

# Abstract Registration No: 1

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 1  
**Abstract code**  
**Title of abstract** Urban Optimization of Transit – Oriented Development in Baghdad City  
**Author** AL ANI,  
Al Nahrain University- Collage of Engineering; Iraq; Tel: 780 026 5801, mohammedkassim66@yahoo.com  
**Co-Author(s)** A. ALWEHAB,

**Topic** Dortmund: How to leverage economic growth from spatial projects?  
**Abstract text** Peer reviewed paper  
&lt;b&gt;Urban Optimization of Transit – Oriented Development in Baghdad City&lt;/b&gt;  
The workshop theme&lt;i&gt;&lt;/i&gt;: How to leverage economic growth from spatial projects? (Dortmund, Ruhr, Germany)  
Abstract  
&lt;b&gt; &lt;/b&gt;  
Meeting the demands of the post modern metropolis requires innovative urban planning approaches to promote a livable and resilient urban fabric. Transit oriented development (TOD) is one such approach with a promise to add value to all public and private stakeholders. The concept maximize transit usage, creates a sense of place and community, and provide a vibrant mix of land uses catering to existing and future residents. In general, TOD aims at creating walkable, sustainable communities for residents and visitors of all ages and incomes, as well as providing more transportation, employment, and housing choices.  
In its theoretical background, the paper attempts to outline the benefits and principles of TOD, as well as highlighting a number of case studies of cities implemented the concept successfully. An overview of the cumulative results achieved by these cities to enhance the quality of life, and the local economy is presented.  
The city of Baghdad, with its six and half million inhabitants, and a forecasted population of nine million by 2030, has a number of shortcomings in providing a livable and efficient urban spaces and landscape. Transit, sprawl, excessive use of private cars, inappropriate land use mix and densities, and lack of well designed urban spaces around transit hubs are among the pressing issues. Research hypothesis stress the need to explore TOD as an urgent planning alternative to address such quandaries. The paper presents an overview of the pending "Baghdad Comprehensive City Development Plan 2030", and submits a multi parameters evaluation of the vision outlined in the plan with regard to transit and circulation problems, and solutions. Preliminary outcome of the evaluation process indicates an evident deficiency in optimizing future urban design movement proposals through the limited or nonexistent utilization of TOD.  
Key words: TOD, urban design, socio-economic growth, urban planning, comprehensive development.

**Keywords** Transit oriented development

**Keywords** urban design

**Keywords** socio-economic growth

**Keywords** urban planning

**Presentation pref.** Paper

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# Abstract Registration No: 2

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 2  
**Abstract code**  
**Title of abstract** **Engineering the Public Realm for Thriving Sustainable Communities**  
**Author** CAMPRUBI, A.C.  
Pubang Design Institute; China; Tel: 18600091353, alx.camprubi@gmail.com  
**Co-Author(s)** LANDEROS, I.D.

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** "To thrive, cities must attract smart people and enable them to work collaboratively."  
(Glaeser, 2011, p. 223)  
&lt;b&gt; &lt;/b&gt;  
The successful public realm is gaining attention of designers across the globe from the perspective of their positive impact on a multi-layer phenomenon that takes place in its surroundings; including, land value, commercial influence, cultural effervescence, economic development, walkability, recreational access and green environment which in turn create identity and a "sense of place". "Placemaking" is a concept widely studied amongst architects, landscape designers, planners and researchers; this paper analyzes placemaking concepts and makes them available to developers and designers to set a framework prior to the starting of a project to increase probability for creating successful and thriving urban streets and spaces within the restoration of urban fabrics like Poblenou in Barcelona resulting in the 22@BCN innovation hub, Marina Bay in Singapore or a small town in Henan province that renovated 50% of its urban area in 10 years because of the China Water Diversion project.  
Cities are not about buildings but about people, and people are a very complicated variable to predict because of its flexible nature. This is especially relevant for the real estate field as it is crucial to spot trends on time in order to predict any possible market direction. The 21st Century has been witnessing a whole spectrum of social and natural changes that are constantly reshaping and recalibrating the early expectations on certain urban matters: the increase in natural disasters, the rural-urban non-stopping exodus, the international security matters, and the diverse financial worldwide crisis, among many others. Caught in between all these instability it is essential to find a thread to follow in order to attain urban responses that better suit the current scenario of uncertainties, and deliver sustainable urban solutions; therefore, being able to understand and set goals to pre-define the characteristics of physical surroundings and the correlation on the composition of the different elements that define a thriving sustainable urban community.  
&lt;i&gt;Keywords:&lt;/i&gt;  
&lt;i&gt;public realm, sense of place, placemaking, sustainable communities, urban streets and spaces; pedestrian, walkability; public life, cultural effervescence.&lt;/i&gt;

**Keywords** public realm

**Keywords** placemaking

**Keywords** sustainable communities

**Keywords** cultural effervescence

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 3

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**Abstract no.** 3

**Abstract code**

**Title of abstract** **A Research on Promoting a more Connected Spatial Development of Metropolis of Developed Countries in a Globalised World**

**Author** SHAN,  
; China; Tel: 15927404599, 371760860@qq.com

**Co-Author(s)** HUANG,  
ZHANG,  
WAN,  
ZHAO,

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** Firstly, the research analysed new changes of space including residential community, industry and business office in metropolis since 1990, and discovered that: there is a significant trend of a more connected spatial development with the characteristic of structure elements' integration, reorganization and renewal. Secondly, the paper reported the climate , sustainability and competitiveness challenges of metropolis spatial development in the future, and suggested that: a more connected space system is important. Thirdly, the research summarized the objectives and strategies of spatial development of nearly twenty metropolis based on their planning or vision, suggested that: promotion of a more compact connection,a more multicenter connection and a more resilient connection is the adaptive solution. Current metropolis should reform on not only density,scale and three-dimensional space internally, but also multi-centric system and urban-rural relationship in metropolitan area, and ecological framework and infrastructure system in a greater regional range as well. Finally, the paper made a brief discussion.

**Keywords** globalization

**Keywords** compact connection

**Keywords** multicenter connection

**Keywords** resilient connection

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 4

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 4

**Abstract code**

**Title of abstract** **Research on the Strategies of cultural Heritage in Villages and Towns characterised by aboriginal Participation**

**Author** MA,  
; China; Tel: 18602622531, tsymc@hotmail.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** &lt;b&gt; The rural culture contains collective interests, and confronts with the mixture and integration of the foreign cultures; the strategy of cultural heritage carried by the planning achievements needs to depend on the sustainable vision and consolidate the authenticity of local culture. With the characteristics of the aboriginal participation, the paper tries to obtain the strategies of cultural heritage in villages and towns based on the technical level beyond the traditional planning method. When the effectiveness of the cultural inheritance caused by planning system mode at the present stage is recognized and the inherent advantages of the rural culture are provided by the aboriginals, with the help of enlightenment from the public participation and the rural planning methodology characterized by the civil participation in Japan, the more effective approach of the rural culture heritage is sought in this paper.&lt;/b&gt;  
&lt;b&gt; &lt;/b&gt; &lt;b&gt; &lt;/b&gt;Two new methods (aboriginal participation and aboriginal autonomy) used to seek for the strategies of cultural heritage with planning formulation mode are proposed in this&lt;/b&gt; &lt;b&gt;paper.&lt;/b&gt;  
&lt;b&gt;The role change, the depth of participation, the perseverance of the authenticity in the aboriginal planning formulation and the evaluation standards of the cultural heritage are also purposed from a new perspective. &lt;/b&gt;  
&lt;b&gt; &lt;/b&gt;

**Keywords** authenticity

**Keywords** rural culture

**Keywords** aboriginal participation

**Keywords** cultural heritage

**Presentation pref.** Research Result

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**Presentation**

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# Abstract Registration No: 5

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**Abstract no.** 5  
**Abstract code**  
**Title of abstract** Study on decentralized supervision mechanism of rural cultures based on authenticity evaluation

**Author** MA,  
; China; Tel: 18602622531, tsymc@hotmail.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** Based on the standards of the authenticity evaluation modeling system, the establishment of the decentralized supervision mechanism in rural areas was explored. From three aspects of the level of the evaluation model, characteristic indexes and authentic assessment, the supervision mechanism of cultural inheritance was discussed from the perspective of supervising subject, stake-holders and coordinated organization and thus suitable supervision schemes for Chinese cultural inheritance in rural areas were proposed.

**Keywords** authenticity

**Keywords** rural culture

**Keywords** inheritance

**Presentation pref.** Research Result

**Additional file**

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# Abstract Registration No: 6

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 6

**Abstract code**

**Title of abstract** **Research on The Network of the capital cities of China----- Based On The Data of PCT Patent Cooperation**

**Author** LU,  
; China; Tel: , ltz-happy@163.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The paper, based on innovation network theories, examines the innovation network of the cities in China, which is from regional R&D perspective and supported by the PCT application data between the cities. With the use of SNA (social network analysis) method, this paper, in consequent five periods (1990-1995, 1995-2000, 2000-2005, 2005-2010, 2010-2015), describes and explains the overall characteristics, contact structure, evolutionary trajectory of 32 capital cities in China.

**Keywords** Network

**Keywords** Patent Cooperation

**Keywords** SNA

**Keywords** the capital cities of China

**Presentation pref.** Paper

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# Abstract Registration No: 7

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 7

**Abstract code**

**Title of abstract** Gravity and networks: Research on the Network Spatial Structure And Characteristics of Innovative Cities Cluster In the Yangtze River Delta

**Author** LU,  
; China; Tel: , ltz-happy@163.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** As Innovation has become the major driver of urban and regional development, elements such as innovative activities are also having more far-reaching influence on the spatial structures and organizational features of regions, while innovation cluster and activities of regional level have been the research hotspot of urban geography. This thesis, viewing from the perspectives of innovation gravitation and the extroverted innovation relativity, reveals features of organization, spatial network of innovation city cluster and development of different phases in Yangtze River Delta region of China since 2000, specifically in 42 cities of this region. For the analysis, 13 indexes (scientific activity professionals, cultural and recreational industries professionals, scientific service and IT professionals, teachers in higher educational institutes, colleges and universities students, GDP, R&D, foreign investment in actual use, numbers of theaters and cinemas, book volume in libraries, internet environment and number of users, number of patents and patent applications ) in four dimension (innovation class, innovation investment, physical environment of innovation, and innovative output)and GIS methods are applied.

**Keywords** Gravity

**Keywords** networks

**Keywords** Innovative Cities Cluster

**Keywords** Yangtze River Delta

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 8

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 8

**Abstract code**

**Title of abstract** Research on The Network of The Innovation City Cluster ----- Based On The Data of PCT Patent Cooperation

**Author** LU,  
; China; Tel: , ltz-happy@163.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** Recognition and measurement of city network structure have always been a key area of research in urban and regional studies. Centrality and network reflect the roles and impacts of cities in a network from different perspectives. The paper examines the regional spatial structure of The BosWash megalopolis in terms of The data of PCT patent cooperation.  
With the use of SNA(social network analysis) method, this paper, in consequent 5 periods (1990-1995, 1995-2000, 2000- 2005, 2005-2010, 2010-2015), describes and explains the overall characteristics, contact structure, evolutionary trajectory of 50 cities in the BosWash megalopolis.

**Keywords** Network

**Keywords** Innovation City Cluster

**Keywords** Patent Cooperation

**Keywords** The BosWash megalopolis

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 9

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 9

**Abstract code**

**Title of abstract** **The planning transformation in cooperative context toward the aging society in china: a case study of Jiangsu**

**Author** ZHU,  
; China; Tel: , zhujieclark@126.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The amount of people above 60 years old in China has come to 180 million, which is one fifth of the total amount for the aged in the world. Now china stands the biggest country in the amount of old people, and the growth rate will continue rapid in the next decade. However, the concentration on the aged provisions in the urban planning field is far from enough in china. Firstly, family support is still the main mode for the aged at present, while social providing model for the aged such as community and professional institution is not fully formed, which contributes the great gap between the demand and the providing for the aged. Secondly, the urban providing facilities for the aged and the service system are inadequate. Thirdly, the security system for the aged covering with both urban and rural area needs to be constructed. Therefore, the person aging in china is not only one country's problem alone, but also the phenomenon which affects the world. With the case of Jiangsu Province, the relative developed and also facing the serious aging problem area in china, this paper introduces the elder-friendly idea to the urban planning, and tries to construct old people-oriented urban planning and design system. Based on the analysis of various facilities provided by community and institution, the public service infrastructure for the aged, the public activity space and the transportation support, different suggestions are provided into various plan level from regional strategy plan to regulatory plan, which has a strong reference meaning to the other areas in china and the developing countries.

**Keywords** the aged people

**Keywords** cooperative planning

**Keywords** china

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 10

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 10

**Abstract code**

**Title of abstract** **New urban forms for linking the urban food production-preparation-consumption chain**

**Author** ROGGEMA, R.E.  
Cittaideale; Netherlands; Tel: , rob@cittaideale.eu

**Co-Author(s)** SPANGENBERG,

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Due to economy of scale and globalization the food chain have become extremely long, complex and opaque. Recent years there is trend in which consumers, retailers, craftsmen and producers are trying to change the status quo for various reasons: price, sustainability, freedom of choice, experience, circular economy and so on. With the disconnection between the production, distribution, preparation and consumption of food the market has alienated itself form all the participants. This feeling of estrangement and inconvenience is being substituted by several new trends especially significant in urban context. The fortress walls of the spatial separation of functions are showing some cracks. These changes are manifested in an explosive increase in mobile semi-permanent places where food is prepared and consumed at the same time, while on the other hand more attention is given to the production of food in the city, e.g. urban agriculture. These two developments are desperately seeking for new connections. Some do claim to have found new solid ground to short cut the existing food chain. We like to explore these new claims. To actually follow these new roadmaps set out by trendy chefs, local entrepreneurs, concerned citizens or local alderman. The questions we like explore more closely are: who are these change makers? What is driving them? Can we see new strategies of change? And maybe the ultimate quest, does it real make a difference? Moreover, these developments and claims have spatial consequences at the urban and local level. On the basis of several case study examples, Tuinen van West/Meervaart, De Hallen, World of Food, the spatial conditions for local food production, preparation and consumption and their implications will be discussed.

