largest sugar production since the 16th century. Portuguese colonisers were initially more interested in the goods extraction rather than territorial expansion. Possibly for this reason, they were negligent in creating a defensive system and, therefore, the few military works they built were inexpensive, located where it was possible to ship goods, and based on their empiric tradition, which was efficient against the Indians wooden weapons, their only threat. Until the 17th century, Pernambuco was coveted by other colonizers and corsairs, for its intensive sugar production. In 1630, the Dutch West Indian Company (WIC) encroached Pernambuco and faced a scarce amount of defensive works that consisted in redoubts, trenches and two small forts with medieval features, which were obsolete because of the advent of the bulwark as an architectural response to the gunpowder-based artillery. During the Dutch occupation (1630-1654), Recife was chosen the capital of the West India Company possession in this part of Brazil. They brought professionals to build a new town, called Mauritsstad, considered by scholars as one of the best examples of an Ideal City outside Europe. The urban plan had a grid pattern layout, a central square and peripheral bulwarked walls. Furthermore, it contained a defensive system comprising bulwarked fortifications positioned to enable crossfire, tactics considered effective by military theorists. However, the Portuguese resistance forced the Dutch to try territorial expansion along the coast, causing the occupation of some coastal areas which were strategically the small points of goods shipment such as Tamandaré, to the south, and Itamaracá, to the north. The Portuguese resilience consecutively gave the Dutch departure, as the places they invaded were permanently re-occupied by the Portuguese in order to regain sovereignty in the territory. Unlike the Dutch, the Portuguese did not use formal principles in the establishment and development of such places that, over time, became cities. Based on the data gathered through a literature review, this article aims to discuss how the Dutch erudition culminated in the empirical establishment of cities on the coast of Pernambuco by the Portuguese, since certain areas of the state began to be occupied and urbanized after the Dutch period. After de Dutch departure, it is possible to notice that the new Portuguese forts had their layouts designed in the light of the theories contained in the main treaties of military architecture. Nonetheless, this paper intends to discuss how the urbanization of those locations took place under the empiricism of the Portuguese tradition that prioritised topographical conditions and social zoning instead of the erudition which was part of debates of great theorists of that time, under a Renaissance military point of view.

Volume 07

Planning Theories, Pedagogies and Practices

Planning Theories, Pedagogies and Practices

Universities and Cities: Educational Institutions as Urban Form in Microcosm

THE RESILIENCE OF UNIVERSITY BUILDINGS: DISCIPLINARY DEVELOPMENT AND REPUTATIONAL SYMBOLISM

James Hopkins

University of Manchester

Universities have invested considerable resources in their built environment. In many world cities, university architecture sits alongside civic buildings as urban landmarks, in part because student numbers or specialist functions have dictated every increasing size. Building commissions have attracted many notable architects and their exquisite design, innovative features and place in master plans that heralded new physical form for these institutions, have distinguished the results. In common with civic governments and religious bodies, universities have been attuned to the symbolism of their buildings and have invested considerable energies to ensure that their structures reflect their university's importance, reputation and place in society.

However, universities change as the knowledge they acquire and disseminate develops and so their requirements for the built form changes too. Their options have been to demolish and rebuild, or reconfigure structures to suit contemporary needs.

This paper uses the campus of the University of Manchester to explore the resilience of university buildings in the context of developing knowledge.

The paper outlines the development of the University's campus, including the adapted uses of its major buildings and the instances in which demolition and reconstruction have been the response to changing demands. It moves on to explore two cases of resilience through the University's medical school buildings. The first was completed in 1874 and later superseded by a structure completed in 1973. Both buildings were designed for contemporary medical education, research and practise, and their form and use altered with developments in the discipline.

The paper traces the changing physical form of the buildings in light of evolving requirements. It argues that the spaces and configuration of education and research buildings illuminate changes in knowledge and demonstrates how physical structures provide important evidence for disciplinary development. It also argues that the resilience of university buildings is as much connected to their symbolism and reputational status, as resilience built into their original design.

FROM STEM TO STEAM: THE CHANGING ROLE OF UNIVERSITIES IN ARTIST WORKFORCE DEVELOPMENT

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In the United States, universities or higher institutions of education, have played important roles in helping communities and regions respond and adapt to economic and community crisis. Often treated as part of the "anchor set," these rooted institutions in the urban core are both planners and stakeholders due to their sizable landholdings, metropolitan location, regional employment numbers, and role in educating and training future workforce participants. While pressures for universities to grow their Science, Technology, Engineering, and Math (STEM) disciplines have increased due to dwindling public investment and criticism of liberal arts educations, some universities are exploring alternative investment or curriculum strategies that include, if not prioritize, creative arts education. They do so not only through traditional curriculum pathways but also through new organizational and governance models. While most regional economic and workforce development research focuses on universities and STEM occupations, we are interested in how universities support arts workforce development in a time when arts, culture, and creative placemaking are viewed as important planning and community strategies for being competitive and resilient in the modern era. In this explorative historical study, we ask several questions. Why have these AED-gearred universities taken such a direction? How are they designing, financing, and implementing such innovative strategies? Who are their public and private partners? What are the critical junctures and barriers to change? Our transdisciplinary research cluster explores these

questions by applying the panarchy model, developed in ecological science, for understanding how universities envision and position the arts as a strategy in regional economic resilience (Simmie and Martin 2010).

Simmie, James, and Ron Martin. 2010. The Economic Resilience of Regions: Towards an Evolutionary Approach. *Cambridge Journal of Regions, Economy, and Society*. 3 (1): 27-43.

THE MAKING OF AN URBAN DESIGNER: INTERDISCIPLINARY GRADUATE EDUCATION AT ISTANBUL TECHNICAL UNIVERSITY (ITU)

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Any new understanding of the built environment and the ways of modifying urban design needs to incorporate the ability to communicate with different, yet interwoven, disciplines. The design studio is the most popular and widespread method for teaching and training students at every level how to work together on emerging complex urban issues, and how to accept a dialectic exchange, both with instructors and classmates. To what extent can a graduate program, and the design studio, in particular, allow an understanding of complex urban issues, and also nurture an ability to develop resilient projects and policies for emerging contemporary urban problems? What are the benefits of using exchanged or integrated methods of landscape architecture, architecture, and urban planning to improve resiliency? In response to these related questions, this study aims to reveal the challenging milieu of an urban design studio within the ITU Interdisciplinary Graduate Urban Design Programme. The methodology of this study is based on a literature review of “urban design education and studio culture.” This paper also provides a critical discussion to allow a broader understanding of resiliency in urban design education, and it is hoped that it may serve as a guide for the reassessment of urban design teaching within the broader history of planning.

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EDUCATIONAL MEGASTRUCTURE FOR THE UNIVERSITY OF BRASÍLIA

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The University of Brasilia (UNB) was born in the 1960s with the ideal of becoming a model institution for Brazil and Latin America. Important Brazilian educators and intellectuals planned it as a synthesis of the most advanced thought about higher education in Brazil, highlighting, among them, the notion of university integration. Lúcio Costa developed its master plan and Oscar Niemeyer designed many of its buildings, among them the Central Institute of Sciences (CIS). This paper aims to analyze the campus plan of the UnB and its interface with the educational field, highlighting the relevance of the CIS building, which represents an important chapter in the history of university spaces in Brazil.

The Central Institute of Sciences building completely redefined the Costa's plan because it translated fully the ideals of academic integration advocated by educators involved in the planning of this university. Instead of designing various institutes isolated amid the campus, Oscar Niemeyer has grouped these institutes into a single megastructure. This structure is composed of two linear blocks, slightly curved, with three floors high and 600m long interconnected by a long garden 20m wide. To respond to the constant changes that the development of science imposes on university spaces, the architect designed the CIS with sophisticated technical solutions to allow flexible spaces, which can accommodate constant changes in their use. In this way, the creation of this megastructure shifted the idea of the campus from urban planning to architecture. Therefore, it became to explore new technological resources. In the construction of UNB, Oscar Niemeyer coordinated a group of young architects, among them João Filgueiras Lima, known as Lelé, in a significant effort to deploy Brazilian prefabrication technology. This construction technique required the incorporation of industrial mass production. Thus, the entire campus of UnB became a site of experimentation and the CIS building is the main example.

Over the subsequent years, as the university grew, it followed the principles designed by Niemeyer for the ICC. They were abandoned only in the 1980s when, in the context of redemocratization of the country, there was a significant change in national political and educational thought. However, Niemeyer's legacy was disseminated subsequently at various university campuses he designed and the ICC building remains an important moment of communion between architecture and higher education in the mid-twentieth century.