**Keywords** urban agriculture

**Keywords** streetfood

**Keywords** urban food chain

**Keywords** production-preparation-consumpt

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 11

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 11

**Abstract code**

**Title of abstract** City Logistics Vienna – transport challenges in urban areas within a disordered institutional framework

**Author** NEUMAYER, V.N.  
TINA Vienna Urban Technologies & Strategies; Austria; Tel: 01400084272, vincent.neumayer@tinavienna.at

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** New opportunities by e-mobility, greening of logistics processes, industries on the basis of 3D-printing production, significantly growing e-commerce supported by just in time parcel deliveries, innovative non-motorized ways of cargo deliveries for the last mile, and cooperative cargo consolidation are just a few key fields of future transport operations within the metropolises and cities in a world of globalized goods flows. Especially in socially and environmentally sensitive but economically powerful areas of cities and towns new solutions for cargo transport are demanded. These developments offer new chances for urban brownfields and areas in conversion. Despite strong (economic) pressure on central locations in urban areas, a rethinking has started, whether residential and office use is the only sustainable way of meeting the needs of future urban growth.

On the basis of the Smart City Framework Strategy of the City of Vienna, which proclaims to render "by 2030 commercial traffic originating and terminating within the municipal boundaries to be largely CO2-free", the City of Vienna pursues to identify and alter essential framework factors, which directly and indirectly contribute to a CO2-free commercial traffic, necessarily including cargo transport from and to Vienna. Nevertheless the city of Vienna does not interfere directly with the cargo transport management of the city, but indirectly influences transport companies and commercial traffic by a parking management system, limited delivery periods and other minor measures.

This paper examines possible solutions towards a CO2-free commercial traffic in Vienna, but at the same time reveals the lack of institutional framework setting for an inclusive and efficient stakeholder-integration for the purpose of decarbonising city logistics. The public institutions in Vienna have confidence in private initiatives to establish CO2-free cargo transport. Still this confidence is contradicted by rising cargo transport demand to and from Vienna and extensively underlined need by hauling companies for central cargo hubs within the borders of Vienna and clear incentives for greening city logistics processes.

Results of this paper are based on a research project conducted under the co-funding of FFG (Austrian Research Promotion Agency).

**Keywords** smart urban logistics

**Keywords** urban logistics hub

**Keywords** last mile cargo transport

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 12

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 12

**Abstract code**

**Title of abstract** **Exploration on the Integration of Urban and Productive Rural Hinterland——Based on the Oriental Farming Culture**

**Author** LIU,  
; China; Tel: , urband@163.com

**Co-Author(s)** DUAN,

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Since the Fifth Century, the southern region around the Taihu Lake Basin has been the richest land in China. It's not only because of the economic strength of the cities, but also the profound oriental culture in the rural farming areas. After a long development in the urban and rural area, it forms the unique pattern of the Yangtze River Delta and a stable model of urban-rural linkages. But in recent years, due to the dramatic changes in socio-economic backgrounds as a result of the long-term urbanization, urban space continues to expand boundlessly to rural area. The characteristics of the geographic area has undergone profound changes. Links between cities and productive rural hinterland are being interrupted. As a result, food security, ecological crisis, conflicts between the urban and the rural area and other outstanding issues in the actual urban construction emerged in the last twenty years. The paper firstly analyzes and summarizes the problems of crack between urban and rural in the process of urbanization in this region. Secondly, the paper points out that the main reason for these problems is the dualistic way of thinking of urban and rural areas in the past urban planning, although we know that links between cities and productive rural hinterland are very important to this region. Thirdly, the paper proposes the integration of urban and rural areas should be at the core of thinking to solve the interactive problem. Through a study on the regional production and living conditions since hundreds of years ago, the paper proposes three ways, including regional space construction based on the security of natural ecological; cultural gene conservation based on historical heritage and isomorphic urban space, establishment of the experimental Urban-Rural Community based on the coordination of urban and rural. This framework in macro level aims to promote the integration of metropolis and productive rural hinterland and it has been applied in the plan of Suzhou Taihu New City in China. Finally, the paper attempts to summarize the experience gained in the planning and the construction to establish a universal framework.

**Keywords** Oriental farming culture

**Keywords** Regional space construction

**Keywords** Urban-Rural Community

**Keywords** Urbanization

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 13

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**Abstract no.** 13

**Abstract code**

**Title of abstract** Evaluating fulfillment or nonfulfillment of comprehensive plans in Iran - The case study: Qom city

**Author** IRANMANESH,  
Islamic azad university; Iran; Tel: 021-22098892, niranmanesh@yahoo.com

**Co-Author(s)** POORMOHAMADI, M.

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** We are using the comprehensive plans in our urban planning for more than four decades in Iran. Emerging of these plans was first in west countries (such as European countries and U.S.A) and they were formed according the situation of the period and location of those countries. Actually using these plans in some countries such as Iran without any change in its structure was a mistake of Iranian urban planners in urban planning. These plans were not very effective because they were not compatible with the situation of our cities. In the other word traditional comprehensive plan are not applicable in developing countries and most of these plans emphasize rigidly on physical aspect of city and don't have any noticeable suggestion for other aspects of city. Most of the comprehensive plans in Iran failed and couldn't be fulfilled completely. In this paper we tried to choose one of the cities of Iran as a case study and survey its comprehensive plan and find the rate of fulfillment or nonfulfillment of the aims of these plans in it. Our case study is Qom city nearly located in the center of Iran. In a dry and hot region of Iran near the widespread desert of Iran. The comprehensive plan of the city in 1990 and also the structural- strategic plan of Qom city in 2004 are the base of our study. After finding data from these plans we will analysis these data and then evaluate the rate of fulfillment or nonfulfillment of the aims of these plans. In this paper we will survey the fulfillment of the comprehensive plan of Qom city by five factors: direction of development of the city, the network of streets, physical division, land uses and the civic density. With a little investigation it can be found that there are some contrasts between the aims of the plan and what which have been implemented in city. At the end we tried to present some solutions for this problem (nonfulfillment of the aim of comprehensive plan) as well.

**Keywords** Comprehensive plan

**Keywords** Qom city

**Keywords** rate of fulfillment

**Keywords** structural-strategic plan

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 14

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**Abstract no.** 14

**Abstract code**

**Title of abstract** An Anarchist approach on Urban Planning: The case study of Thessaloniki

**Author** CHINIS,  
Aristotle University of Thessaloniki; Greece; Tel: , yannis.chinis@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The aim of this thesis is an anarchist glance on urban planning. Practically it examines the possibility of city planning for a society in a state of anarchy, through relevant literature and practical experiment. A definition of anarchy is provided along with an analysis of content and theoretical background associated with such a controversial term, in order to connect the theory of anarchy with the process of urban planning.  
Historical, political and socioeconomical developments in the beginning of the 19th century lead to a permanent transition from the pre-industrial city era to the one of urban centers. Cities grow larger, exposing new necessities. In more than two centuries, the design of contemporary city –once a canvas for many urban planning approaches- keeps on creating and amassing distortions. Dystopian phenomena, such as territorial and functional fragmentation, suburbanization, urban sprawl, exclusion of financially weak and minority groups, desertification and social alienation create the demand for relevant solutions. However, the inability to escape from a system that creates and imposes these contradictions, limits the planner's vision and discourages him from providing proper solutions, leading urban planning to a halt.  
After a critical analysis, a new way for future urban planning is presented. Elements of this alternative, such as autonomous groups, "spontaneous order", collectivity, "the principle of federalization" consist a compact and realistic theory of social and spatial organization, diametrically opposed to the authoritative, hierarchical and institutional philosophy of modern society.  
As demonstrated in literature review of anarchist urban planning, a series of residential projects based on similar principles, such as "Freetown Christiania" which is located in Copenhagen, can be easily traced. So, could a project with the same principles be realized in a dense residential complex such as the city of Thessaloniki, in Greece?  
In response to the above question the subject of this research focuses on the process of a workshop-experiment, which takes place in the premises of «S??e??» ("School") social space. This workshop attempts to simulate the collective process of an anarchist approach in urban planning and conclude in a series of suggestions for the residential environment located near the squat.  
In this way, a seemingly diverse mix of psychogeographical games and multi-hour discussion sessions, in the form of a "World Café", occurred through the horizontal procedures of an experimental collective. Leading us to identifying trends, providing new ideas, disputing and evolving existing concepts, testing the limits and capabilities of designing our

**Keywords** Urban Planning

**Keywords** Anarchy

**Keywords** Thessaloniki

**Keywords** Scholeio Squat

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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# Abstract Registration No: 15

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 15

**Abstract code**

**Title of abstract** Rediscovering the College Town

**Author** THADANI,  
Thadani Architects + Urbanists; United States of America; Tel: 202 321 8655, dhiru.thadani@yahoo.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** Nothing matches the energy and pulse of a college town. Universities throw off an infectious excitement that infuses their communities with culture, creativity, and a love of learning. Both retirees and young knowledge-based workers are drawn to these places, as they offer a high quality of life at an affordable price and are smart financial investments. Retirees benefit from cultural events, continuing education, and great medical care if there is a university hospital. The young creative class tends to gravitate to places where like-minded individuals are in abundance, and that invariably leads them to a college town.

The college or university town is identified by the overwhelming presence of an academic institution of higher education, which pervades the economic and social life of the town. There are two fundamental types of college towns. In one type, the town is intrinsically intertwined with the community, as at Chapel Hill, North Carolina and Princeton, New Jersey. In the second type, the college town precinct is one of many polycentric nodes within a larger metropolitan city, such as University of Pennsylvania's college town district in the city of Philadelphia. Within the geographic boundaries of the college town the university is the single largest employer, many businesses cater primarily to the university, and when school is in session the academic community usually outnumbers the local population.

Successful college towns have an identifiable main street where the majority of commercial activity is clustered. Historically this main or high street developed because it was the primary access route to the university. Analysis shows that this thoroughfare was usually located along the topographic ridgeline – the highest ground affording the best natural drainage. The street is primarily enfronted by mixed-use buildings, which are a maximum of four-stories in height. The use within these buildings evolves to serve the student population and their needs. What once was a used book store may now be a hair salon, and a franchised fast food outlet may become an independently run coffee bar. Buildings with this resilience are essential, to permit adaptation to serve changing needs.

Universities offer their community a wide range of cultural and socio-economic benefits. Residents have access to cultural events such as art shows, theatre performances, and music venues. The school embodies intellectual capital, promotes lifelong learning, and provides adult continuing education courses for local residents.

In many cases, towns overlook the positive benefits of having an academic institution in their backyard, and not all universities appreciated the importance of a vital town as their neighbor. Universities that once built an alienating wall around their campus in the name of security have now come to realize that it is more beneficial to directly invest in the

**Keywords** College Town

**Keywords** Socio-Economic Diversity

**Keywords** Business Incubator

**Keywords** Mixed-Use

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 16

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 16

**Abstract code**

**Title of abstract** **Dnieper Islands**

**Author** POMAZAN,  
Urban Sustain Architecture; Ukraine; Tel: 687044482, rromuluss@gmail.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** BACKGROUND  
Kiev City lays on two banks of Dnieper. There are 17 islands, about 50 islets in Dnieper and 100-km waterfront lines within Kiev City boundaries. Kiev City Administration has declared the start of the revitalization strategy development for these areas in 2012.  
Current use of the Dnieper waterfronts is quite diverse. Huge part of the islands and southward waterfronts are green territories – parks and natural reserves. Half abandoned brownfields occupy several plots near transport nodes. Those are Telichka, Voskresenka, Pirogovo, Korchuvate, Poznyaki, Podilsko-Kurenivsky industrial zones. Also beaches, yacht and boat clubs, sports facilities and entertainment premises are located along the waterfronts. Several living areas are located close to water also: Obolon, Voskresenka, Podil, Nikolska Slobodka, Berezhnyaki, Osokorki, Korchuvate and Rusanovka. Several lots of waterfront are in private use and bordered despite of law conditions on 100-m free waterfront area.  
Some more information about definite waterfronts' data is here:  
<http://dp.kga.gov.ua/uk/korotka-informatsiya-pro-teritoriyu/290-107-korotka-informatsiya-pro-teritoriyu4-42>.  
Bank lines were not stable until construction of the Dnieper water reservoir chain in 1960-s. Water element periodically changed topology of Dnieper banks, providing flooding and undercutting. Some rivers, those flow into the Dnieper, were canalized. Others changed the course.  
This area was settled from ancient ages. Archeologists found remains of peoples who lived here 25 000 years ago. With the lapse of time settlements appeared and vanished on the islands and banks.  
Area of Dnieper Pearl is divided between seven districts of the city. Law on water resources of Ukraine resolves that all water bodies are in common possession and should have 100-m wide free access area. This norm as well as plenty of ecological laws were violated in many sites. Some places are extremely polluted. River bottom is covered with different pollutants including radioactive silt. Entertainment areas as Venetsiansky island struggle from spontaneous development and retail, weak transportation system and loads on city utility networks. Illicit construction occupied several plots along waterfronts.  
Nowadays Kiev city government is planning to revitalize this area through dividing it on green and development zones with buffer belt between them. One of the ways how to do it we designed in the proposal.

**Keywords** waterfront

**Keywords** sustainability

**Keywords** strategy

**Keywords** livable city

**Presentation pref.** Research Result

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 17

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 17

**Abstract code**

**Title of abstract** Revitalization of Batik Business At the Time of Post-Declaration of Laweyan's Batik Village Surakarta, Central Java Indonesia

**Author** PRIYOMARSONO,  
Tarumanagara University; Indonesia; Tel: 08121057043, widayatinaniek@gmail.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Laweyan is a pouch-formed settlement region. It was &Perdikan& of Pajang kingdom, having been developing since from the sixteenth century to the present. having houses with specific characteristics of Javanese architecture not complete with its space (Javanese architecture has spaces: &Pendapa&, &Pringgitan, Dalem& or &Inner Rooms&, &Sentong, Gandok, Pawon&, and &Warehouse& as well as Lavatory and Water Closed). Laweyan holds typical societal characteristics namely societal groups of batik entrepreneurs. The history marks with status as batik entrepreneur center, Laweyan becomes famous . Even as origin, derivation of Laweyan name is supposed to derive from a subject in relation to their societal business. Batik industry developed swiftly in Laweyan upon the post-finding of the mark batik making, about in the middle of the nineteen century and as frequent event in the year of 1870, hinted by existing of business place in big scale, in social and economy it had been stronger and independent . The laweyan entrepreneurs has no cultural occupation respectful in feudalistic Javanese society. They are equal with the poor, but what makes them different is the batik merchants have economical power and wealth not seldom exceeding the noblemen and the aristocrats. Research done with strategy method of grounded theory research, focused on actors actively and pasively relevantly getting involved business system alteration system. Data accumulated in "Investigation Focus " is oriented on actors who affect those changes either internally or externally. Investigation result is coupled with field observation data, documentarion, literature study, so that it results in accurate findings in 1970 batik business started to decrease as even assumed that it was near-dead. The latter was due to no any protection of government toward batik material price. Finally batik business of housing had been in bankruptcy, those able to survive are only few, characteristic is monopolistic. in 2003, there were moves driving the business in irder to revitalize Laweyan batik. In 2004 District administration enacted Laweyan as Batik Tourism Destination in Surakarta. Since then, batik trade became advanced, moreover after the government necessitated on every Friday that all employees, either public and pivate status wears batik dress. Unfortunately in Laweyan concept of entrepreneur declines. The entrepreneurs not again producing batik in their factory in the backyard of houses. Piloting so many batik labors, thus they are supposed to call as respectful dubbing as "mbokmase and masnganten", become entrepreneur with capital of &Pendapa&, &Dalem&.,

**Keywords** Business revitalization

**Keywords** changes

**Keywords** Laweyan

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 18

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 18

**Abstract code**

**Title of abstract** Every street is a stage: Rethinking the city through wandering and drawing

**Author** CARDOSO,  
; Netherlands; Tel: , tania.aef.cardoso@gmail.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** The city is not just a physical element nor a map seen from above but it is composed of a complexity of immaterial elements and it is built through the sensible plots and meanings of its inhabitants. How can one rethink the city through drawing, focusing on sensitive questions measured by its qualitative elements rather than quantitative? Wandering through the city as a way to describe, represent and critique urban policies and practices was studied by numerous authors in the XX century. These authors defended the immersion in the city as the way to describe how the inhabitants sense the city space, interact and make it their own by opposition to a totalitarian point of view brought by the Modern Movement urban planning. Authors like Lefebvre, Michel de Certeau, Roland Barthes, Walter Benjamin and the Situationists among others, were involved in the process of wandering as a form to (re)think the urban space. This method has taken a step further with the addition of <i>fieldsketching</i>. In 1990 Jacques de Loustal publishes his travelling drawings, <i>dérives</i> through the different places he visited, creating an illustrated chronicle that narrates his sensations and interactions with place. Everywhere comic artists and illustrators also started to create stories rotating around the world surrounding them. Themes were invariably rotating around urban daily-life narratives, journalistic or even autobiographic. The (re)reading of the city through drawing highlights the importance of (re)thinking the way we approach its questions and its problems. Not only is the physical city represented but also its quotidian, its spatiality, the strengths, processes and forms that intersect and dimension urban life within it. In this context, historical events are the preferred background to the little individual stories and for this factor they become an important documental source for social and political critique. Drawing is an irreplaceable form of expression and the source of all forms of graphic communication. Besides the aesthetic point of view, drawing is a very important mean to communicate and express the sensitive dimension, so often forgotten, representing and stimulating the recognition of the reality and communicating it. It's not the drawing as an object that matters but its content for <i>“drawing is not the capture of an instant; it is the construction of one</i>” (FONSECA, 2014). There is a critical involvement within the urban space facilitating and integrating important questions about specific places, giving voice to its inhabitants and intervening in the way people look/ think urban space. The immersion of the author in the culture and daily-life of the place allows the collecting of qualitative information like an urban sociopolitical archive. It is a more profound and personal way of experiencing and thinking. In the end these drawings are narrative storylines and maps of (Hi)stories of the places and the people they met. It is

**Keywords** Urban drift

**Keywords** Sense of urban space

**Keywords** Sketchbook

**Keywords** Comic journalism

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 19

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 19

**Abstract code**

**Title of abstract** **The impact of planning system and policy on urban density and neighborhood livability: A case study of Dhaka, Bangladesh**

**Author** SATU,  
Jahangirnagar University; Bangladesh; Tel: 01911012997, satu\_urpbd@yahoo.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** While high density development remains at the center of the debate of developing a sustainable city, different countries adopt different density policies and achieve different density patterns. . Dhaka, the capital of Bangladesh, has been ranked as the most densely populated urban area of the world. Yet densification process is going on in the city, creating extreme pressure on land, incurring congestion, environmental degradation and strain on infrastructures as well as other facilities. The population growth beyond the infrastructure capacity tremendously deteriorates the livability of the city. Many factors namely planning policy and regulations, transport system, market forces, socio-cultural context influences the density pattern of any urban area. However, there is very little known about their impact on the current density of Dhaka. This pioneering research investigates the influence of land policies and planning system on the high density of Dhaka. Planning strategies, land use planning and planning regulations were examined to scrutinize the impact of planning system on density. Along with desktop research, document analysis and face-to-face in-depth semi-structured interviews and field observations were employed to conduct the study. This paper argues that the improper planning strategies, inefficient land use planning and planning and building regulations contributed to the formation of low rise high density Dhaka. Furthermore, cultural influence was identified as an important factor for accepting the high density of Dhaka. The lack of planning vision and the weak institutional capacity of the planning authority is mainly responsible for the problems that are found in the planning system. This study recommends that land use planning mechanism needs to be effectively in the local level for controlling the development intensity for making a proper balance between population capacity of an area and the infrastructure development. Besides, the planning authority requires to strengthen its institutional capacity and formulate planning vision regarding the spatial distribution of population and the management of the high density to improve the livability

**Keywords** Planning system

**Keywords** high density

**Keywords** livability

**Keywords** Dhaka, Developing countries

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 20

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 20

**Abstract code**

**Title of abstract** A Little About Lots: Implementing Land Revitalization in Detroit

**Author** KELLY,  
Detroit Future City; United States of America; Tel: 3132594407, ekelly@detroitfuturecity.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Engaging residents in conversations, visioning, and implementation of an innovative openspace network is at the center of Detroit Future City's (DFC) efforts to realize the 50 year future oriented vision articulated in the Detroit Strategic Framework. Although the transformation of individual, formerly residential parcels of land (ranging from 1000 square meters to 3000 square meters) is itself not a large gesture, the potential of these transformations realized in aggregate across a neighborhood or district lies at the heart of the strategy to improve the quality of life in Detroit, where many of Detroit's blighted neighborhoods contain equal or greater amounts of undermaintained land than buildings. Although part of the Detroit Strategic Framework calls for large scale blue and green infrastructural systems, the dispersed or fragmented qualities of vacancy in Detroit lend greater credibility and mobility to planning strategies and design driven solutions that operate as a dispersed, non-contiguous network, rather than a singular, monolithic object, or field, within the City. At the same time, the current level of understanding of the complexity of issues surrounding land ownership, acquisition, remediation, and design potential varies tremendously within Detroit's population. Often education, ranging in topic from urban hydrology to municipal zoning must proceed a conversation aimed at future visioning for a neighborhood—particularly when pilot initiatives are being tested within neighborhoods where real residents and families are being asked to co-exist with experimental (or new to Detroit) green infrastructural landscapes. Since its opening in January of 2014, the DFC Implementation Office has tested a range of methods for enlisting equitable civic participation in the dialog and process surrounding the transformation of land in Detroit, including resident facilitated data collection, collaboratively structured applied research, and the development of an open-sourced design tool geared towards the making of new landscapes in Detroit. This proposed paper and presentation centers on this third initiative—towards the process of working within a network of organizations to develop an open sourced design tool for vacant land transformation in Detroit. For context, A Little About Lots will provide a &lt;b>measured description&lt;/b> of Detroit's present inventory of vacant, or structure-free, land in social, ecological, economic, and spatial terms. This proposed case study will share &lt;b>the process behind developing a collaborative tool&lt;/b> for parcel level (or lot-level) citizen-lead interventions onto vacant land: the Detroit Future City Field Guide to Working With Lots—a process which included the participation of more than 50 Detroit-based organizations, representatives from the government, and private sector, as

**Keywords** land

**Keywords** implementation

**Keywords** tool-making

**Keywords** collaborative

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 21

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 21  
**Abstract code**  
**Title of abstract** Evaluation and Renewal of Old Industrial Areas in City Centre

**Author** YANG,  
Southeast university,china; China; Tel: , yjqseuud@126.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** As the acceleration of China's industrialization in recent years, more and more cities in developed areas will enter the post-industrial stage, and the relocation and adjustment of old industrial areas in the city center will become a major problem facing the development of many cities. Renewal and redevelopment of old industrial areas is an economic, social, environmental process with a high degree of complexity. Therefore, we should study how to assess the status of old industrial areas, and propose a scientific and realistic urban renewal strategy from the perspective of the city's overall and sustainable development.

Changzhou is being as one of the center of China's Yangtze River Delta economic developed areas. It has textile and electronics industries for long times, and is also in a large proportion of its industrial land in the old city centre. Since the early 20th century, the old industrial areas in Changzhou have gone through the industrial construction upsurge most cities in China have appeared. In the coming period, Changzhou will enter the post-industrial stage like other city in China, and is being in a substantive stage of reconstruction and transformation of industrial layout, type, structure. The internal industry began to move out of the old city centre, urban functions shift to commercial, service, culture and living mainly.

Based on this background, this paper take the old industrial areas in Changzhou for an example. From the process of industrialization, it first summarizes some main trends of old industrial city transformation and renewal in Post-industrial society, and analyses the situation and existent problems of old industrial city. On the basis of analysis and summary on the status of the domestic and foreign research, it also points out which the results of the research are already insufficient to meet the social needs updating that the redevelopment of the old industrial area is becoming a hot spot. Therefore, it need through theory, research methods and techniques to further improve the practices of the old industrial areas. This paper puts forth some constructive views on how to improve old industrial areas renewal in the aspects of basic theory research, redevelopment mode, planning methods and so on. It analyses the factors which affect the renewal of old industrial areas, and proposes the comprehensive assessment system that combines the economic, social, environmental and regional development. Finally, this paper focuses on and puts forth urban renewal strategies such as enhancing urban centre functions, regenerating land resources, optimizing the urban environment and so on. This study have important academic value and practical significance to make the renewal of old industrial areas more systematic and scientific, and also guide the transformation and renewal of old industrial areas be more coordinated and

**Keywords** old industrial areas

**Keywords** urban renewal

**Keywords** assessment system

**Keywords** Post-industrialization

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 22

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 22

**Abstract code**

**Title of abstract** The 'Free Housing' projects in Colombia: Recipes for disaster or success?

**Author** SLIWA,  
Norwegian University of Science and Technology; Norway; Tel: 46378905, marcin.w.sliwa@gmail.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** In 2012, the Colombian government launched a large scale social housing program in reaction to the massive housing deficit in urban areas and as a reparation measure for the hundreds of thousands of people who were forcibly displaced in the ongoing armed conflict. The pilot projects, which included the construction of 100,000 dwellings given for free to the victim population, have now been expanded with additional 300,000 units built in different cities all across the country.

Villas de San Pablo is one of those so-called Free Housing projects. It is located 5 kilometers away from the built area of Barranquilla in a semi-deserted landscape. The first phase of the project consists of around 4,000 apartment units in identical 4-storey residential towers. The proposed expansion plan includes construction of additional 8,000 units. Public spaces in Villas de San Pablo are poor while schools and health facilities are yet to be provided. Despite all the efforts and good intentions of the Mario Santo Domingo Foundation which operates the project and runs local community support initiatives, there are signs that the quality of life and economic situation of most residents might not be improving. Some of the main problems include poor connectivity with employment and education centers, absence of income generating opportunities in the area and the lack of social mix which leads to ghettoization of the community. The design of Villas de San Pablo and other housing projects built as part of the Free Housing program is similar to the design of various social housing schemes built in Europe and North America between 1940s and 1970s. Unfortunately, many of those projects proved to fail to improve the quality of life and livelihood opportunities of their residents in a long term, which resulted in an indispensable and costly intervention of the government, only a few decades after initial construction. Some of them were demolished all at once, like in the famous case of Pruitt-Igoe in St. Louis, USA. The Regent Park in Toronto, Canada is also being demolished to make space for new housing, but the process is more gradual, which allows for staged relocation of the residents. In many other cases, such as the Bijlmermeer district of Amsterdam, the entire housing project was redesigned and redeveloped in order improve living conditions, security and accessibility to jobs and services.