Resilient Approaches in Urban Development

URBANISATION AND LANDSCAPE JUXTAPOSITIONS IN MINAS GERAIS, BRAZIL: REVISITING HISTORICAL CARTOGRAPHIES

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The recent discussions following the biggest mining disasters in Minas Gerais bring to the fore the paradoxical relations between economical development versus mining ecological collateral damages, central in this state. Since the eighteenth century colonial gold rush, urban and territorial development in the region, rich in gold and iron, has long been paired with topographical manipulations related to the extraction of these prime resources. Since the foundation of its capital Belo Horizonte, created from scratch in the end of the 19th century, extreme manipulations of ground-surface conditions have not been limited to mining but are largely performed to allow urbanisation. Later, its first satellite town in Pampulha is exemplary of the critical entwinement between enclaved settlement formation and artificial ground operations, offering an inspiring terrain for re-imagining the relations between urbanisation and landscape. The paper addresses three moments in the history of Belo Horizonte, from colonial precedents to Pampulha, the spearhead of the entanglement of enclaved urbanism that is currently a dominant form of urbanisation in Brazil. Aiming to understand the complexity in the processes of transforming earth into land, territory is approached as a palimpsest, combining archival material with descriptive mappings done within the scope of the doctoral research.

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ARCHAEOLOGY AND URBAN SUSTAINABILITY: CAN THE PAST PROVIDE A KEY TO THE FUTURE?

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It is argued that we have much to learn from history, that the past can be applied in the present to create a better future. But can archaeological knowledge of ancient cities contribute to the discussion of modern urban development and sustainability? In this paper I explore the potential of using archaeology and archaeological knowledge when addressing modern sustainability issues by using Västergarn, today a small rural community on the island of Gotland (Sweden) which rest upon the remains of a prosperous early medieval urban settlement, as case study. In order to illustrate the assertion that archaeological knowledge of prehistoric cities and urban settlements make a useful tool illustrating long-term consequences and effects of urban strategies, some key factors that posed challenge to Västergarn's medieval development trajectory are highlighted. Furthermore, two methods that may be used in an analysis of ancient urban sustainability are introduced and briefly discussed. The paper show that archaeology can provide valuable perspectives on current urban sustainability issues such as coexistence, social cohesion and community dynamics.

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THE INFORMATION AS A SOLUTION FOR THE DEVELOPMENT OF SUSTAINABLE CITIES: THE DEMOCRATIC MANAGEMENT MODEL IMPLEMENTED IN THE STATE OF SÃO PAULO, BRAZIL

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The Brazilian Federal Constitution of 1988 is based, with regard to urban planning, in creation of mechanisms to implement the functions of cities, in order to ensure quality of life, aiming at sustainable development in economic, social and environmental aspects. Hence, the concern of the Brazilian Constitution with the fulfilment of the principle of social and environmental functions of urban property, in articles 170 and 182, which impose on the owner's duty to act in accordance with the preservation of environmental quality.

Social and environmental functions mean the imposition of the exercise of rights aimed at the interest of society. Moreover, Brazilian Civil Code, respecting this constitutional provision, innovated to address environmental protection in the exercise of property rights, at paragraph 1º, of article 1228. Thus, the property can be restricted to meet the collective interests, adapting to the environmental needs of each location.

Such determinations are primarily designed to foster the development of sustainable cities through commitments on national, regional and local context. However, for the effectiveness of these commitments, the participation of civil society in actions and policies about it is essential.

For this to be possible, it is necessary that the public is properly informed. Information becomes a condition and a tool for citizen awareness of sustainability, as it gives the possibility of creating efficient practices for better use of urban spaces, combined with quality of life and preservation of the environment.

In this sense, through a dialectical approach methodology (from appreciation of the material collected, the arguments will be held, adopting a methodology procedure fundamentally based on bibliographical and legal analysis, to ponder and question the main theories about the topics discussed, through a critical and reflective posture), this paper assesses the Brazilian constitutional content about the social and environmental function of the property, indicating its concept and importance, as well as relating this principle to sustainable development.

Afterwards, ponders about the challenges of Brazilian cities have to become "sustainable cities", in order to ensure quality of life. Then, discussions on how access to information by the society may contribute to the creation of this new urban social reality.

Thereby, this paper aims to answer the following question: Is it possible the participation of civil society in the formation and implementation of commitments to sustainable cities, from the adequate information? This question will be answered by showing that the information can be considered as a catalyst for popular mobilization, since it allows the citizen to have grounds to participate with quality in matters involving primary interests, such as ecologically balanced environment.

Finally, it gives, as example and parameter, the democratic management model implemented in the city of São Paulo (Brazil), through instruments of transparency and management that allows the knowledge of society about the municipal urban issues and it is, thus, a legal and institutional advancement for participatory governance mechanisms. Take, for example, platforms like "Infocidade", "Observa Sampa", "São Paulo Aberta" and "Planeja Sampa", which serve as empirical reference of the issues addressed in the text.

ARCHITECTURE, RESILIENCE AND THE ARTICULATION OF URBAN DILEMMAS

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This paper views the City as the product of a complex web of ongoing social and cultural developments. It bases its understanding on the premise that a City and its landscapes, act as agents of historic transmission and documentation that are bound together by the varying degrees of elasticity embodied within them. It proposes that when an engagement with the past happens through the insertion of catalytic programs posited against the historic artifact it creates an episodic urbanism. Collectively viewed these, "episodes" which place the individual at the center of a negotiated urban experience pushes the elastic limits of a city's resilience and hence acts as both an agent for continuity and change.

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Inaugural and Valedictory Speeches: Connecting Practice and Education

PROFESSOR ADSHEAD'S TWO INAUGURAL LECTURES: THE UNIVERSITY OF LIVERPOOL (1909) AND UNIVERSITY COLLEGE LONDON (1914)

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Stanley Adshead (1868-1946) held the first two chairs of civic design/town planning in Britain, of Civic Design at the University of Liverpool from 1909 and the chair of Town Planning at University College London (UCL) from 1914. His lectures were given at a time when the planning hardly existed academically, professionally or in policy terms. This paper begins with an introduction to Adshead -artist and architect - and his early work. Within six months he had to familiarise himself with the subject as best he could, to formulate a new curriculum and assist in the foundation of a quarterly journal. Five years later it was a more experienced academic and practitioner who moved to London to take up the new (part-time) chair at UCL.

These different stages were reflected in the content of the two inaugurals. Adshead's first Inaugural 'An Introduction to Civic Design' began with a clear statement that 'city building ought not to be left entirely to individual control'. It continued with a review of historical precedents, concluding with some observations on the relationship between the built environment and social welfare, calling for planning to create 'a fit complement to modern city life' such as he had found in Paris. Adshead's second Inaugural 'The Democratic View of Town Planning' at UCL again opens with a historical overview, quickly moving to the different conditions for town planning in the early 20th century. The involvement of local authorities and new statutory powers are set against the need to maintain character, concluding with a case study of Oldham, a Northern industrial town, with whose planning he had recently been engaged on a professional basis.

CRAFT AND INDUSTRY

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The paper begins with an introduction to the department of Decorative Arts in Delft, and its collections and housing under its first professor Sluyterman. This is the first, and for decades the only, institute of higher education in the field of product design in the Netherlands. The department's move to new localities in 1917 comes at a time when the teaching supported by the collections had already become outdated. The department's relocation to Huis Portugal seems a token of appreciation but actually reveals the perception of the collections as irrelevant to up-to-date science. Sluyterman's successors modernise the programme, and bring it up to date with practise abroad.

The professorship of Herman Rosse (1887-1965) and Frits Adolf Eschauzier (1889-1957) cover the most important developments in the field in the twentieth century, from an outdated ideal of beauty that belonged to the previous century, to a department for interior architecture, and an independent institute for industrial design.

The two professors' inaugural speeches set the scene for these alterations. Rosse shifts teaching away from the transferring of an ideal of beauty, towards contemporary practise. Towards the end of his professorship, Rosse publishes a restoration plan for the city centre of Delft. The plan, more idealistic than realistic, turns Delft into an open air museum, with an important role for craft industries. His attitude toward craft and industry places him at a cross roads between Morris and the Werkbund.

Eschauzier continues the development in the department in education, moving attention away from ornament and craft, towards interior architecture. Besides that Eschauzier lies the foundation of an independent department for industrial design, modelled on the educational approach in other countries.

MARCHING ALONG THE RESEARCH-DESIGN RIFT IN PLANNING: WILLEM STEIGENGA VERSUS SAM VAN EMBDEN

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November 19, 1962 Willem Steigenga was appointed full professor of Planning and Demography at Amsterdam University. Steigenga's inaugural lecture was conceived of by contemporaries as an important step forward in a simmering controversy in the Dutch planning community between social-science oriented planners and architect-planners. One year later Sam van Embden, acting chair of the Dutch Association of Architect Planners (BNS), was appointed professor in urban design at Delft Technical University. Both their inaugural speeches reflected the opposed ideals of two emerging schools in Dutch spatial planning thus transferring ideological battles from the planning offices and professional organisations to the university lecture rooms. The paper offers a historical view of the growing tensions between architect planners and researcher planners in Dutch practice. This division was a result of the evolution of practical planning work along the line of a survey-analysis-plan approach and the survey-before-plan model Geddesian style. Up until today the consequent rift in planning education throws shadows over the Dutch planning community.

Steigenga's inaugural lecture unfolded a working programme for planning inspired heavily by modernist American planning theory. He laid the foundations of a rational methodology in planning which dominated Dutch planning schools for most of the nineteen sixties and seventies. Steigenga made a case for close cooperation between researchers and designers. Architect planners united in BNS were annoyed by the 'unfounded' pretensions to gain primacy in planning as expressed by Steigenga and the likes. Van Embden ridiculed the underlying methodological claims. Both texts are conceived as pawns on the chess board of a long-lasting professional power struggle in planning.