In my paper I will analyze the positive and negative aspects of Villas de San Pablo in terms of its design, location, management and the applied housing subsidy scheme. It is argued that the architecture and design of Villas de San Pablo are based on outdated, modernistic principles which led to the deterioration of the social housing developments mentioned above. Does it mean that Villas de San Pablo is also doomed to fail?

**Keywords** Social housing

**Keywords** Colombia

**Keywords** Design

**Keywords** Modernism

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 23

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 23

**Abstract code**

**Title of abstract** **Analysis on Regional Protection and Utilization Modes of Military Fortresses along the Great Wall in the Ming Dynasty in Shanxi Province**

**Author** CAO,  
Xi'an Jiaotong University; China; Tel: , cxm\_620@163.com

**Co-Author(s)** GONG,

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** The Great Wall is not just a single wall, but constituted by the walls, watch towers, passes, fortresses, beacon towers and other fortifications to be a rigorous and complete defense engineering system with a certain depth. The Great Wall is designated as the world cultural heritage, and the military fortresses along the Great Wall, which is an integral part of the military defense system, deserve attention and protection. However, historical and cultural information implied in most of the military fortresses along the Great Wall of the Ming Dynasty suffered severe damage and the protection situation is not optimistic. Shanxi Province, which is located in the heart of the military defense system of the Great Wall in the Ming Dynasty, retained a lot of military fortresses. These fortresses are facing the following dilemmas: the fragile ecological environment, the "island" and "marginalized" problems of the cultural heritage, the destruction of heritage body, slow economic and social development and other issues. Problem oriented, the paper proposes regional protection and utilization network mode of the military fortresses with the concept of heritage corridor. The mode is composed by four elements: ecological and economic zones, green corridors, tour path system and exhibition and utilization function areas. Firstly, through construction of ecological and economic zones along the Great Wall of the Ming Dynasty, building eco-economic system of military fortresses; Secondly, by building the green corridors network, forming the green protection system of military fortresses; Thirdly, through the plan of tour path system, improving the transportation system of military fortresses; Fourthly, by dividing sub-areas of display and utilization, promoting the facilities construction of display and utilization of military fortresses. This mode will connect the military fortresses of linear distribution with other natural, historical and cultural resources along the Great Wall in the Ming Dynasty in Shanxi province, and will promote ecological protection, economic and social integral development along the Great Wall in the Ming Dynasty.

**Keywords** The Great Wall in the Ming

**Keywords** the military fortresses

**Keywords** heritage corridor

**Keywords** modes of protection and utilization

**Presentation pref.** Case Study, Realised Project

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 24

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 24

**Abstract code**

**Title of abstract** Evaluation of the rate of fulfillment of the comprehensive plan of Tehran City

**Author** IRANMANESH,  
Islamic azad university; Iran; Tel: 021-22098892, niranmanesh@yahoo.com

**Co-Author(s)** KANANI MOGHADAM,  
SALEHI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Comprehensive plan is a plan to develop the cities and aims to direct the cities to a balanced growth both in physical and functional aspects. Although these plans had favorite effects on cities and nearly controlled the growth of cities, but in some cases they couldn't achieve all the aims. Surveying the rate of fulfillment of comprehensive plans is an important tool to evaluate the rate of success and implement of the targets of a comprehensive plan. So the aim of this paper is evaluating the rate of fulfillment of comprehensive plans in different aspects such as density, land use, network, and direction of development and the reasons of nonfulfillment of the aims as well. This paper will survey and evaluate the comprehensive plans of Tehran.  
Tehran is the capital of Iran and the largest and the most populated city of Iran with more than 12 million residents. This city have been divided to 22 districts.  
The city of Tehran has three comprehensive plans till now, the first one (1342) couldn't achieve the aims of the plan, and the second master plan (1365) has done better than previous plan. The third comprehensive plan (1385) in spite of some shortages can be estimated more successful and aims of this plan were better achieved than two others.  
Although in can be seen that in the third plan some of targets haven't been fulfilled, for example in district 22&lt;sup&gt;nd&lt;/sup&gt; we can see a lot of highrise buildings which have increased the density of this district very much which is completely in contrast with the supposed density in comprehensive plan of Tehran.  
This paper is about the comprehensive plans of Tehran and how they have been fulfilled in city especially in the west part of the city (22&lt;sup&gt;nd&lt;/sup&gt; district) and surveying if the master plan of city were suitable and sustainable or not.

**Keywords** 22nd district of Tehran

**Keywords** density

**Keywords** Tehran city

**Keywords** comprehensive plan

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 25

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 25

**Abstract code**

**Title of abstract** Labor Mobility and the City: New Perspectives for the Use of Big Data in Urban Analysis

**Author** PAJEVIC, F.  
McGill University; Canada; Tel: 514 398 4075, filipa.pajevic@mail.mcgill.ca

**Co-Author(s)** SHEARMUR, R.

**Topic** Antwerp: How to rework the productive city?

**Abstract text** ICT, and in particular their data-gathering and geographic tracking capacities, are altering the way society functions in ways that remain little understood: behind the headlines on the privacy, surveillance, marketing and productivity advantages and dangers of the Big Data gathered through ICT, it is still unclear how it is actually impacting our daily lives. One area in which their impact is visible and felt by most people is the increased mobility of labor; that is, the ability of workers to work from a variety of different locations as a result of the computerization of workplace and telecommunication technology (Vischer 2011; Olson and Primps 1984). This mobility is linked in complex ways to ICT: it is both enabled by these new technologies and tracked by them. The daytime mobility of labor has rarely been studied, since most studies of employment location rely on business surveys or census place-of-work data that essentially records the administrative location of jobs. Big data, without replacing the need to understand where companies are physically located, opens up the possibility of understanding where work - or value creation - is actually performed in cities, be it in offices, factories, cafés or subways. Although Big Data has been used to track the movement of people within cities, these analyses have not so far been able to produce policy recommendations beyond transportation, and have done even less to produce a comprehensive image of the city and its uses (Graham and Shelton 2013; Batty 2013). Labor mobility is a good example of a lens that, if looked through using big data, could produce a richer, more informative portrait of the city and its daytime geography, as economic sectors contain multiple actors each with various daytime trajectories. Understanding where people work in the Information Age will not only provide new knowledge about the spaces where people actually perform their work, it will also contribute to understanding how the city is changing, and how planning and governance can help support the activities that are rooted in space. The purpose of this paper is to explore existing uses of Big Data and to assess their potential, and their limitations, for understanding where value is produced within the cities (i.e. where people actually perform their work during the day). It responds to the need to link Big Data to its spatial context, and to harness that link so as to comprehend the new ways in which we experience and engage with the city. Furthermore, the paper aims to assess the merits and limits of the criticism of big data as meaningless – i.e. as providing large scales, but essentially a-theoretical, correlations.

**Keywords** labor mobility

**Keywords** big data

**Keywords** urban analysis

**Keywords** urban policy

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Presentation**

**Session**

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**Location**

# Abstract Registration No: 26

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 26

**Abstract code**

**Title of abstract** **Landscape Design Promotes Sustainable Development of cities  
——Case of "Sino-Singapore Guangzhou Knowledge City" Urban Design**

**Author** GONG,  
Guangdong Urban & Rural Planning and Design Institute; China; Tel: 13318776520, gongbin-gdplan@qq.com

**Co-Author(s)** ZHUANG,

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** In order to cope with industrial upgrade and transformation of economic growth pattern in Pearl River Delta which is considered as the world manufacturing center, Guangdong government expects to transform the development mode from "manufacturing" to "innovation" by constructing an innovative area, introducing high-quality talents and establishing high-technology industries. With this background, Chinese government and Singapore government come up with the idea of establishing a new city—"Sino-Singapore Guangzhou Knowledge City". The city will become an engine to promote industrial transformation and upgrade of Pearl River Delta. It will become a regional innovation center for China and the Association of Southeast Asian Nations. The planning area of the city is around 123 square kilometers and the built area of the city is around 60 square kilometers. It can hold about 0.5 million residents. "Knowledge City" refers to be the world knowledge center. It can promote the urban development by developing high-technology industry, and create high added-value products and services. Such formerly established city as London and Barcelona realized transformation on basis of the original pattern, however, "Sino-Singapore Guangzhou Knowledge City" is established in the remote area which is semi urbanized. Although they are in different stages of development, the common features of knowledge city are livability, innovation and sustainability. Based on the research findings of "Sino-Singapore Guangzhou Knowledge City", this paper introduces the practice of urban design which applies with the theory of Landscape Urbanism. This paper is focused on how to promote sustainable development of the city by shaping landscape. During rapid urbanization process over the past 3 decades, the paradigm of city design in China basically applied the western theory of urban planning of modernism, which had some negative impacts on the environment of cities. Firstly, in the inner of cities, functionalism-oriented urban artificial infrastructures were the primary construction objective. Parks or other green space embellished in the grid of cities, but there were no connection between them. The mode displayed kind of "urbanized landscape" and showed inadequate consideration of ecological green infrastructures in urban design. Secondly, about the relationship between cities and external natural ecosystems, there were few overall considerations of natural ecosystem during the gradual process of urban development. The natural ecosystem around cities was ignored. Urban expansion destroyed the continuity and completeness of natural ecosystems as well as brought great influence to the natural ecosystem around cities and urban safety, which led to frequent flood and decreased the diversity of biological species in cities.

**Keywords** Sino-Singapore Guangzhou

**Keywords** Landscape urbanism

**Keywords** Natural ecosystem

**Keywords** Natural process

**Presentation pref.** Project, Strategy, Plan

**Additional file**

**Extra information**

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 27

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 27

**Abstract code**

**Title of abstract** A Call for Swacch Bharat: Sanitation Deprivation in Delhi

**Author** AGRAWAL,  
School of Planning and Architecture, New Delhi; India; Tel: 9560560573, mahakagrawal2505@gmail.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** &lt;b&gt;"A Call for Swacch Bharat: Sanitation Deprivation in Delhi"&lt;/b&gt;  
MAHAK AGRAWAL  
School of Planning and Architecture, New Delhi; India  
mahakagrawal2505@gmail.com  
Sanitation is a human right that has encumbrances on fundamental right to life. With 15% of world's urban population, India alone accounts for 48% of population defecating in open. Open defecation, often an outcome of sanitation deprivation has implications on urban economy, tourism, public health, environment, education and safety. Although several policies and programmes are formulated at the global, national, state and local levels, a gap is created while implementation. Thus, it is imperative to seek answers to -"Why sanitation, which is crucial for development of society and nation at large, been neglected in urban India?". This analysis is based on comprehensive and exhaustive literature review.  
Firstly, a coherent view of sanitation is derived at based on plethora of definitions articulated by numerous institutions. Open defecation, as a component of sanitation is thence selected. Seeking answers to reasons for sanitation deprivation, evolution of sanitation policies in India is examined. Published works of Susan Chaplin and Anthony D. King form basis for detailed study of the evolution. The analysis highlights colonial legacy of sanitation policies, instrumental in perpetuating sanitation deprivation. Gaps in urban sanitation chain and a 'crisis management' approach in India are examined. Further, a detailed policy analysis is done at two levels, i.e. planning and sectoral levels to identify elements and clauses that act as barriers while addressing sanitation deprivation. Delhi has been identified as the main case study. Evaluation of statistical data relating to the extent of sanitation deprivation in Delhi is indicative of the fact that out of 1 lakh households defecating in open, around 48,000 are slum households. Thus, for a detailed analysis, a jhuggi jhopri cluster has been identified. Main reasons for focussing the discussion on urban poor is inclusive of the magnitude of problem and a comparatively fixed nature of slum settlements, which allowed for easy data collection.  
In India there is a notion that believes open defecation has a direct relationship with slum population. However, from the analysis of data collected from secondary sources and interviews with key stakeholders of urban sanitation, it was found that instances of open defecation are prominent in peripheral districts of Delhi having comparatively less slum population than inner zones of Delhi. Also, in these districts, even though water supply has been provided to almost all

**Keywords** Open Defecation

**Keywords** Sanitation Deprivation

**Keywords** Urban Poor

**Keywords** Colonial legacy

**Presentation pref.** Research Result

**Additional file**

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**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 28

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 28

**Abstract code**

**Title of abstract** **The Urban Sustainable Development Path under the New Normal Background**

**Author** CHEN,  
Urban Planning Society of China; China; Tel: +86 18611650617, chenq@planning.org.cn

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** China's economy has entered into the New Normal Era. The economic development form of this period will be significantly different from the extensive economy of the last thirty-five-year rapid economic growth. The rate of economic growth would turn from high speed into intermediate speed. The lower the amplification, the smaller the resource consumption. The new urbanization would be the biggest development potential and power of the New Normal Era, which emphasizes the self-positioning of cities from urban planning and construction industry aspects, and promote the core of people-oriented ecological civilization and sustainable development concept. Hu Jintao's report at 18th Party Congress put forward the new urbanization strategy, which stresses that urban development is going to focus on people themselves, rather than merely focus on economic construction. In the current era, it is urgently required that China's urban development has to base on people-oriented urban living space, instead of taking economic construction as the center of development concept, which will only make cities turn into economic growth of production space. According to the homo urbanicus planning theory proposed by Hok-lin Leung, homo urbanicus are people who make rational choice of settlements to pursue spatial contact opportunities, who can rationally understand and match different contact opportunities offered by different human settlements. Homo urbanicus are the masters of the city, the ultimately service targets of urban construction activities, economic development and ecological protection. This theory can provide accurate supply and demand information to urban planning workers, that can meet the needs of homo urbanicus, to balance the production and distribution efficiency; which can also provide operation and management information to the local government, to promote the living condition and quality of homo urbanicus, and balance the self-existence and coexistence at the same time; which advocates grassroots level democracy planning system, with higher level commands can made known to lower levels, and the individuals could express their views which can reach higher authorities, to identify the pursuant of representative homo urbanicus. Thus, we urban planning workers can design and practice democracy planning, to provide the representative human settlements with better living space condition, where the self-existence and coexistence have reach the optimum balance. It is in this light that we combine the people-oriented new urbanization and homo urbanicus planning theory together, make a discussion on three aspects, social change, people-orientation change and behavior change, which breaks through the traditional urban planning method, changes planning direction from land and economic activity-based to individual and daily living-based, changes planning development from static and blueprinted to dynamic and procedural. Thus, we put forward a further

**Keywords** New Normal

**Keywords** Homo Urbanicus

**Keywords** People-Orientation

**Keywords** Sustainable Development

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 29

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 29

**Abstract code**

**Title of abstract** **Enhancing Urban Socioeconomics' Needs, Activities, and Facilities, Looking beyond Conventional Mixed-use Development Model**

**Author** ZAGOW,  
Illinois institute of technology; United States of America; Tel: 7739713491, mzagow@hawk.iit.edu

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Many regions are struggling to maintain standards of living rural municipalities, schools, and health boards are unable to invest in necessary infrastructure. Facilities like these become platforms for living practices. Mixed-use development has taken center stage in the urban planning and real estate development worlds as a development type that can address a variety of social problems and for example providing more affordable housing opportunities and choices, reducing auto dependency, and a longing for the sense of place and community. However, its physical design and affordability outcomes are highly variable.

Many investors rely on developers and owners as experts to identify the characteristics of successful mixed-use developments which targeting increasing sales through conducting just market analysis for each of the proposed uses on the site neglecting how this may affect the social structure of the community. Developers and architects talk about creating a sense of place in mixed-use developments which is derived from concentration and diversity, physical configuration and design, and internal circulation and external access but not based upon the social structure of the community. We are particularly interested in whether and how the distribution of mixed used impact on the social and economic configuration of the built environment.

A main hypothesis of my research is that more presence of social justice is made by a diversity of facilities and spatial conditions. This research follows is the result. What kind of theory of mixed use? This research has two types. First is a descriptive "what is mixed use?" question. Second is an explanatory "what happen by applying mixed use?" question. Measurement of variables will be conducted quantitative regression data analysis for larger units to compare. This research proposes a novel graph-analysis framework in which mixed used patterns can be represented under realistic constraints of urban geometry, land use distribution, and accessibility. A series of spatial social configurations, which we hypothesize to affect by mixed used patterns, are introduced and applied in this framework using individual locations as units of analysis. In order to test the statistical significance, we adopt the strategic interaction methodology from spatial socioeconomic metrics and apply it in the context of mixed-use theory.

We will apply this model to certain facilities distribution theories as groups and set constraints on social and economic configuration like race, income, accessibility, safety, adjacency, and density, we expect that the built environment produces a rich landscape of information that appears to guide opportunities for facilities from place to others. By linking land use theory and urban sociology, this research will contribute for studying how mixed use development models are

**Keywords** mixed use development

**Keywords** social justice

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 30

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 30

**Abstract code**

**Title of abstract** Working within the human context

**Author** VAN HERCK,  
PTArchitecten BVBA; Belgium; Tel: 0486258635, tine@ptarchitecten.be

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** <br>Method for a human based design process <br>Before introducing the method, we underline that the proposed method is a possible designer attitude. It is not our intention to develop an objective instrument of quality control. There will always be different kinds of architects with different attitudes and interests, which is good. <br>Scale indifferent <br>The method can be used to projects of different scale : from interior architecture to landscape strategies. It is scale indifferent. We think this is important because we believe in multiscale and transdisciplinary projects. <br>Human context <br>With the human based design process we aim to attribute something to the human context. We introduce the term human context as : people alone or in all kinds of compositions : a couple, a family, a neighbourhood, an age group, a city, a region, ... <br>Human context means people and society and all its processes and actuality. <br>The human context is in the centre of the presented design method. <br>All assignments, indifferent their scale start from the spatial context. The method insist in analyzing the spatial context in different scales and adds the human context as a major precondition of the design process. A good analysis of the human context combines objective and subjective elements, findings and interpretations, text and images, and is the base for a human based design process. There is attention for the different scales and for the dimension of time. <br>All the relevant information of the human and spatial context can be put together in a biographical frame of a plot/ neighbourhood/ ... . This frame is the starting point of the design process and it is the foundation of the project. <br>Interactions <br>Starting from the human context, the method proposes to seek for interactions. It can be interactions of all kinds : between people, between generations, between functions, between inside and outside, between private and public, between rural and city, ... . <br>The designer is tempted to search in each design process for assignment relevant interactions. <br>Open ended thinking

**Keywords** human context

**Keywords** biographical frame

**Keywords** PTArchitecten

**Keywords** design method

**Presentation pref.** Paper

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 31

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 31

**Abstract code**

**Title of abstract** Optimum Population Capacity Forecast Based on Ecological Footprint Analysis:A Case Study of Xi'an

**Author** ZHAI,  
; China; Tel: , 346374641@qq.com

**Co-Author(s)** ZHU,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** <b>Background.</b>  
Sustainable urban development should be coordinated within the urban population, resources, environment, economic and social subsystems. Population capacity study of sustainable urban development has become one of the most practical problems. The population is the key consideration of urban planning. Therefore, the capacity of predict optimum population is critical to sustainable urban development.  
<b>Purpose.</b>  
For the purposes of ecological balance and sustainable urban development, this paper used the Ecological Footprint Model to calculate the Optimum Population Capacity of Xi'an.  
<b>Methods. </b>  
Research data was taken from the "Xi'an Statistical Yearbook (2002)." Ecological footprint model was used to measure and compare the relationship between human activities and natural ecological carrying capacity.  
Firstly, through analysis of the ecological footprint consumption and ecological carrying capacity, this paper maintains that ecosystem is far from being able to meet the needs of social production. Secondly, from the consideration in the ecological balance (Ecological footprint consumption of social production is equal with the ecological carrying capacity of nature), the paper present the Optimum Population Capacity in Xi'an area.  
<b>Results. </b>  
The results calculated by the method of ecological footprint shows that the local per capita ecological carrying capacity is 0.13hm<sup>2</sup>/person, if setting the per capita ecological footprint in Xi'an in 2001 is 1.04 hm<sup>2</sup>/person, then the ecological footprint is 7.94 times of the ecological carrying capacity; If setting the per capita ecological footprint in Xi'an in 2001 is 1.28 hm<sup>2</sup>/person, then the ecological footprint is 9.75 times of the ecological carrying capacity. In conclusion, the population currently lived in Xi'an is much higher than the optimum population within the range of the local ecological carrying capacity.  
<b>Conclusions. </b>  
These data show that, in a way, people's production and life has caused an unbalance in Xi'an on ecosystems. It is imperative to properly control the population size of Xi'an. It is also important to explore these associations to help guide future development patterns and population policies to create more sustainable urban development.

**Keywords** Ecological Footprint Model

**Keywords** Sustainable Urban Development

**Keywords** Optimum Population Capacity

**Keywords** Ecological Carrying Capacity

**Presentation pref.** Research Result

**Additional file**

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# Abstract Registration No: 32

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 32

**Abstract code**

**Title of abstract** **The role of open spaces and greenery to the appropriation of port zones: the case of fitness endeavours in the waterfront of Rio de Janeiro and Singapore**

**Author** QUEIROZ ABREU TORRES,  
PROURB/FAU/UFRJ; Brazil; Tel: 3237216578, torres.yuri@gmail.com

**Co-Author(s)** SÁ ANTUNES COSTA,  
MARIA FRANS ANNE  
STOUFFS,  
KAUSHIK,

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Rio de Janeiro is celebrating the 450th anniversary of its foundation slowly regaining its luster. As previously presented in Isocarp, the city is experiencing a wave of transformations in the context of upcoming events and recovering its tarnished image. Rio's port zone, once a declining central district, is regaining visibility since it has been the main focus of a redevelopment and renewal plan for its seedy downtown waterfront and reconnect the long relation with its port. Plans envision turning the area into the glittering, skyscraper-filled hub for a new global Rio. In the other side of the world, the city-state of Singapore is also celebrating its 50th anniversary of independence. Its historical privileged position allowed flourishing trade and its transformation from a tidal coast colonial settlement into an important international port, a commercial hub and more recently a global financial metropolis. Although its traditional port is still alive in other districts, its original location gave place to a seamlessly extension of downtown new business and financial district with esplanades, gardens, shady and covered pedestrian boardwalks flanked by hotels, shops and restaurants, infusing the waterfront with new land uses. In both examples, and among many others that have been carried out around the globe, the competition for waterfront places is usually very keen, often to accommodate real estate needs for profit, resulting in vast stretches of vantage waterfronts been developed as high cost private and social exclusive enclaves. However, the waterfront should be an asset and a resource for all. The revival of greenery and waterfront open spaces for recreation can, undoubtedly, play a key role in matching back port districts to the city, accomplishing a more democratic and environmentally friendly model of planning. Public spaces add value to surrounding developments, and contribute to the enjoyment and promotion of urban life. Greenery can also enliven urban public spaces, encouraging citizens to live outdoors, to go for training activities and socialize. The appropriateness of recreational vocation on the waterfront depends, to a large degree, on how is provided the space and on its perception from urban dwellers. This paper addresses a methodological framework of geospatial analysis to the field of port redevelopment studies. By data mining geo-social applications as the main feed of information, it portrays a comparative visual analysis of the waterfront open-air recreational activities performed by fitness enthusiasts of both cities. By visualizing and understanding these dynamic contemporary activities, which play as both a challenge and an asset to waterfront, this methodology may help clarify the complexities of such environments and contribute to the redevelopment projects by

**Keywords** urban renewal

**Keywords** port redevelopment

**Keywords** open spaces

**Keywords** digital information

**Presentation pref.** Research Result

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 33

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 33

**Abstract code**

**Title of abstract** **A feasibility study for a Technological Park undertaken in 2011 by the Municipality of Falconara Marittima, province of Ancona-Italy.**

**Author** SERGI,  
; Italy; Tel: , sergi.giovanni.pietro@gmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** In recent years, the Marche Region has been involved on the issue of the rehabilitation of abandoned sites. To this end, the regional planning legislation has developed a set of tools and equipment regulations which should promote the rehabilitation and redevelopment of these abandoned sites as part of an overall strategy for competitiveness and promotion the regional territory. These sites are often abandoned industrial area, in other cases are old barracks abandoned for many years or rail parks nowadays essentially unused. These areas are owned by different entities each of which has very different needs regarding a possible rehabilitation and enhancement of the property. The Town Council of Falconara Marittima , both referring to the most recent regional legislation and the instructions of the Master Plan of the year 2003, decided in 2011 to undertake a feasibility study extended to an area of ??160 hectares between the sea, the regional airport and an oil refinery. This area is bounded by the Rome railway on the east, by the Liscia ditch and the regional airport on the south, by Esino river on the west, and by the API oil refinery and a railway yard on the north. The goal of this feasibility study I is not just an urban architectural project focused mainly on formal aspects. Instead, the goal is to make a preliminary project for an especially complex area that requires a great effort to analyse the situation and provide a reliable reorganization project. This model was defined by national Law Bassanini 112/1998 and also by the law of the Marches Region 16/2005. Several projects are in progress in regions such as Piedmont, Lombardy and Emilia Romagna. The detailed project includes areas for a total of 32.4 hectares. Some areas, such as the ex-Antonelli area, are already a municipal property, with reclamation problems. Some other areas may become a public property, such as the area of the ex-military barracks that might be given by the State Property Office to the Municipality of Falconara. Some other areas are a property of Italian Railways which might be interested in abandoning its two railway yards in Falconara. We have assumed that also some private areas may be included in this group of areas for possible improvement, such as the ex-Liquigas areas that need reclamation works. In order to define a trustworthy urban regeneration program, it is necessary to attract and remunerate private investors in the sectors of industries, applied research, tourism services and cultural production. It is also necessary to offer

**Keywords** Brown areas

**Keywords** Technological park

**Keywords** Urban regeneration

**Keywords** Rehabilitation

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 34

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 34

**Abstract code**

**Title of abstract** **Dimensions of urban waterfront regeneration: Case study of Halic / The Golden Horn - an assessment of obstacles and opportunities for inclusiveness**