VAN DEN BROEK AND BAKEMA: TWO TYPES OF FUNCTIONALISTS – ARCHITECTURE AND PLANNING EDUCATION AT TECHNICAL COLLEGE OF DELFT IN POST-WAR SOCIETY

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Europe was damaged badly during the Second World War. Despite the sheer size of the task ahead, the significant destruction, and shortage of manpower and building materials, the Netherlands took up reconstruction expeditiously. With unprecedented resilience battered cities and villages re-emerged from the rubble. The reconstruction was a large-scale operation in which industrially manufactured mass housing and a new cityscape were pursued. During the reconstruction Van den Broek and Bakema Architects were one of the largest offices with influential designs such as the Lijnbaan Shopping Center, the new heart of the bombed city of Rotterdam. Both architects showed great social commitment. Because of the grand scale of construction output in the first decades after the war, J.H. van den Broek and J.B. Bakema asked themselves what the architect's role and responsibility were in an increasingly technology-dominated society. As both architects were professors at the Technical College of the Dutch university town Delft, it is not surprising that this question was the main theme in their teaching. That goes for their inaugural speeches as well. Addressed in 1948 and 1964 – marking the start and the completion of post-war reconstruction – they show that the architect's focus had shifted profoundly.

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Unfolding the Role of Urban Metabolism in the History of Urban Design and Planning

URBAN METABOLISM: EXTERNALISATION OR RECYCLING? PARIS (FRANCE), 19TH-20TH CENTURY

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During the 1960s and 1970s, engineers and ecologists such as Abel Wolman and Eugene Odum defined urban metabolism as the material and energy flows involved in urban functioning, and necessary to support urban life. Viewing cities as depending on external resources and producing lots of pollutants, they emphasised the linear nature of urban metabolism: cities were no more than parasitic ecosystems in Odum's mind.

Looking at Paris and at the way material flows were managed since the industrial revolutions reveals something different. Indeed, its metabolism is partly externalised – it is the very definition of a city, as a result of socio-spatial specialisation and dependence on external resources (food at first). But 19th century Paris was characterised by the search for material recycling, as necessary to industry and food production. Before and after the invention of the word “metabolism” (during the 1860s), scientists, engineers, architects, physicians were involved in this search that partially shaped urban infrastructures. Urban fertilisers were produced thanks to night soil and street sludge recovery. Bones and rag collection were of first importance for paper making, sugar refineries, matches factories, etc. More generally, urban by-products (that were nether called déchets i. e. wastes) were used by various industries. Material balances, inspired by agricultural chemistry, were applied to cities, and especially Paris. Indeed, chemistry played a major role in urban knowledge and management.

Only during the inter-two-wars was this recycling ideology replaced by the linear one. The fertiliser revolution (discovery of fossil phosphates, potash and, last but not least Haber-Bosch process that allows the use nitrogen from air), the development of petrochemistry, the search for substitutes for rags, etc. had a huge impact on urban by-products use and management. These became déchets (wastes) and eaux usées (wastewater) during the 1930s.

In this contribution, I explore this recycling momentum on the basis of public archives (Paris archives mainly) and of scientific literature in order to emphasize its role in urban theory and urban transformation in the particular case of Paris.

ON ECOLOGY AND DESIGN: HERITAGE AND EMERGING PERSPECTIVES ON BRUSSELS' URBAN METABOLISM

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The paper aims to highlight the interrelation between ecological studies and urban design, in particular with regard to the Brussels case, given both its pioneer works and the current revival on urban metabolism. As early as the '70s of the last century, the ecologist Duvigneaud studied Brussels as an ecosystem, integrating a scientific and socio-natural understanding of urban metabolism. Afterwards, further studies have flowed into industrial ecology, the study of the material and energy circulation, narrowing the scope of investigation on urban space and nature. More recently, there has been a strong return on the debate of the Brussels' urban metabolism. However, it remains to better understand how and to which extent the discipline of urbanism can actually draw from and bring to urban metabolism studies. In response to the question, we look back to the relations between ecological studies and urban design in the recent history of Brussels. On the one hand, until now results show that, design and planning practice, in Belgium, seems to have little learnt from urban metabolism studies. On the other hand, it emerges that stronger socio-natural perspective is needed in order for urban design and planning to steer the transformation towards more resilient urban metabolism.

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GENEALOGIES OF THE DISCOURSE ON THE CITTÀ DIFFUSA: FROM MORPHOLOGY TO METABOLISM

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This paper discusses a few studies that have been accumulated during the last few decades on the città diffusa (diffused city) in Italy, recognizing different seasons and phases characterized by key-words, paradigms of research and prevailing territorial representations that guided theoretical interpretations as well operative interventions. The hypothesis is that it is possible to follow a continuous link to ecological and environmental issues embedded in the main discourses on dispersal settlements.

The expression città diffusa was consolidated in the late 80s, in order to describe the polycentric network of small and medium-sized cities that characterized wide areas of the Italian urban structure. Such a form of urbanization did not meet the traditional distinctions between city and country, centre and periphery, industry and agriculture. And even if the expression was not entirely new, it gained a different meaning in the context of the Venetian school of urbanism. As a result of this analysis, these territories gained a new legitimation and became the object of a strong interest.

The initial part of this paper will focus on the studies on città diffusa before città diffusa was coined, following the main Italian research on metropolitan areas: starting from the late 60s, the works on dispersal urban assets were deeply rooted in a tradition of socio-economic approach to territorial analysis. In particular Veneto became a focus-area where to investigate the relationship between industrial districts and diffused settlement, the role of the family and of single-family houses and hangars in the economy of small and medium enterprises.

The core part of the paper will argue that the majority of the studies on the città diffusa since 1990 have been revolving around three main lines of research, three main thematic nodes:

- Patterns: the debate on the morphogenetic role of urban structures in repetition and its capacity of spatial reconfiguration assumed a specific place in the studies on dispersal settlements inaugurating a new season of on-field-research, rediscovering the strength of the thick description in understanding on-going transformations;
- Minimal rationalities: the close-look at the role of individual choices in collectively shaping the territory;
- Environment: aspects of the ecological risk, in recognizing the impact of hydraulic hazard, land consumption, energy wasteful and mobility inefficiency in turning the territory into a fragile environment.

Patterns, minimal rationalities and environment represent four keywords (and paradigms of research) that guided and shaped the debate on Italy's polycentric network of small and medium-sized cities. Moving from morphology to metabolism, the paper aims at outlining a sort of genealogy of ecological issues within the main discourse on the città diffusa since 1980s. It will look at some specific territories (mostly located in different parts of Northern Italy) and will analyse some books, reports of research and photographic campaigns, with a specific focus on Veneto Region and on research groups that contributed in working on it as a laboratory.

RETRACING THE EVOLUTION OF FOOD PLANNING TO IMAGINE A RESILIENT FOOD SYSTEM

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Today the division between city and country is becoming increasingly more indefinite and it is not possible anymore to consider the rural landscape apart from the urban one. Observing food system dynamics can be a very useful tool to survey territorial dysfunctions and spatial transformations in their complexity. From the places of production, to the ones of consumption it involves built spaces and infrastructures; it is a complex system of dynamics that changes the surrounding environment in each phase of the chain. In the evolution of European urban design and planning we can recognize several experiences in which food had a role in the formulation of new cities' visions, during the Twentieth Century. These experiences arose from very different premises and brought very different results, both from the theoretical and the practical points of view; but all of them, in different ways, can teach us something in terms of integrating food and productive dynamics inside the urban system. The paper will describe last century experiences from the food system point of view, to understand how those stories anticipated some ideas related to urban metabolism and some approaches towards a more efficient and resilient territory.

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Continuities and Discontinuities in Urban Planning: The Impact of Shifting Ideologies

THE APPLICATION OF SPONGE CITY CONCEPT IN REDUCING URBAN HEAT ISLAND EFFECT

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With the process of urbanization continuously pushing, it has brought comfort and convenience for humanity's life but city-building activities also has changed the nature and status of components of the urban natural environment which had a great impact on ecosystem, the densely, advanced man-made urban space made environmental crisis emerge in an endless stream. The character of urban underlying surface changes has a significant effect on the hydrological characteristics of a city. The water crisis, over the past decade, such as water resource shortage, water pollution, urban waterlogging, groundwater level drawdown and so on happened frequently in several big cities in China. These water problems test the construction achievements of urbanization of China. Based on the actual circumstances of China's hydrologic situation, authorities concerned formulated a range of solutions, Sponge City, as the latest generation of urban planning concept, is different from the traditional idea of city construction which mainly focuses on transforming the nature, it starts with the target to address the shortage of urban water resources and urban waterlogging problems, complies with nature, and realizes the natural accumulation, natural penetration and natural purification of rainwater in cities. The Chinese government considered the urban development history, the rule of urban morphological evolution and the problems occurred during this process synthetically, combined with China's specific national conditions to put forward the ecological and sustainable urban planning and development strategy. To implement the concept in urban planning, construction and renewal activities, coordinate the contradiction between urban construction and environmental resources, minimize the impact of construction activities on ecosystem. With the promulgation of 16 pilot projects of sponge city construction, to construct sponge city will become the goal and construction guidelines of urban planning in the future. According to the cities' conditions to set building goal and specific targets, strengthen urban planning and construction management, give full play to self-adjustment ability of buildings, roads, greening and river systems and covert the stormwater management concept from drainage to storage, realize the harmonic existence between human being and nature. The construction of Sponge City is to use "sponge substance" to recover the self-healing capacity of cities, which gives cities favorable "resilience" in adapting to the environmental changes, deal with natural disasters caused by rainfall and other aspects. However, the "sponge substance" not only enhances the stormwater management capacity of cities but also can reduce urban heat island effect, improve urban microclimate quality and receive a good ecological effects and environmental benefits. The paper combined Sponge City concept with the mechanism of urban heat island effect, using computer software to simulate the effect of some "sponge substance" in reducing urban heat island, to provide some reference and recommendations for reducing urban heat island effect and give suggestion for urban construction and renovation activities in the future.