**Author** GEAMBAZU, I.  
University of Architecture and Urban Planning "Ion Mincu", Bucharest, Romania; Romania; Tel: ,

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** In the process of globalization, building on the particular spatial scenery of the waterfront, cities tend to refresh their strategies of development to adapt new trends of urban life with huge urban waterfront regeneration projects. These usually focus on a target of maximum marketing and construction of a new image-vision, which aims to represent the city in the global agenda. This aspect is depending on bigger changes in the urban context, the shift in government structures to entrepreneurial forms that involve externalization of state functions. (Swyngedouw 2005; p. 1998) With the demands of the new- service oriented global- economy almost every city at water's edge is engaged in regeneration projects with strong political impetuses and interest from various parties (Hoyle 2001)  
The rationale behind the phenomenon of waterfront regeneration and the global embracement of it is now "widely recognized if incompletely understood" (Hoyle 2001 pp. 297), as the relevant literature is based on case studies with focus on the examples of North American and European cities.  
The goal is to contribute to the more general, theoretical contention of urban waterfront regeneration in developing countries in understanding their dimensions in terms of governance and planning. The research tackles urban waterfront regeneration in Istanbul, Turkey by studying the most recent initiative of urban waterfront regeneration along Halic /The Golden Horn, the Halic Shipyard Conservation Project. The aim is to assess to which extend the top-down governance forms, but also bottom-up grass root empowerment influence the planning process and project outcomes, giving recommendations for an inclusive planning approach. The second aim is to evaluate the urban waterfront regeneration project studying its impact on the neighboring community. Bedrettin Neighborhood is chosen for analysis, as being the closest community next to Halic shipyard and its position in the planning process along with its needs are exposed. The thesis argues the modes in which along with clear targets for the improvement of the quality of life for the neighboring community, the urban waterfront regeneration project, Halic Shipyard Conservation Project, will be able to escape the current deadlocks and collisions between government, investors, resistance and local community and might have a chance to actually set an urgently needed precedent of a new planning culture in Istanbul.  
&lt;i&gt; &lt;/i&gt;

**Keywords** urban waterfront regeneration

**Keywords** governance

**Keywords** inclusive planning

**Keywords** Istanbul

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 35

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 35

**Abstract code**

**Title of abstract** **Dimensions of urban waterfront regeneration: Case study of Halic / The Golden Horn - an assessment of obstacles and opportunities for inclusiveness**

**Author** GEAMBAZU, I.  
University of Architecture and Urban Planning "Ion Mincu", Bucharest, Romania; Romania; Tel: ,

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** In the process of globalization, building on the particular spatial scenery of the waterfront, cities tend to refresh their strategies of development to adapt new trends of urban life with huge urban waterfront regeneration projects. These usually focus on a target of maximum marketing and construction of a new image-vision, which aims to represent the city in the global agenda. This aspect is depending on bigger changes in the urban context, the shift in government structures to entrepreneurial forms that involve externalization of state functions. (Swyngedouw 2005; p. 1998) With the demands of the new- service oriented global- economy almost every city at water's edge is engaged in regeneration projects with strong political impetuses and interest from various parties (Hoyle 2001)  
The rationale behind the phenomenon of waterfront regeneration and the global embracement of it is now "widely recognized if incompletely understood" (Hoyle 2001 pp. 297), as the relevant literature is based on case studies with focus on the examples of North American and European cities.  
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**Keywords** governance

**Keywords** inclusive planning

**Keywords** urban waterfront regeneration

**Keywords** Istanbul

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Presentation**

**Session**

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**Location**

# Abstract Registration No: 36

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 36

**Abstract code**

**Title of abstract** "E<sup>3</sup>" innovative planning from separation to coordination of land and sea:  
coordinated planning practice of land and sea in Nantong, Jiangsu Province as example

**Author** LI,  
Planning and Design Institute of Nanjing University, Beijing Branch; China; Tel: , lijingjing@njuupbj.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** With the deepening of China's new urbanization process, the development of coastal cities also gradually show some problems such as insufficient development space, unbalanced regional development and so on, thus the idea of transferring from "seeking for the development of incremental space" to "the combination of increment and stock" is also needed for these cities. Obviously, coastal cities have many advantages compared to inland cities: the sea not only provides diverse transport connection for the city, but also has huge development space potential. However, coastal cities have not take full advantage of the sea so far, the sea is not attached as great importance as the land, which leads to no essential difference in development mode with inland cities, the uneven spatial development is still a problem. Therefore, it is important to explore innovative planning methods for the coordination of land and sea in coastal cities, it is not only the exploration of sustainable use of different space resources, but also the implementation of the cooperation requirement of traditional urban planning and territorial planning. The coordination of land and sea is a new thought and method for regional development, the core is the "resource complementarity, industry interaction, and layout connection between land and sea", which guides the development by coordinate thinking. It emphasizes the dynamic process, with human social behavior as the leading, natural environment bearing capacity of land and sea as the basis, and coastal industry as the core, carry on overall planning of regional policy, strategic security, resource utilization, economic development, environmental protection, and system culture construction for land and sea, realizing harmonious development of human living space system (Essence), production space system (Economy) and ecological system (Ecology)( E<sup>3</sup> model). This article starts from the concept of the coordination of land and sea, carries on in-depth analysis and judgment of problems and development situation in coastal cities. The coordinated planning practice of land and sea in Nantong, Jiangsu Province, which is the first coordinated planning of land and sea in China, is taken as an example. This article proposes innovative ideas of coordination of land and sea, the core method is E<sup>3</sup>. Besides, according to the "E<sup>3</sup> mode", form the coordinated planning method in land use structure, spatial distribution, control lines delineation, implementation measures, etc.

**Keywords** E<sup>3</sup> mode

**Keywords** coordinated planning

**Keywords** land and sea

**Keywords** Nantong

**Presentation pref.** Paper

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# Abstract Registration No: 37

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 37

**Abstract code**

**Title of abstract** **Innovative Space of Metropolitan Area: Types, Patterns and Evolution——the Case of Nanjing Metropolitan Area**

**Author** WANG,  
; China; Tel: , wxpsx2000@sina.com

**Co-Author(s)** ZHU,

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** With the gradual strengthening pace of regional integration, the metropolitan area of developed regions has become an important spatial unit of regional innovation synergy, meanwhile, the pattern characteristics of various innovative space have become new types of specialized regional function space. In this paper, accepting Nanjing metropolitan area as a case, we combed refined and systematic development process of innovative space from "big space" to specialized space then the small and micro enterprise space; divided innovative space into two types of "knowledge model" and "industry model "; compared contents of different types of innovative space. In the context of metropolitan level, we analyzed layout pattern and interrelated characteristics of innovative space, and then teased out development trends in three aspects of spatial organization, development direction and action priority and the three corresponding development direction, providing case experience for further innovative metropolitan area research.

**Keywords** Innovative space

**Keywords** Innovative activity

**Keywords** Metropolitan area

**Presentation pref.** Paper

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# Abstract Registration No: 38

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 38

**Abstract code**

**Title of abstract** **Planning in Regional Cooperative Way to Develop Cities in Ecological Protection Area: Take Tongyu, China for Example**

**Author** YUAN,  
Urban Planning and Design Institute of Nanjing University, Beijing Branch; China; Tel: 13716399653,

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Cities in ecological area have long been confused both in green protection and local development, and the traditional planning in such area has long been difficult. Generally speaking, local economy of cities in green protection area, especially in China, mainly takes the form of traditional farming and grazing, which leads to the deterioration of the local ecological environment. With local ecological becomes more and more fragile, the ecological products supply is reduced, and then local economy is getting worse. Therefore, most cities in ecological area face a circulation of problems: local economic development relies mainly on local ecological resource, while local ecological protection needs local economic development in turn. Unfortunately, poor local financial makes it's hardly possible to solve any of the problems.

Such confusion is face by Tongyu as well. Tongyu, located in western part of songliao plain, China, is one of the eleven counties in well-kown khorgin grassland ecological function areas. According to China's national development planning, tongyu is restricted development area, which means large scale industrialization and urbanization are forbidden there, while ecological protection is the primary goal.

It is hard to solve the circulation of problems all by Tongyu County itself. On this consideration, we bring the conception of "green-based cooperation" into master plan of Tongyu, trying to deal with the circulation problem in a bigger picture. Firstly, the goal of Tongyu is put up from regional perspective-- the ecological and economic construction reform experimental area of khorchin national park. This regional perspective make the plan not only explores how to build an eco-economy city in Tongyu, but also how to put up new node in Horqin ecological function area, find breakthroughs in similar ecological protection areas and new develop paths for national poverty counties.

Secondly, this plan puts up that Tongyu should take a green-based industry in a region vision. That is to say, industry in Tongyu should be smarter, greener and more sustainable. As an ecological and an agricultural county, Tongyu should stand on ecological products supply and combine with the innovative industry development path in network era, forming a resources-products-goods converse mechanism by actively integrating into regional industry system.

Thirdly, the spatial arrangement should also be thought in a regional cooperative way. On the one hand, as one of the most important node of Horqin national park, there should be an overall arrangement of the region. On the other hand, to protect local ecology, to increase the supply of ecological products and to improve residents' standard of living at the same time, the spatial arrangement should be reasonably arranged.

**Keywords** Regional Cooperative

**Keywords** city in Ecological Area

**Keywords** Tongyu, China

**Keywords** master Plan

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 39

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 39

**Abstract code**

**Title of abstract** **Preservation and Expansion: the double-sided embroidery of "Oriental Venice"—a case study of Suzhou, China**

**Author** ZHOU,  
; China; Tel: , snowyevening1987@163.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Since the reform and opening-up policy, China's urbanization has experienced rapid development process, along with the accelerated process of industrialization. From 1978 to 2014, the urbanization rate has increased from 17.9% to 54.8%. Rapid urbanization has stimulated a high-speed economic development in China. but many new problems are just beginning to emerge, such as excessive heavy industrialization, land resource shortage, the environmental pollution, the unemployment of farmers. The Yangtze River Delta, a typical representative of the economic developed areas along the southeast coast of China, is pioneered facing the problems of social and environmental changes. As an important city in the Yangtze River Delta, Suzhou, a noted historic and cultural city with a beautiful reputation of "Oriental Venice", is found herself in the rapid process of modernization and urbanization. Suzhou's GDP in 2014 was near 220 billion dollars (ranked sixth in mainland China), while the urbanization rate has exceeded 73%, approaching the average global level of developed countries. Then, how can she overcome the problems by the modernization and urbanization process, and still retain the unique flavor which has endured over time and to see the sustainability and prosperity? This paper shows that: on the one hand, a comprehensive master plan allows the city to be a first mover in high-lever planning, implementation and administration of policies, remarkably including preservation of her historic districts. The balanced and holistic of one development considers economic, social and environmental targets. On the other hand, the development of the new townships eases the pressure on the historic districts. Thus, a balance is possible between the preservation of the historic districts and the new developments. Suzhou Industrial Park, which is located in the eastern ancient city, was under the common construction of both China and Singapore governments in 1994. After 20 years of development, the park has formed nano technology, bio pharmaceutical, electronics and other high-tech industry clusters. The park which accounts for 3.4% of Suzhou city's land, 5.2% of the population has created about 15% of Suzhou's total economic output. Most important of all, the city leaders of Suzhou have transformed the city through innovate leadership, forward-thinking governments and close collaborations with the city partners, adhering to a path which is oriented by export-oriented economy, the service economy and innovation economy. Thus, Suzhou has created and sustained livable, viable urban communities for her residents. Suzhou's unique brand of preservation and expansion allows for harmonious coexistences of both old and new. Suzhou's success is not only a model of China, but also for other developing cities around the world.

**Keywords** Urbanization

**Keywords** Preservation of historic districts

**Keywords** High-tech industry clusters

**Keywords** Suzhou Industrial Park

**Presentation pref.** Paper

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**Presentation**

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**Time** -

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# Abstract Registration No: 40

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 40

**Abstract code**

**Title of abstract** Evaluation and Innovation of the Industrial Development in Chinese Old Cities, Taking the Old South of Nanjing as an Example

**Author** LIU,  
Fachgebiet Stadtquartiersplanung, Karlsruher Institut für Technologie (KIT); Germany; Tel: , pengliucd@hotmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** In recent thirty years Chinese historically old cities have witnessed great spatial and functional transformation. The industrial structures of old cities have been constantly reajusted, which expressed as relocation of secondary industry, transformation from residential space to commercial or tourist space and reduction of small and local firms. With the long tradition and their extensive spatial scales, chinese old cities have developed diversified and mixed industrial structures. To promote their transformation, contemporary large scale conservation and redevelopment programs often play important roles. But in terms of the industrial orientations and their development patterns, most of such programs are relatively onefold, mainly focusing on culture and tourism function and show lack of innovation, which could on some degree bring negative effects on the regional sustainable regeneration. Therefore how to reevaluate the productive function of Chinese old cities and to find proper ways for the promotion of industrial diversity serve as the focal points of this research.

The Old South is one of the most important historic area in Nanjing old city. This 5.56km<sup>2</sup> area developed in history a distinctive spatial-social mode which combine the living and the working. In recent years a large scale redevelopment program has been started there, aiming to revive the Old South as a center of culture and tourism. Especially since 2006 several typical districts have been gradually renovated, including Confucius Temple, Nanbuting, Mendong and Menxi, leading to a significant change of local industrial structure. Under this background it is necessary to select the typical districts for analysis in terms of industrial distribution and development patterns and then made some further evaluation for the economic result of the whole area.

According to the result, there exists high similarities in terms of development orientation and industrial subdivision between the selected districts, despite the big differences such as the time of renovation, the background or even the planning orientations. Traditional labour-intensive industries, such as commerce, tourism, catering and entertainment industries still serve as the leading industry in old cities. In comparison as the proportion of culture and art projects are still insufficient, the historic districts appear to be a symbolised consumption space, which gradually form the gentrification. Meanwhile because of the serious homogenization in terms of the function and the space, some redeveloped districts have to face poor economic results. On the other hand the industrial redevelopment projects showed the lack of innovation, in other words leading edge technology-based firms or definitely subdivided creative industries have not been paid enough attentions. Such kind of development seems to be a deviation from the current trend of "Knowledge

**Keywords** industrial development

**Keywords** old city

**Keywords** urban redevelopment

**Presentation pref.** Paper

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# Abstract Registration No: 41

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 41

**Abstract code**

**Title of abstract** Revitalizing Dunkerque; An effective Environmental Project

**Author** MATIKA,  
Aristotle University of Thessaloniki; Greece; Tel: 6944664396, titina\_x@hotmail.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** As reference area of the research is defined the port zone of Dunkerque, in northern France. The autonomous port of Dunkerque has a port zone of 6,000 hectares, in which the Industrial Area is included. Inside many different activities of the following manufacturing sectors are gathered: a) iron metallurgy, b) petrochemicals, c) fertilizers, d) food and e) energy (nuclear). Noteworthy to mention is the fact that the industrial area is substantially adjacent to the urban fabric. The economic recession in the late 80s hit highly the greater region of Dunkerque. Mass unemployment together with environmental degradation and industrial hazards led local authorities to cooperate. Thus, they co-sponsored the preparation of a regulatory framework, in collaboration with the Regional and Central Administration, to attract new businesses, recover the already installed businesses, regain jobs, protect the environment, reduce vulnerability and reconnect the port with the city, improving life quality. The regulatory framework that the beneficiaries voluntarily accepted includes actions not foreseen in the institutional arrangements of the state. Specifically: 1. conditions and restrictions for the installation – operation – localization of businesses, 2. design for waste disposal, 3. common infrastructure networks for service facilities, 4. choice of clean technology and best available techniques, 5. registration of responsibilities for the protection of air, water and built environment, 6. principles for landscape management, 7. risk reduction and finally 8. financial means for implementing regulations. The “Industrial Environment Project” as named the regulatory framework, is accompanied by an organizational structure for implementation and is associated with the urban planning. The project was adopted in 1991, was completed in 1993 and remains in force until today, and it is expected to be revised soon. The results of the project were immediately apparent. The industrial concentration has become generally accepted. Many manufacturers at the moment do not consider the registration of responsibilities for the environment as compelling, but in reverse as a criterion that allows them to improve their competitiveness and public image. The local elected representatives of the citizens, the administration and the investors consult with transparency about the prospects and the effects (economic, social, and environmental) of a new installation facility prior to acceptance. The Project resulted in changing working practices of the port in particular regarding economic development strategies and environmental dimensions. Some of the approved land use plans of the port zone have been gradually harmonized with the provisions of the Project (Zones of Awareness, Green Belts). Also full economic recovery of the region has

**Keywords** Environmental Project

**Keywords** Sustainable Development

**Keywords** City-port Revitalization

**Keywords** City-port Network

**Presentation pref.** Research Result

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**Presentation**

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**Date** / /

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# Abstract Registration No: 42

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 42

**Abstract code**

**Title of abstract** Reinventing the Harbor Metropolis – case of the “Tri-City” region in Poland

**Author** LORENS, P.  
Gdansk University of Technology; Poland; Tel: +48605433885, plorens@pg.gda.pl

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Ports and cities nowadays undergo many phenomena associated with adaptation to the realities of the globalized world. This includes social and economic issues, but also has the "spatial" dimension. In addition to this, in many cases we can observe formation of the "Harbor Metropolises" - meaning conglomerates of port and city structures of different nature, where each of the elements plays a different role and can evolve in a different way. In result, within one "functional area" one can identify various types of structures, including vibrant and declining urban areas, potential and booming waterfronts, declining and developing port structures and terminals etc. When looking at this type of structures, one can get a picture of not a clear "port-city-type relationship", but of much more diverse and complex situation which includes a lot of potentials but – in many cases – also a lot of inertia and missed opportunities. These require complex and innovative strategies, since many different issues are combined and inter-dependent as well as no single, simple solutions can be applied. Therefore, the ideas of "not going for" the traditional solutions shall not be directly applied as – in many cases – these still have their role to fulfill. Within the paper both the theoretical part of this concept will be developed as well as a case study will be presented. The focus of the case study is Tri-City Metropolitan Area, located in Poland and including a number of cities and port structures. Main players in this case are Gdansk and Gdynia but the picture includes at least 6 other major municipalities. But even within each of these one can identify a number of diverse structures, which require separate approaches. These observations will serve as the basis of more general conclusions, which can be discussed within the workshop and serve as the basis of further considerations

**Keywords** Harbor Metropolis

**Keywords** Waterfronts

**Keywords** Urban Strategy

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 43

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 43

**Abstract code**

**Title of abstract** **All Age City. Urbanising the Elderly.**

**Author** BAUTISTA,  
Moho architects; Spain; Tel: +34 629614295, nacho@mohoweb.com

**Co-Author(s)** JAQUE,  
ABADÍA  
SUANZES-CARPEGNA,  
GARCIA MORA,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** &lt;b&gt;All Age City European Network of Cities&lt;/b&gt; is &lt;b&gt;a collective architectural project that offers an opportunity to construct an innovative, prosperous, equitable environment&lt;/b&gt;. There is no insuperable reason why the provision of welfare needs has to be accompanied by social disconnection. It is precisely through interaction that deficiencies and difficulties can come to be remedied. The city can be seen and constructed as a machine that redistributes abilities and needs through association. &lt;b&gt;We are all dependent. We all act in association with others. This is the condition that truly makes us citizens. For this reason, we think that the older one is, the more of a citizen one is.&lt;/b&gt; These are the objectives that we at &lt;b&gt;Andrés Jaque Architects + MOHO Architects&lt;/b&gt; decided to work with when we received the invitation to develop a project in the framework of the &lt;b&gt;Workshop for Social Innovation and Development of Sustainable Architectural Products and Services at the Region of Murcia's Design and Architecture Observatory&lt;/b&gt;. Currently we have already announced a &lt;b&gt;ten-point architectural action&lt;/b&gt; plan that will encourage and make it possible for the elderly to remain in cities in the European Union, thereby ensuring their presence and participation in community life and public space and enabling the city as a whole to reap the benefits of multigenerational social interlinkage. This is the programme that we propose developing in the next few years in the Region of Murcia (Spain) and in the &lt;b&gt;All Age City European Network of Cities&lt;/b&gt;. It involves enlisting the population of Murcia to test prototypes of intergenerational homes which we shall build on a temporary basis in public spaces to enable us to gauge the opinion of passers-by and encourage them to try them out, installing a centre for senior citizens in a school in the city, and fitting out city squares so as to encourage the elderly to have an active presence in the public space and to meet people from different generations. These trial schemes will be publicly evaluated and will be used as the basis for further experiments, which will lay the ground for a gradual but systematic transformation. More info available at [www.allagecity.com](http://www.allagecity.com)

**Keywords** intergenerationality

**Keywords** elderly

**Keywords** all age city

**Keywords** cooperation

**Presentation pref.** Project, Strategy, Plan

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**Presentation**

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# Abstract Registration No: 44

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 44

**Abstract code**

**Title of abstract** SPATIAL EQUITY IN ACCESS TO FORMAL AND INFORMAL PUBLIC TRANSPORT IN THE CITY OF ISLAMABAD AND RAWALPINDI, PAKISTAN

**Author** ADEEL,  
; Hongkong; Tel: , townplanneradeel@gmail.com

**Co-Author(s)** YEH,  
FENG,

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Public transport system in high density urban areas of developing countries is often defined by the coexistence of formal and informal transit services. Increasing use of Bus Rapid Transit (BRT) service has brought a new dimension to the public transport system. However, there is a lack of literature on the overall landscape of spatial accessibility generated by these transit services and the paper aims to fill this gap with a case study from Islamabad and Rawalpindi cities in Pakistan. GIS analysis indicate that majority of population resides within convenient walking distance to the formal transit services however the access to the proposed BRT system is somehow restricted and remains lowest because of its design decisions. At the same time, informal transit services connect areas of poor public transport accessibility to overall network and cover a large segment of urban residents. Equity in access to each transit system is further explored using Census 1998 dataset showing that service provision follows density patterns with poorest service in the lowest density areas.

**Keywords** Public transport

**Keywords** Accessibility

**Keywords** Cities

**Keywords** BRT

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

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# Abstract Registration No: 45

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 45

**Abstract code**

**Title of abstract** **Spontaneous Urban Regeneration and Institutional Design: Evidence from the Planning Administration in Xicheng District, Beijing**

**Author** LI,  
Tsinghua University; China; Tel: 15210560314, liqc0721@qq.com

**Co-Author(s)** ZHANG,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Debates on the urban regeneration highlights the process of the rational planning administration and the balance between public and private interests. This paper focuses on how the government as the urban planning administrator controls private houses renovation in old cities using a detailed study case of Xicheng District in Beijing. Xicheng District, the oldest district in Beijing, is faced with an urgent issue of the urban regeneration, with a mixed urban fabric and a large quantity of small houses in a poor living condition. As the theory of the small-scale organic regeneration being accepted widely in China, a spontaneous renovation in ancient residential districts became a common tendency instead of renewal programs conducted by governments in the past. This paper explores the guidelines and basic principles of the planning control in house renovation conducted by local residents and the whole workflow. Challenges of initiative house renewal of local residents can be observed, which are mainly from three issues: 1) the low approval ratio in reconstruction with changes due to the high negotiation costs between public and private sectors; 2) the complicated approval basis due to unclear responsibility division of the planning control and the heritage conservation; 3) the tough condition of diverse property right types left over through a long history in China. In such context, an effective institutional design and planning implementation approaches are crucial in the local spontaneous urban regeneration to avoid the prison dilemma. The boundary of public and private rights in the house renovation in old cities is analyzed in order to protect private interests when performing public rights. Based on the interest analysis, the solution of the information asymmetry between local residents and governments calls for a rational cooperation mechanism of communication, negotiation and compromise to encourage the spontaneous urban regeneration. A better institutional arrangement will play a significant role in the urban regeneration and the promotion of planning administration efficiency.

**Keywords** urban regeneration

**Keywords** planning administration

**Keywords** institutional design

**Keywords** spontaneous renovation

**Presentation pref.** Paper

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# Abstract Registration No: 46

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 46

**Abstract code**

**Title of abstract** **An Integrated and Empowering service model for Children and Youth at Risk – as a base for Cooperative and Activist management**

**Author** DAVIDOVICH,  
DMR Planning & Development; Israel; Tel: 03-6475137, dmr@dmr.co.il

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** This paper reports on two planning processes for children and youth at risk – that are currently leading to a development of an integrated and empowering service model for children and youth at risk and the range of services that they need, as an infrastructures aimed to integrate and even leverage the quality of the public space for the community as a whole. One planning process is the preparation of a master plan for children and youth at risk initiated by the Jerusalem's municipality. Jerusalem is a fascinating case study, since the city's microcosm reflects complexity, political sensitivity, diversity, and a distinctive social, economic and environmental composition. All these create a unique and innovative process, and an excellent opportunity for developing a professional model. The other is a work process with 'The Israeli Public Forum for Youth Villages and Boarding Schools for Children at Risk' intended to promote collaborations between these institutes and the local authority and community that surrounds them. The challenge is to overcome barriers set by the Israeli planning system that allocates areas for public buildings by following generic guidelines that don't include the special needs of disadvantaged communities and the services they require. This has encouraged the NIMBY phenomenon, and furthermore, increased and established gaps, disconnection, and lack of opportunities for encounters between the disadvantaged and at-risk population and the normative population. The new model for public services allocation reflects an inclusive and multi-disciplinary view: physical, educational, social, economic and administrative and will include a component of allocating land for the needs of children and youth in general, and children and youth at risk in particular. The process involves the use of multiple therapeutic, educational, and social approaches, based on activism, mutuality and collaborations, and requires cooperation among a variety of entities (municipalities, government ministries, relevant nonprofits, businesses, academy etc.), creating an opportunity for modeling. The model of cooperative and activist management for children and youth can serve as an example for a new approach in developing municipal services for the community as a whole: integrating social aspects, creating spaces for encounters, encouraging collaboration, activism and in particular – leading public buildings to be a lever in the public space that encourage meetings, integration and opportunities for all. We see the conference as an opportunity to encourage dialogue on the subject in "real time" since the model is in the formative stage.

**Keywords** public space

**Keywords** strategic planning

**Keywords** community planning

**Keywords** children and youth

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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# Abstract Registration No: 47

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 47

**Abstract code**

**Title of abstract** **Generation mechanism research on landscape of traditional settlement based on folk ritual**

**Author** LIU,  
Huazhong University of Science and Technology; China; Tel: 13971085311, liujie\_729@163.com

**Co-Author(s)** GENG,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The paper integrates knowledge about architecture, folklore, sociology, history, geography and other related subjects, adopts basic methods of environmental aesthetics and settlement geography, and studies the correlation between Chinese folk custom ritual and the generation mechanism of traditional settlement public environmental landscape. The purpose is to explore the original basis for the protection and renewal of traditional settlement. Traditional settlement is the inherited space of Chinese culture and history, the protection and renewal should not be confined to maintaining the current village environment, but should trace the origin to understand the development process of each village, focusing on people's ideas, belief, value and other factors. Only in this way can we preserve the original charm of traditional settlement. The paper intends to complete the study on the generation mechanism of traditional settlement public environmental landscape from the following aspects:  
(1) The historical origin and development, content and features of Chinese minority's folk custom ritual are brought into the study on traditional settlement, their mutual constraints and impacts are explored;  
(2) Through case study, the paper sorts out the settlement pattern development of selected villages, makes a statistical analysis of the environmental foothold of corresponding Chinese folk custom ritual, and finds the generation mechanism of traditional settlement public environment landscape;  
(3) By classifying and sorting out the generation mechanisms of the representative traditional settlement public environmental landscape in selected region, it establishes a guidance system for the protection and upgrade of traditional settlement in the region.