THE CONCEPT OF GREEN ARCHIPELAGO: REVISIT AND REINTERPRETATION IN VIEW OF WORK UNITS RENEWAL IN CONTEMPORARY CHINESE CITIES

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Although urbanisation in China is still vast in scale and fast in speed, the evidence of economic and social transition has become visible. With the decline of some resource cities, the shrinking process that American and European cities went through 30 years ago is witnessed by China in the near future. Regions formed by fast urban sprawl, especially large-scale industrial land is more likely to suffer from decay. To prepare for the New Normal, new strategies are needed. This work is mainly concerned with revisit and reinterpretation of the concept "green archipelago" proposed by O.M. Ungers in 1977. Unlike most of others at that time, Ungers conceived shrinking cities as opportunities rather than a negative problem. In this way, the blueprint of green archipelago could be taken as one possible model of resilient urban strategies during economic and social transition. Although the main focus of Ungers is on architecture form, "green archipelago" is also of great cultural and social significance. In the seemingly radical manifesto, Ungers attempts to handle the relationship between historical center and fragmented sea of metropolis by means of differentiation, and propose the possibility of combining pieces into collectivity. Although different researchers have made deep investigations on Ungers and his theory, in this paper, the concept will be discussed in historical context and reinterpreted in view of urban renewal of Chinese work units (danwei). In addition to important historical factors as well as projects relating to the formation of the theory, divergence between green archipelago and urban restoration during the time of Berlin reconstruction

are also investigated. Based on that, the unique of Ungers' concept could be revealed: In shrinking cities, identities could still be built through partially manipulation and intervention of forms. In the final part, the renewal of manufacturing danwei, which represents urban form during planned economy in China, are investigated based on their characteristics and challenges in response to economical and social transition. To conclude, I argue that there are still possible compatibilities between the blueprint by Ungers and Chinese urban reality.

THE BUDAPEST OF TOMORROW: 1930-1960. CONTINUITIES AND DISCONTINUITIES IN PLANNERS' THINKING ABOUT THE CITY THROUGHOUT THE PERIODS OF WAR, RECONSTRUCTION AND SOCIALISM

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Budapest City Archives

This paper explores the process of the preparation of the first General Master Plan (GMP) of Budapest, which was approved in 1960. Preliminary work to create this plan had been initiated at the beginning of the 1930s. This planning process offers us the possibility to explore the resilience of planners' thinking and concepts: how did they try to adapt their plans to radical changes in the social and political environment, the ideological and cultural climate from the interwar authoritarian regime through the short post-war democracy to Stalinist dictatorship and early destalinization? How did they try to interpret war damage, post-war reconstruction and the elimination of private ownership of urban land as an increased opportunity for planning a modern and well-functioning city? How did they try to adjust their plans and concepts to the requirements of Soviet planning principles at the beginning of the 1950s? How did they experience the formally greater role of planning in the emerging "socialist planned economy"? Did the GMP really function as a blueprint for urban development? The paper ends with some conclusions relating to the position of city planning in the socialist planned economy.

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THE IMPACT OF SHIFTING POLITICAL IDEOLOGIES: CONTINUITIES, DISCONTINUITIES IN URBAN IMAGERY OF TEHRAN SHAPED IN ABBASABAD HILLS

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National leaders have long used capital cities to document and reflect their political ideas and power by projecting a positive image of their city. In Iran, Despite the political transformation from the westernising regime of second king of Pahlavi (1941-1979) to the Islamic republic (1979 to present), the consecutive governments consistently used their political power and strategies to control the imagery of their capital city and its reception in both national and international contexts as a means of accruing their international pride. 'Abbasabad' district in Tehran, situated at geographical heart of the city stands as an example of a place for national power statements, offering a source of civic pride and social cohesion for the capital of Iran before and after the 1979 revolution. Because of symbolical and geographical significance of this urban landscape, its cultural urban development was a popular governmental strategy for gaining the global capital status. At the end of World War II, the Shah of Iran announced a series of reforms with the intention of modernising and transforming the country into a global power and as part and reflection of that process, the Shah initiated a number of urban projects in the capital city e.g. the development of 'Abbasabad'. At this period, the policies in 'Abbasabad' urban design were mostly upon the ideals of creating an influential expression of the power of the kingdom of Iran in international contexts by shaping a monumental urban imagery for the capital, as a large-scale urban square, a lively modern city centre, serving governmental actions, building high qualified residential complexes to combine the new city centre to the whole growing city of that time. Continuously, After the 1979 Revolution, Iran underwent important political shifts that translated into the need of novel urban imageries and new visions of urban representation of Tehran based on Islamic governmental policies. The new government used the same area, 'Abbasabad', to fulfil its political goals through cultural urban developments. Likewise the last period, new policies mostly tended to create a visual imagery as a monumental place for the pride of the capital, a new city centre with traditional archetypical elements, providing enough space for governmental offices; Most diverse attitudes were regarding cultural religious genuineness of Islamic Iran, creating spaces for Islamic ceremonies and training religious habits. The 'Abbasabad' worked as "cultural presentation" of the ideas of power that helped to communicate the message of Iran's political status, to the international contexts and beyond. It stands as an example for continuities and ruptures of the efforts and strategies of Iranian's governments to develop the 'Abbasabad' urban plans, goals, functions, in the process of shaping Tehran's imageries, civic memories and its global city status. Exploring the process of the extensive political and ideological shifts and their different expressions in opposing design languages for the development of 'Abbasabad' from 1968 to present, this paper shows that the socio-cultural, political purposes of the governments which aimed at shaping a strong urban imagery and gaining global city status remained the same.

Urban Planning Theories

SOCIOLOGICAL URBANISM – JEAN REMY AND THE SOCIO-SPATIAL CRITIQUE OF URBAN PLANNING

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Ghent University

Sociological Urbanism. Jean Remy and the socio-spatial critique of urban planning.

Looking at the relationship between social theory and planning in the second half of the twentieth century, one could argue that the dominant relation has been one of planning critique. Time and again, scholars show the symbolic violence of planning, the vested interests and deeply entrenched power relations, the repressive and 'dark side' of planning, its reduction of the diversity and inherent richness of everyday life in the city. In this position, we see the continuation of a historical critique of modern planning, first articulated in the 1960s and 70s, that contrasts the planned city with the un-planned, the artifice of the regulated and controlled city on the one hand with the authenticity of everyday life on the other hand.

This paper looks at the work of the Belgian sociologist Jean Remy, tracing in it the intellectual position of a sociological urbanist for whom the scholarly interpretation of the city goes hand in hand with direct engagement in the transformation of the city (Stanek 2011). The core of this position is based on the particular interpretation of the role of space within the construction of society in general, and within the process of urbanization in particular. Remy seeks to 'flesh out to what extent space and spatial compositions provide a specific and irreducible place of explanation' in the study of the city (Remy & Voyé, 1981, 11). Space is treated as 'an explaining factor', yet never in isolation but as part and parcel of the context of social transaction. With this qualified answer Remy seeks to avoid the pitfalls inherent to a physical determinist approach as well as philosophical idealist interpretations. In the course of the development of his oeuvre, Remy would make the critique of spatial determinism the intellectual engine of an urban theory which places the non-coincidence of configuration, management and use of space at the center, and interprets it as the core of the social construction of the meaning of urban space.

The paper looks at three important chapters in Remy's empirical work dating between 1962 and 1985: a regional study for Charleroi, the planning of Louvain-la-Neuve, a preparatory study for the redevelopment of the petite ceinture in Brussels. These chapters mark an itinerary which starts with the highly abstract conceptualization of the city as the spatial milieu in which positive externality is being accumulated and develops into a complex reflection on the city as an emergent phenomenon. Throughout this itinerary Remy never glorifies the city as the product of self-organization neither does he dismiss planning. His work is permeated by the sharp awareness that without any form of spatial plan(ning), society lacks the context in which the positive externality – associated with city-ness – can be accumulated and develop as a positive milieu effect. Hence, Remy crafted a position distinct from the stark ideological critique of urbanism as formulated by Castells, equally distinct, however, from the critique of alienation produced by Lefebvre and others.

EXPLAINING THE URBAN RESILIENCE CRITERIA FOR IRANIAN CITIES BASED ON URBAN PLANNING PRINCIPLES OF SCHOOL OF ISFAHAN (THE SAFAVID NEW CITY OF ISFAHAN)

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One of the most recent branches of knowledge which relates to the sustainability paradigm is urban resilience field of study. While sustainable development paradigm itself is included of different goals such as social, economic and environmental ones, the resilience is the main operational and implementation idea in sustainability. The Safavid dynasty which was founded in 16th ac. was one of the most significant and innovative ruling dynasties of Persia and is considered as the beginning of modern Persian history. They provided a holy platform for promotion of philosophic, spiritual and operational lessons which led them to creation of newschool in art and culture called "Isfahan school". The new city of Isfahan which was created in total harmony with the old one is considered as the most evident consequent of this tradition. The Safavid created the utopia according to the Unity in diversity thought which is a concept of "unity without uniformity and diversity without fragmentation". They literally applied their utopian ideas in their cities which now a days can be recognized in their urban physical settings especially their one of a kind urban spaces. The city of Isfahan were designed and executed by Shaykh Bahai who focused the program on two key features of Shah Abbas's master plan: the Chahar Bagh avenue and Naqsh-e-Jahan square. These two elements created the backbone of city. In addition to the organized physical plan, other economic, social and cultural factors helped the city to be sustainable and due to the fact that physical aspect of the Safavid new city along with some socio-economic features are still recognizable, therefore the it's considered a resilient city.

With regards to the fact that the vision of sustainable development is to maintain global environment and to increase the quality of life by local strategies for current and future generations. Therefore, studying historical urban planning experiences and local vernacular lesson can lead us to a better plan and strategies in order to solve the most unexpected environmental issues. Based upon what discussed above, the main goal of this paper is to assess and recognize the Isfahan urban planning school principals. In order to provide a context based framework for planning and designing the Iranian resilient city, resulted vernacular criteria of Isfahan school will be compared with the factors investigated in urban resilience studies in recent global discussions. In order to achieve the main goal, by using descriptive-analytical method, some case studies will be chosen and studied through different stages and by using various data gathering methods including field and document based studies. The results show that the main factors of durability and most importantly resilience of the Safavid new city of Isfahan is cultural and socio-economic factors which were also crucial in making a sustainable physical setting.

RESEARCH ON THE APPLICATION OF SPACE SYNTAX TO URBAN RECONSTRUCTION BASED ON SELF-ORGANIZATION THEORY

Yunzi Wang | Loufeng Qin | Shaojun Zheng

Zhejiang University

In this paper, based on the urban self-organization theory, the main purpose is to use the space syntax as an analyzing tool to calculate and compare the space configuration in the process of urban reconstruction, and to apply it to the reconstruction plans of the urban and regional, thus finding the enlightenment of urban and regional reconstruction.

As a systematic theory rose in the 1960s, the self-organization theory mainly study the formation and development mechanism of complex organizational system, including the living system and social system. It has been known that the city itself is a very complex system with self-organization function, its spatial configuration is forming spontaneously by the force coming from differences of resource distributing in countless space units. In this case, the professor Bill Hillier put forward the theory of space syntax. Based on the urban space network, it illuminates the space configuration that reflects the object and human intuition experience.

On the foundation of demonstrating the universality of urban self-organization principle, the article choose several cities and towns in Sichuan and near the Three Gorges as samples to validate the applicability of space syntax for reconstruction. And then carried on the comparison between the predicting outcomes of space syntax theory and the space configuration in the real reconstruction from three aspects: the integration of space, the accessibility of street network and the integration of vision. It proved that the space syntax is a quantitative tool converts the subjective spatial feelings to objective data. For this reason we are able to find the feasible references for contemporary city reconstruction after having a comprehensive understanding of the composition and formation of self-organized urban space configuration.

A destructed city needs mass rebuilding and reconstruction as disaster is a mutation for the space configuration and the original system cannot operate spontaneously. And the key point for resilience is to rebuild or even optimize the original space configuration over the ruins. The space syntax help us explore the internal order of the urban space development, make full use of the urban space in the reconstruction process without disrupting the natural movement. It offers a diagrammatize method to explain the instantaneous spatial structure as a whole. So the designers can have an intuitive understanding of the spatial potential evolution trend. Besides, it provides powerful logic basis for the rebuilding and reconstruction of the city system and makes the construction process more rational. By this, the new structure will integrate with the environment, adjust and pull the development of surrounding areas and even the urban space system. Therefore, space syntax can not only retain the original internal order of the society to the greatest extent, also make new elements and the original system coexist harmoniously and promote the post-disaster resilience of the city.

CENTRING SPACE: THE POSSIBILITY OF PLANNING IN URBAN COMMUNITY (SHEQU) CONSTRUCTION IN SHANGHAI

Paula Morais

Bartlett School of Planning

China's post-economic reform industrialization, mass-migration and accelerated urbanisation has had an impact on cities that is unprecedented in scale and in speed. Either expressed by expansion patterns of industrial-driven peripheries, planned new towns or high-densification of city centres, urbanisation is defined by a profound transformation of urban space and prior socio-spatial orders¹. Largely impacted is the basic socio-spatial unit of the city - the urban community (xiaoqu or shequ) - often destroyed and relocated, and which have been the homes of people and traditionally the organisers of social relations in China². Communities are centred spaces - as centring is the making of space into a place³. China aims to build a new society, based on the neighbourhood unit, that can be more autonomous, responsible, and essentially more stable⁴. In a context where both society and space are on the

move - how can planning assist centring space thus creating communities? This paper is a qualitative study that explored the history of a long-established community case in the inner centre of Shanghai – showcasing the present pressures of urban renewal and realities of spatial decay, overcrowdedness and relocation uncertainty. It argues for the importance of socio-spatial permanence, which requires the action of planning collaborating with community managers that is presently fragmented and lacking both diagnosis and communication.

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INSTITUTIONALISING DESIGN EXCELLENCE IN CENTRAL SYDNEY 1988-2000

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1 UNSW

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High-quality architectural and urban design are now widely regarded as key contributors to the competitive advantage of global cities. Sydney, Australia is no exception. Since 2000 'design excellence' has become a central mantra applied to improve design quality. Focusing on the jurisdiction of Sydney City Council, this paper identifies an assemblage of three threads from which design excellence (and in particular mandatory competitive design processes) emerged as a planning objective in the late 20th century. Deep into the post-war period, local government planning processes were still enmeshed in a statutory land use planning system based on a traditional town and country planning paradigm. From the late 1980s these processes were challenged by newer understandings of the 'design dividend' rewarding competitive global cities within an emerging neo-liberal rubric. From 2000 Sydney CBD's touchstone of design excellence has required all major developments on privately-owned sites to undergo a competitive design process. This mandatory step in development approval procedures is unique for an Australian local authority if not globally. By unpacking the evolution of this modern competitive design-injected planning process, we gain better historic insights into localised governance responses and their consequences in the context of the neo-liberal global city.

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The Question of Resilience as Urban Strategy

A STUDY ON THE "SUPER-FLAT URBANISM" IN JAPAN

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Introduced by "super-flat" concept from Japanese artist Takashi Murakami, this article researches on "super-flat urbanism" in Japan. First of all, this article tries to clarify and summarize the two main characteristics of "super-flat urbanism": 1. fragmentation of the observed urban scene composed by a large number of electronic display screens and a common pursuit of virtual equality in the information world behind those tablet screens. 2. By undermining the hierarchy between "internal" and "external", fragmenting itself and eliminating frontality, buildings, the most important element of composing a city, erases its sense of being.

Then, this paper analyzes the appearance of "super-flat urbanism" in the historical context and its impetus and representation in modern society, emphasizing several interpretations: 1. the permanent mental trauma caused by turbulent political and social environment in its history: Japan's failure in the Second World War, occupation and reconciliation by America, the emergence of endless student movements and the resources crisis in 1960s; 2. the long-term material loss brought by frequent natural disasters and geographical conditions. This two facts result in a collapse of "strong" and "eternal" in Japanese faith. The appearance of a large number of "light white", "floating" and "temporary" buildings which "weaken itself" is the feedback from the urban planners and architects towards their surrounding "fragile" world, and is their response and answers towards the relationship between man and man, man and society, man and nature; 3. the inheritance from traditional orient aesthetics which is different from the west, has gradually formed a kind of contemporary "Japanese style" aesthetics that inclines to flat, responsibility-dispersive and implicit in expression; 4. the introspection, revolt and escape against their strict class society, coupled with the popularity of information and technology, has also led to the pursuit of a kind of ambiguous virtual equality in Japanese contemporary society.

In a word, this article interprets that origins from historical context and geographic conditions, along with the gradually-developed aesthetics and the impetus of modern information society and consumer society, urban scenes in Japan expresses fragments with virtual equality hidden behind, and a deliberately-weakened position of a single building, to consciously or unconsciously reflect their historical trauma and attitudes towards contemporary society, and finally forming the unique “super-flat urbanism”.

THE NON-COMPLETE AS A RESILIENT URBAN VISIONARY METHODOLOGY

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Holon Institute of Technology

Cities are entangled with many inherent conflicts, paradoxes, and ways of becoming. Cities form and reform, grow and decay, generate enormous success with equally substantial failures. Those failures, whether natural or man-made, compel cities for constant maintenance and renewal, yesterday's solutions become today's problems. This dual counter process taking place in cities requires a mood of thinking that reflect and engage it on equal terms. A mood that does not necessarily views decay as a problem or growth as success, but one that treats this constant process as natural. The paper presents the concept of the Non-Complete, and explores it as a thinking tool able to engage the dual process of growth and decay of the urban context. It evaluates it through two distinct examples, and concludes in an attempt to summarize its qualities and future possibilities.

The concept of Non-Complete offers a polar attitude toward the Complete. The Complete, is understood, as the authority, which is agreed, finite and stable; and the Non-Complete as adopting a more resilient attitude: ambiguous, infinite, and contradictory. Reality, rather paradoxically, suggests partiality and discontinuity of space, experience and conciseness. The Non-Complete does not attempt to imitate nature or to create new stability, but rather, to produce a condition of permanent change, that opposes the search for completion, stability, and unity. The Non-Complete is partial, unformed, open-ended, inconclusive, and can be interpreted in opposing ways. The Non-Complete does not focus on success, solution or achievement; it is a resilient attitude that views reality in a skeptic and poetic way. This proposition is evident in the claim by German philosopher Theodor Adorno that the true authenticity of an object or creation is measured by its ability to resist completion or classical closure.

The paper elucidates the conceptual framework of the Non-Complete through interpretation of two examples. Exploring them as opposition to prevailing theoretical and methodological concepts. First example is the life-long urban project by Constant titled 'New-Babylon'. This project explores visually the concepts developed by the SI group during the 60's of the 20th century. Second example is the visionary drawings of Lebbeus Woods. The drawings are a venture into his concept of An-architecture which understands cities urban condition as a constant pendulum movement between catastrophe and regrowth. Both of these designers developed their ideas as reaction to reality and to contemporary planning and urban design prevailing ideas. They attempted to counter those ideas as an act of resistance. To criticize them by showing that although unfeasible yet they offer a potential capacity for resilience and ability to reconcile reality's conflicting conditions. Both works are theoretical and historical, and are interpreted as Non-Complete moods of thinking. The paper concludes in evaluating the works as resilient mood of thinking and their potential as contemporary urban visionary tool.

THE EVOLUTION OF PLANNING THOUGHT IN SERBIA: CAN PLANNING BE 'RESILIENT' TO THE TRANSITIONAL CHALLENGES?

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ETH Zurich

In recent decades, new approaches, instruments and tools have been developed and implemented all around the globe. However, their implementation varies depending on a certain societal setting. Hence, the research aims at identifying the elements important for making the planning 'resilient' throughout transitional periods. To illustrate this, the case study of Serbia – a state that has undergone the turbulent transformations in terms of its political, socio-economic and, consequently, planning system and practices, is presented. After elucidating a general research framework, including both the planning system and planning culture factors, a brief historical overview of the planning evolution in Serbia is provided for: the communist period (until 1989), post-communist phase (until 2000), and contemporary period (until present). In order to achieve analytical coherence, all the evolution stages are observed through the lens of its context (prevailing ideology, state system), planning practice (and products of planning), and planning process, i.e. methodological approach). The contemporary planning modus in Serbia is illustrated with a distinct example of the Belgrade Waterfront project, thus elucidating the contradictory interests and manifold influences of market, political, community and professional demands. The paper ends with the crucial factors for improving 'planning resilience' within transitional systems.

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BRASÍLIA: FROM URBAN DESIGN TO ZONING

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This paper presents the first results of research on the transformations in Brasilia's contemporary urban landscape, a city that has become the third largest Brazilian urban space, after Sao Paulo (country's economic center) and Rio de Janeiro (Brazil's previous capital). Using methods developed at the University of São Paulo, the transformation of the urban landscape is analysed, mainly focusing on the changes in the Government's methods of intervention in the landscape. In this sense, the abandonment of precise urban design guidelines and the adoption of actions that prioritize urban planning techniques, mainly the zoning, are emphasized. To this end, two paradigmatic examples are highlighted - the Plano Piloto and Aguas Claras - two neighbourhoods characterized by these two approaches. In the paper's context, the Pilot Plan, designed by urban planner Lucio Costa and with several of its buildings designed by architect Oscar Niemeyer, is presented as an example of urban design strategies, both by the built environment uniformity, and by the rules for its expansion and transformation. On the other hand, Aguas Claras, a neighbourhood built mainly in the XXI century, consolidates planning instruments, which highlights the urban land's importance (the lot's size and location) to determine the urban form.

Planning Approaches and Processes

THE ASSESSMENT OF SOCIAL RESILIENCE FACTORS IN HISTORIC NEIGHBORHOODS OF TEHRAN (CASE STUDY: HISTORIC CENTER OF TEHRAN METROPOLITAN AREA: REGION NO.12 OF TEHRAN MUNICIPALITY)

Nina Khalighi | Mahsa Fallahi | Mostafa Dehghani

Tarbiat Modares University

Sustainability principle which was first emerged as a theory in environmental sector; it has become the most controversial topic of discussion since 1980s. As the main goal of development schemes and plans both in micro and macro scale, sustainability and related issues especially sustainable urban studies has find their path into the developing scientific fields. Assessing the urban settlements sustainability is one of the recent fields of interest which attracted many scholars in order to solve many environmental-related difficulties. In fact, this happened because of the recent demand for a sustainable urban physical setting which has turned into one of the most challenging factors leading the direction of urban development in the twenty first century. Flexibility or in other words the ability to adapt and change is considered as one of the most important features of sustainable development, which relates to the theory of resilience. This is a new concept that has proved its importance in many recent studies including dissertation and scientific papers on urban planning and urban design issues. The degree to which cities are resilient against different disasters is considered as a key role in crisis and deterioration of cities as well as their development and prosperity. Social resilience might be regarded as one of the most important aspects of social sustainability paradigm. This type of resilience is recognized as one of the dimension of sustainable development which has a great effect on maintaining and promoting social capital, the power of social interactions (both formal and informal types), resident's sense of belonging to their neighborhood and etc. Based on the above explanation, this paper will focus on the social dimension of resilience. The main goal of this study is to extract the appropriate social indexes by studying related literature and examine the obtained indexes in the historic center of Tehran (region no. 12 of Tehran metropolitan area) which regarding social aspects including social background, historic heritage, presence of an invaluable social and cultural capital and etc., is considered as one of the most valuable parts of the city of Tehran. Unfortunately in the past three decades most of its historic fabric has turned into deteriorated area and which instigated the previous residents of the site to migrate to other neighborhoods and consequently the quality of life has decreased dramatically. In other words, the heterogeneity of social community has emerged and the social values have diminished in this process. In order to analyze the cause and effects of changes and recognizing the features of historic center of Tehran, regarding social resilience approach, descriptive-analytical and comparative method were applied. Through using primary data which can be achieved through field survey and based on individual approaches, also by using principle component analysis method, social resilience factors were extracted and used to compare different neighborhoods of region no.12 of Tehran city.

URBAN GENTRIFICATION AND CHALLENGES OF REHABILITATION OF THE HISTORICAL CENTER OF ALEPPO POST-WAR: TOWARDS A BALANCED SOCIOECONOMIC ROLE

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University of Calabria

During the escalating war, various critical transformations aggressively hit Aleppo, the greatest metropolitan city in the Eastern Mediterranean part. Even before this war, since the last decade of the 20th century, various series of socioeconomic and urban pressures had affected the Historical Centre of Aleppo (HCA), in order to reallocate the role of this centre as housing and working place. These pressures allowed the policy makers and investors to start their systematic approach of exploiting, reusing and rebuilding the most significant architecture and urban places in the historical context, unfortunately, this approach happened under the guise of “Rehabilitation the old city of Aleppo” project. Therefore, a serious contradict has been created between the “policy makers & Investors” and the “Inhabitants” represented in the Top-down approach implementations, for tackling and handling the problems in the old city of Aleppo. The research adopted three consecutive phases for developing a systematic framework to re balance the pivotal socioeconomic role as leader of the rehabilitation project in the HCA post-war.

- 1) Analysing the last urban interventions motivations and their applied approaches in the rehabilitation project.
- 2) Highlighting these intervention impacts on the socioeconomic life in the HCA.
- 3) Evaluating how much extent the implemented approaches have contributed in urban gentrification manifestations.

THE ROLE OF AN URBAN REHABILITATION ON IMPROVING THE SPATIAL QUALITY LEVEL

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Today, it is observed that traditional shopping districts which usually constitute the identity, personality of cities and sustain the ‘memory of place’ have started to lose their former importance, functions, and morphological features. They generally become uncared and neglected areas because of the shopping center flow. Providing the sustainability of traditional shopping districts which reflect their spatial character, quality and experience from the historical perspective is rather important for preserving the collective memory and identity. In this point, this study aimed to investigate whether ‘increasing the quality of space approach’ plays a key role to solve the problems of traditional shopping districts or not. According to this aim, a comparative analysis was conducted in the context of the study.

The traditional Konya Shopping District, which was chosen as a sample area, had similar problems which were indicated above. For solving these kinds of problems, revitalizing and regaining this area, an urban rehabilitation project was applied by local authority in 2012. Before this date, in 2010, a total of 255 questionnaire applications were made to identify the quality level of the sample area in terms of users’ perspective in the context of a doctorate dissertation. After this, a post occupancy evaluation method was used to test the success of the rehabilitation project, and to see whether the quality level of the area increased or not from the users’ perspective in 2015. For the comparisons, the same questionnaires and analysis techniques (one sample T test analysis) were used in 2015.

In conclusion, after the comparisons, it was seen that the Traditional Konya Shopping District has still a strong spatial satisfaction level and cultural identity from the users’ point of view. The rehabilitation project of the area had a strong effect when compared by visual and aesthetic quality levels. Conversely, it still lacks in social and functional quality levels. This study highlights that if we overcome these deficiencies regarding social and functional quality aspects, the Traditional Konya Shopping District will be used more and regains its former importance.

INFORMAL SETTLEMENTS IN IRAN: THE PATH OF THE RIGHT TO THE CITY

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Tarbiat Modares University

Metropolitan authorities across the globe are encountering problems related to population growth and in-migration that transcend their current planning and development capacities. Similarly, the fast pace of urbanization and rural-urban migrations has led to the formation and expansion of informal settlements in Iran since the 1950s. It is argued that the unofficial and/or illegal nature of informal settlements often hampers involvement of their residents in local political processes. Consequently, this exacerbates their vulnerability and social exclusion which may result in urban inequalities and inequities.

One of the concepts that helps to define the rights of informal settlers and improve their living standard is known as “the right to the city”, which was proposed by the French philosopher Henri Lefebvre in the late 1960s. He considered the city to be a social structure and believed that all city dwellers, formal and informal, have a right when it comes to the city in which they live. According to Lefebvre’s viewpoint, the right to the city is far more than just an individual’s liberty to access urban resources. Indeed, it also includes empowerment and involvement of all local citizens in solving the physical, social, and economic problems of their city. Promoting the rights of urban informal settlers contributes to reinforcing their inclusion in, and access to, what a city is supposed to offer to its residents and hence it would enhance their resilience against marginalisation and displacement.

This paper aims to study the evolution of Iran’s urban planning approaches and experiences in informal settlements throughout recent history, with a particular emphasis on the concept of the right to the city. In this historical research, the content analysis is applied to evaluate relevant legislations and other documents in terms of different aspects of the right to the city. Findings show that Iran’s informal settlements have seen a wide scope of different planning approaches and policies from “being neglected” and “forced relocation and removal” to “enabling and upgrading”. Prior to the 2004 enactment of the national strategy document entitled “Enabling and Regularising Informal Settlements”, Iran’s urban programmes had paid no or very little attention to the concept of the right to the city. Since then, the involvement of informal settlers in community development plans has been considered as a crucial process. However, it seems that, in order to further strengthen the right to the city in Iran, there is a need for more effective measures so as to put residents of informal settlements at the heart of urban development programmes.

Topical Conversations

Round Tables

GETTING PUBLISHED

David Goldfield¹ | Michael Hebbert² | Robert Lewis³

- 1 *UNC Charlotte*
- 2 *University College London*
- 3 *University of Toronto*

The purpose of the workshop is to inform attendees how to publish a scholarly article in each of our journals. Each of us will take ten minutes to explain the mission of our journal, the editorial review process, the mechanics of “revise and resubmit,” and, most important, how to tailor the manuscript to suit the editorial criteria of the particular journal. We then open the floor for questions, and this portion of the workshop is often the most rewarding for the attendees. This is especially so for our junior colleagues and graduate students. It is surprising to us how little tutelage graduate students and junior faculty have had from their advisers in developing a scholarly article for publication. These workshops have been very well attended in the past, and we feel that word has gotten out that this is a worthwhile “nuts and bolts” session to attend.

CROSSING BOUNDARIES – TRANSCULTURAL PRACTICES IN URBAN PLANNING

Tom Avermaete¹ | David Massey

- 1 *TU Delft, Head of chair of Methods and Analysis*

This roundtable is based on a recent theme issue of OASE. Architectural Journal entitled ‘Crossing Boundaries. Transcultural Practices in Urban Planning.’ It takes as its point of departure the cross-cultural conditions in which architects, urban designers and landscape architects work. It focuses in particular on urban planners working in a condition of displacement – in other words in relation to cultures, far away or nearby, that are not their own. The goal of the round table is to discuss, first, what the effects of the transcultural *modus operandi* are for the instruments and roles of the urban planner and, second, what particular challenges the study of these cross-cultural practices poses to historiography.

CONNECTIONS, OVERLAPS AND DIFFERENCES IN PLANNING AND URBAN HISTORY

Richard Harris¹ | Helen Meller² | Shane Ewen³ | David Goldfield⁴ | Paul Meurs⁵ | Carola Hein⁶

- 1 *McMaster University*
- 2 *University of Nottingham*
- 3 *Leeds Beckett University*
- 4 *UNC Charlotte*
- 5 *TU Delft and SteenhuisMeurs*
- 6 *TU Delft*

The histories of cities and of planning are closely intertwined. To live in cities our actions must be regulated so as not to impinge too much on the lives of others. We regulate ourselves, and there are unwritten social norms, but increasingly urban life has come to be governed by the state. One of the state's most important urban functions has been the power to guide land use, which includes new developments and also the preservation of buildings and environments that are threatened but especially valued. Despite, or perhaps because of their close interconnection, the relationship between urban and planning history has often been left implicit and unclear. The recent publication of Shane Ewen's *What is Urban History?*, the first modern book-length survey, offers an opportunity to re-consider not only the nature of the field but also its connections, overlap, and differences with the cognate fields of planning history and heritage studies. This roundtable session, sponsored by the Urban History Association, will take this book as the point of departure for a wide-ranging debate.

ENCOUNTERS BETWEEN URBAN PLANNING IN THE PAST AND PRESENT

Jeffrey Diefendorf¹ | Carola Hein² | Robin Bachin³ | Michael Hebbert⁴ | Rosemary Wakeman⁵

- 1 *University of New Hampshire*
- 2 *TU Delft, Head of the chair of History*
- 3 *University of Miami*
- 4 *Bartlett School of Planning, University College, London*
- 5 *Fordham University*

This roundtable brings together scholars in various fields to talk about methodological and pedagogical issues, such as how present-day city officials and citizens should try to learn from similar experiences in cities in the past. They are all noteworthy scholars, and they encourage students to use history as an element in pursuing civic and community engagement in current urban affairs.

PORT CULTURES

Carola Hein¹ | Paul van de Laar²

- 1 *TU Delft, Head of the chair of History*
- 2 *Erasmus University Rotterdam*

Linking to the exhibition in Museum Rotterdam, this roundtable explores the petroleumscapes of the Randstad. Here, the physical flows of oil, from transportation to storage, refining and resale, intersect with financial and administrative installations, continuing a pattern that corporate and public players have established over the last 150 years. Much of the oil brought to Rotterdam and refined there, only passes through, but the region has also experienced the advent of the gasoline-fueled automobile and the ensuing massive transformation of the landscape just like any other industrialized country, a transformation accompanied and promoted by a range of publications from oil companies, such as road maps and brochures that advertise the use of cars in the context of the Netherlands.

URBAN AND HERITAGE PLANNING AND USE OF OPEN SOFTWARE

Antoni S Folkers

AAMatters, the Netherlands

The Round table will focus on the use of open source software(s) such as OpenStreetMap and Wikipedia in the Ng'ambo Tuitakayao project, including Historic Urban Landscape mapping and drafting of the Local Area Plan for parts of the Zanzibar Town. OSM and Wikipedia are widely accessible and affordable tools which applied in urban and heritage planning can lead to a greater transparency of governmental processes and encourage a more integrated top-down and bottom-up data collection. Furthermore, their application in planning processes may also lead to a greater community engagement and encourage citizens to involve more actively in local planning and heritage processes. The methodology applied in the mapping, data transfer and outcomes of the process will be discussed in the round table. The NGT team was approached by the World Bank and Ramani Huria project team from Dar es Salaam, Tanzania in October 2015 to collaborate on the process of data collection (Ramani Huria is a community-based mapping project training university students and local community members to create highly accurate maps of the city using OpenStreetMap). Following a number of meetings and training sessions the decision was taken to adopt the methodology supported by the World Bank. The collected data was transferred to OSM using JOSM which is one of the OpenStreetMap map-editors. Additionally, several Wikipedia pages had to be updated or launched in order to explain new categories introduced in the process of NGT mapping. Participatory mapping is a significant way of engaging local community during the process. However, sharing the collected data with the community after the concluded process often remains more problematic. The outcomes of surveys and cultural mappings such as the one carried out by NGT often take form of technical reports, maps and/or academic papers which in terms of their content, but also as a media of sharing knowledge, remain largely inaccessible to the wider public. Applying OSM and Wikipedia in the process offers therefore a new way of countering the prevailing tendency mentioned above at the same time as they still allow for the production of more conventional outcomes of such projects. The interactive nature of OSM and Wikipedia, allows for continuous update and expansion of knowledge about respective places. Data presented in OSM is immediately accessible to a broader public. Hence, the risk of the collected data becoming outdated, as it might happen in the case of more conventional ways of data sharing, before it reaches a wider public, is limited. The data is also accessible for peer review straightaway which may have a positive bearing on securing the quality of collected data. OSM and Wikipedia are low cost and technically advanced softwares which allow for a wide circulation of collected data at the same time as they can serve as tools in planning exercises in a more conventional way. In the context of urban planning in Africa they also provide a means through which the corpus of knowledge about African cities can be continuously expanded with the help of professionals as well as local communities.

PORT CULTURES

Carola Hein¹ | Paul van de Laar² | Dirk Schubert³

- 1 *TU Delft, Head of the chair of History*
- 2 *Erasmus University Rotterdam*
- 3 *HCU Hamburg*

This roundtable proposes an investigation into port cities culture, a shared collective local mind-set, long-standing and on-going, that supports port development, specific to each city, but in its essence similar to that of the whole group of port cities. This atmosphere of support for port development among urban elites, workers, and citizens has traditionally evolved as part of the intimate interconnection of port and city; this culture is inscribed in planning practices, governance, and cultural productions. It is connected to historic maritime structures and traditions, and it facilitates local acceptance and promotion of large-scale changes in and around the port, even those that might conflict with the values and lifestyle of some populations. At times, it actually celebrates results of destruction and rebuilding, interpreting them as a particular capacity to overcome adversity and to engage in transformation. With UNESCO selection of Hamburg's warehouse and office district as a world heritage site in 2015, locals accepted, even supported and praised, urban redevelopment including the displacement of citizens. Heritage is the expression of local cultures and it is a consistent theme both in the professional and the academic conferences. A topic yet to be explored is how increasing migration and (super)-diverse populations will interact with existing traditions. Decisions on what to preserve and what to keep and who to bring into the neighbourhood are part of planning decisions.

PLANNING HISTORY HANDBOOK

Carola Hein

TU Delft, Head of Chair of History

This roundtable brings together a number of participants in the forthcoming Handbook of Planning History (ed. Carola Hein) offers a comprehensive interdisciplinary overview of planning history since its emergence in the late 19th century, investigating the history of the discipline, its core writings, key people, institutions, vehicles, education, and practice. Combining theoretical, methodological, historical, comparative and global approaches to planning history, the Handbook provides an unprecedented synthetic approach to planning history. By discussing theories, methodologies and scales, examining select places and typologies, and studying key texts and themes in planning, the Handbook of Planning History explores the state of the discipline, its achievements and shortcomings and future challenges.

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Malta Campos, C. BOA P.048 | V.01 P.041
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Mashiko, T. BOA P.134 | V.03 P.329
Massaretti, P.G. BOA P.108 | V.02 P.387
Massey, D. BOA P.252 | BOA P.264 | V.07 P.079 |
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Matsa, S. BOA P.187 | V.05 P.105
Matsubara, K. BOA P.064 | BOA P.103 |
BOA P.163 | V.01 P.251 | V.02 P.327
Maudling, C. BOA P.103 | V.02 P.329
Maughan, N. BOA P.088 | V.02 P.077
Maumi, C. BOA P.074 | V.01 P.335
Maziviero, M.C. BOA P.101 | BOA P.106 |
V.02 P.259 | V.02 P.367
Mazzoni, C. BOA P.117 | V.03 P.091
Mccarthy, J. BOA P.134 | V.03 P.333
McClelland, A.G. BOA P.172 | V.04 P.365
Meck, S. BOA P.148 | V.04 P.021
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Meulder, B.D. BOA P.067 | BOA P.122 | V.01 P.271 |
V.03 P.179
Meurs, P. BOA P.177 | BOA P.265 | V.04 P.433 |
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Million, A. BOA P.148 | V.04 P.019
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Milner, E.L. BOA P.219 | V.06 P.061
Ming Kong, M.S. BOA P.212 | V.05 P.283
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Miranda, A.E. BOA P.089 | V.02 P.089
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Morel, M. BOA P.048 | V.01 P.025
Motak, M. BOA P.100 | V.02 P.237
Mota, N. BOA P.098 | BOA P.100 | V.02 P.193 |
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Mugnoz, S. BOA P.108 | V.02 P.387
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Nielsen, E.T. BOA P.150 | BOA P.168 | V.04 P.047 |
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Pallini, C. BOA P.206 | V.05 P.255
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Patricia, C.A.F. BOA P.167 | V.04 P.285
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Pereira Neto, M.J. BOA P.212 | V.05 P.283
Perzyna, I. BOA P.048 | V.01 P.025
Peters, W. BOA P.088 | V.02 P.067
Pinheiro, E.P. BOA P.164 | V.04 P.265
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Plana, L. BOA P.116 | V.03 P.061
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Retzlaff, R. BOA P.148 | V.04 P.021
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V.03 P.329
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Sennema, R. BOA P.232 | V.06 P.177
Sereerat, S. BOA P.191 | V.05 P.143
Sha, W. BOA P.117 | V.03 P.075
Shen, J. BOA P.189 | BOA P.256 | V.05 P.121 |
V.07 P.125
Shi, L. BOA P.089 | V.02 P.105 | V.04 P.275
Shoshkes, E. BOA P.063 | BOA P.076 | V.01 P.353 |
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Silva Leme, M.C. BOA P.243 | V.06 P.265
Silva, M.L.P. BOA P.243 | V.04 P.235 | V.06 P.275
Silva, M.V. BOA P.162 | V.04 P.235
Silver, C. BOA P.087 | V.02 P.065

Singh, R.B. BOA P.251 | V.07 P.063
Sipos, A. BOA P.257 | V.07 P.129
Smylie, P. BOA P.145 | V.03 P.453
Somekh, N. BOA P.067 | BOA P.130 | V.03 P.275
Song, K. BOA P.052 | BOA P.053 | V.01 P.095 |
V.01 P.107
Sonna, M.L. BOA P.106 | V.02 P.367
Sonne, W. BOA P.183 | V.05 P.051
Sorensen, A. BOA P.227 | V.06 P.131
Souza, A.C. BOA P.160 | V.04 P.191
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Souza, C.F. BOA P.244 | V.04 P.191 | V.06 P.289
Spataro, E. BOA P.133 | V.03 P.327
Spina, M. BOA P.108 | V.02 P.387
Stavridou, K. BOA P.131 | V.03 P.301
Strupp, C. BOA P.120 | V.03 P.135
Sugano, K. BOA P.166 | V.04 P.275
Sun, D. BOA P.052 | BOA P.256 | V.01 P.095 |
V.07 P.127
Sun, Y. BOA P.052 | BOA P.256 | V.01 P.095 |
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Ummansu, I.B. **BOA P.054** | V.01 P.135
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Vitiello, D. **BOA P.135** | V.03 P.335
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Wainer, L. **BOA P.090** | V.02 P.107
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Wang, D. **BOA P.200** | V.05 P.199
Wang, H. **BOA P.202** | V.05 P.207
Wang, J. **BOA P.052** | V.01 P.095 | V.01 P.107
Wang, K. **BOA P.199** | V.05 P.195
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Ward, S. **BOA P.065** | V.01 P.261
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Wilkof, S. **BOA P.145** | V.03 P.455
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Wu, W. **BOA P.053** | V.01 P.121 | V.06 P.029 |
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Xia, J. **BOA P.059** | V.01 P.209 | V.05 P.267 | V.05 P.291
Xi, Q. **BOA P.089** | V.02 P.105
Xu, H. **BOA P.060** | V.01 P.215
Xu, L. **BOA P.204** | V.05 P.237
Xu, S. **BOA P.208** | V.05 P.265

Y

Yacobi, H. **BOA P.218** | V.06 P.055
Yan, Y. **BOA P.052** | **BOA P.053** | **BOA P.234** |
V.01 P.095 | V.01 P.121 | V.06 P.213
Ye, L. **BOA P.201** | V.01 P.331 | V.05 P.201
Ye, Z. **BOA P.088** | V.01 P.331 | V.02 P.079
Yokokawa, H. **BOA P.105** | V.02 P.353
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Zeren Gulersoy, N. **BOA P.138** | V.03 P.353
Zhang, J. **BOA P.208** | V.05 P.265
Zhang, X. **BOA P.213** | V.05 P.267
Zhang, Y. **BOA P.216** | V.06 P.029
Zhang, Z. **BOA P.260** | V.07 P.177
Zheng, S. **BOA P.204** | **BOA P.259** | V.05 P.237
Zhou, Y. **BOA P.256** | V.07 P.125
Zhu, W. **BOA P.152** | **BOA P.199** |
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V.05 P.193 | V.05 P.195 | V.05 P.197 | V.05 P.199 | V.05 P.201 |
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