**Keywords** traditional settlement

**Keywords** ritual

**Keywords** mechanism

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Time** -

**Date** / /

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# Abstract Registration No: 48

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 48

**Abstract code**

**Title of abstract** **Mumbai airport region: a challenging planning integration process**

**Author** HUYBRECHTS, E.  
Institut d'aménagement et d'urbanisme Ile de France; France; Tel: 0177497544, huybrechts.e@gmail.com

**Co-Author(s)**

**Topic** Schiphol: How to connect in a globalising world?

**Abstract text** Mumbai is facing huge air traffic growth and is strengthening its airports infrastructures. The existing one, both domestic and international is renewed. A new airport is in construction to be opened hopefully in 2019. Located in the Eastern suburb of the metropolitan region, this bilocation airport region hub will need a strong connection between the airports to facilitate connections. The effect of the implementation of the new platform will create conditions for a strong attractiveness in a key location for Mumbai region. Located at the gate of Bangalore-Mumbai corridor and at the crossing point of Dehli-Mumbai corridor, the area has plenty of potential for the economic development. The proximity of the main Mumbai harbor, the biggest in India is also an asset for connectivity for both good and people. It is already taken in consideration by the new Regional plan in preparation by Mumbai Metropolitan Region Development Authority. The airport city is managed by a specific authority. The direct proximity of this airport city is managed by the Harbour authority. The Freight corridors are managed by other authorities and planning system . After, the urban developments are managed by several planning authorities as CIDCO (new town) and local authorities. Different methodologies are applied with a focus on the land management, with low consideration with environmental issues (flooding, noise). The planning on-going process is fragmented and doesn't benefiting a subregional vision. The focus on land management, mainly how to avoid buying the land, is driving the planning process more than following it. The main challenge for planners is then to reintroduce the vision, "the city we want" in the top of the agenda.

**Keywords** Airport region

**Keywords** Mumbai

**Keywords** Subregional planning

**Keywords** Vision

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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# Abstract Registration No: 49

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 49

**Abstract code**

**Title of abstract** **The Exploration of Industrial Transformation in Chinese new economic normality——Case of Yangcheng Lake area planning in Suzhou**

**Author** GUO,  
; China; Tel: , Shmilyeddy@126.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** With the deteriorating of human living environment, the probability of climate anomalies?environmental pollution and other phenomena are gradually increasing which affected the healthy and stable development of human society. This also influences the city system as a production unit of the artificial system of economic, society, culture and security to a certain degree. It has become a problem in front of the planner's which cannot be ignored. As a city planner, in the past our main duty is only improving the quality of people's living standards, and to guarantee the orderly economic activities and to promote the economic development of the whole city. However, with the progress of social and science development, planners had to use a strategic and forward-looking vision when they are planning urban area, and to consider the natural system as the survival background of urban planning. As a result, the relocation of some industrial enterprises is a smart way to ensure that within the affordable range of natural conditions, the natural resources can be used in an efficient and sustainable way, and maintained a momentum of vigorous growth of urban economic development.

In recent years, with the rapid development of Chinese urbanization, many industrial enterprises rooted in the suburban area as fertile ground, however in the same time, the serious destruction of environment and the waste of resources are high price to pay for rapid economic development. Combined with domestic and international experience, we can see that corporation relocation will bring improvement of environment. But if companies move out, how to maintain the economic growth? If the growth of economy decline, this will bring land, employment, population and other issues in urban area. To solve this problem, this paper discusses the guidance of moving the industrial enterprises in the suburban area which are always industrial zones. The consist of main content will be the way of choosing economic category which is suit for the environmental?resources and economic conditions here, and explore the path of industrial transformation. This paper chooses the famous Yangcheng Lake area located in the northeast of Suzhou for example to direct the industrial transformation in other regions, in order to alleviate the pain of economic dislocation, then achieve sustainable development of regional economy and the environment.

**Keywords** industrial transformation

**Keywords** resources

**Keywords** environment

**Presentation pref.** Paper

**Additional file**

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**Location**

# Abstract Registration No: 50

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 50

**Abstract code**

**Title of abstract** **Corporate social responsibility as a trajectory to actualization of corporate governance strategy. Case study of Nairobi City Water and Sewerage Company**

**Author** MUKOYA, K.A.  
Nairobi City Water and Sewerage Company; Kenya; Tel: 0722 892028, kmukoya@nairobiwater.co.ke

**Co-Author(s)** MWAURA, M.S.

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** &lt;b&gt;Corporate Social Responsibility as a Trajectory to Actualization of Corporate Governance Strategy: Case study of Nairobi City Water and Sewerage Company.&lt;/b&gt;  
Introduction  
Corporate Social Responsibility is increasingly being identified as part of the overall businesses corporate strategy. Incorporating various stakeholders in the business ecosystem to ensure success and attainment of strategic objectives forms a fundamental part for ensuring amble environment for the business thriving and sustainability. David Vogel 2005[i] argues that "when corporations make a serious commitment and infuse substantial funding in a socially responsible strategy, then along with the increased risk, comes a bigger potential for payoff". The World Business Council for Sustainable Development in its publication Making Good Business Sense By Lord Holme and Richard Watts (2002), defines Corporate Social Responsibility as the continuing commitment by business to behave ethically and contribute to economic development while improving the quality of life of the workforce and their families as well as of the local community and society at large. Internationally, incorporation of CSR concepts has wittness the re-engineering of business identities. Bakker 2003 defines corporate governance as a process by which stakeholders articulate their interests, their input is absorbed, decisions are taken and implemented, and decision-makers are held accountable. It can therefore be argued that, from the stakeholder's point of view, Corporate Social Responsibility play a critical role to the actualization of Corporate Governance Strategy.  
Responsible business practices can in many ways contribute to sustainable development. Within the concept of CSR, companies consider the interest of society by taking responsibility for their impact of their activities. In 2007, GIZ finalized an impact assessment of the status of CSR in sub-Saharan Africa; in particular the study revealed that, the concept of CSR is still at its infancy although quickly gaining roots. The study recommended that, the governments should play a central role in promotion of the CRS by way of effectively utilizing policy dialogue with other players such as the civil society organizations and the private sector.  
Thematic Research Issue  
Nairobi City Water and Sewerage Company (NCWSC) is a private company which is owned 100% by the County government of Nairobi the capital city of the Republic of Kenya one of the countries within sub-Saharan Africa. Close 43 (1) (d) of the Kenya Constitution under Economic and social right, promulgates that 'Every person has the right to clean

**Keywords** coporate

**Keywords** social

**Keywords** responsibility

**Presentation pref.** Paper

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# Abstract Registration No: 51

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 51

**Abstract code**

**Title of abstract** **From designing flexibility to sustainable structures: Motivational barriers during implementing design strategies for flexible buildings within the Macedonian construction practice**

**Author** ITOVA, I.  
; Macedonia; Tel: 076 201 808, nene\_itova@yahoo.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** <br><br>Efficient and smart building design can reduce big shear of the negative impact that construction has over the environment, while increasing the wellbeing of end-users. This research studied the threats of using design strategies that improve the flexibility of structures. Little attention is dedicated to the real meaning of flexible buildings. Usually, they only represent profit for investors due to their ease to adjust for various user categories, thus increase their potential to rent and avoid vacant periods. However, flexible buildings go beyond financial concern. Their features can be often found in the literature as integral part of the sustainability within the built environment. Yet, antagonists see flexibility as utopia and architectural toy that has no viable meaning outside a non-experimental project and it is actually going against the needs of its current users. In order to re-evaluate its meaning and importance in the general sustainability concern and to secure its future engagement, the study explains the fundamental meaning of the design strategies for flexibility of structures and their share in the more comprehensive approach of sustainable urban development. It also states the importance of mix-use development and urban regeneration as the way forward of planning the “city of the future”, having flexibility of structures lying in its heart. Therefore, in urban planning there is a strategic approach towards planning for the 21st century and meeting the future challenges by creating flexible and re-adaptable space. Compared to this, building design strategies beside implementing alternative energy sourcing, eco-materials or rain-water filtration units in buildings, have to appreciate more the benefits from flexibility of spaces and structural units. Flexibility of structures is a prime indicator of the eco-building model. Through inductive theory search among sustainable architecture and planning literature, the goal of the review was to extract the main variables that will formulate the methodology to collect new data. The broad theory gathering gave opportunities to include variables that directly and indirectly affect the process of re-adaptation and reuse of buildings. These variables are threats that appear during the design and execution of flexible structures. By the use of a technique of cognitive mapping called Repertory Grid Technique, qualitative data was gathered among ten participants from the Macedonian construction sector. The results gave the most viable factors that according to the examinees affected the process of using techniques for flexible design and some recommendations how to manipulate them. The chosen group of practitioners sorted by strength the influence the constructed variables have over strategies

**Keywords** flexibility design

**Keywords** building sustainability

**Keywords** strategies

**Keywords** factors

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

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**Location**

# Abstract Registration No: 52

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 52

**Abstract code**

**Title of abstract** Liverpool: A Journey From A Giant Of World Trade Into A City Where Giants Now Walk The Streets

**Author** GROVER, A.  
Arup; United Kingdom; Tel: 01512279397, paul.grover@arup.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Liverpool was once known as "the second city of the British Empire" but within the space of a single generation it experienced such a decline in shipping trade and closure of traditional manufacturing industries that it lost half its total population, its docks silted up and it's once grand buildings fell into disrepair. However, by repositioning itself as a beacon of culture and the arts the city and ultimately its international reputation have been transformed. A former holder of the European Capital of Culture in 2008, the city continues to capitalise on its cultural offer to host events including the Giant Spider in 2008 and the Giant Spectaculars in 2012 and 2014 amongst other events.

**Keywords** Culture

**Keywords** Transformed

**Keywords** Waterfront

**Keywords** Giants

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 53

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 53

**Abstract code**

**Title of abstract** Problems of Outer Mega Region in the Mature Period - Case Studies of Tokyo and Osaka Region, Japan -

**Author** OGAWA,  
Wakayama Univ.; Japan; Tel: 073-457-8328, wogawa@sys.wakayama-u.ac.jp

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** A region with over 10 million inhabitants can be defined as a "mega region." Tokyo and Osaka mega regions, Japan are categorized as mature mega regions: the rate of their population growth has already become low, and will decrease. Under the situation of a stable or declining population, population increases in one area entail necessary decreases elsewhere, giving rise to uneven and inequitable inter- and intra-regional growth patterns. This paper thus analyzes demographic movements in Tokyo and Osaka mega regions to clarify uneven and inequitable inter- and intra-regional growth patterns in mega region. We analyze population levels and density from 2000 to 2010 using 500m mesh census data; analysis areas are 50 km wide from the center of region, zone data for every 10 km are used for analysis. Results confirm stagnation of the population followed by a decrease. Furthermore, population decline areas tended to decrease in both regions, regardless of current population dynamics. In particular, decrease meshes in areas with increasing population was confirmed in outer mega regions. Population decrease and the reduction of areas with increasing and decreasing populations do not happen equally throughout the whole region, and it is suggested that the difference between the inner and outer regions will grow in the future. Based on these results, it is suggested that a hypodense urban zone without increasing population may be formed throughout the whole region if the local authorities do not act to control areas, centralize population, and draw the population into the regional core. The agglomeration rate was calculated to confirm whether population increase and decrease areas are concentrated together. The results indicate that the agglomeration rate is high for increasing population areas during the population increase phase, but it is low in the population stagnation or decrease phase. This tendency is particularly noticeable in the inner MR. In the outer MR, the change in the agglomeration rate is small in both population increase and decrease areas, regardless of the population dynamics. Considering the railway station sphere as the core area of population concentration, the portion of mesh blocks experiencing increasing population is high, and population growth areas tends to be concentrated in the railway station sphere in the late growth period. In the mature period, however, even within the railway station sphere, the portion of areas experiencing increasing population is not very high and the increasing population areas are not concentrated. Based on these results, it is suggested that a hypodense urban zone without increasing population may be formed throughout the whole region if the local authorities do not act to control areas, centralize population, and draw the

**Keywords** Mega Region

**Keywords** Mature Period

**Keywords** Population Dynamics

**Keywords** Japan

**Presentation pref.** Case Study, Realised Project

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**Location**

# Abstract Registration No: 54

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 54

**Abstract code**

**Title of abstract** The Effect and Enlightenment of Chinese Urban Construction by New Urbanism

**Author** JIANG,  
; China; Tel: , 1297361331@qq.com

**Co-Author(s)** LI,

**Topic** Antwerp: How to rework the productive city?

**Abstract text** New Urbanism was a new movement in the field of community development and urban planning in America in the late 80's, which attempted to rebuild a sort of compact and convenient neighborhood communities contacted with traffic lines in a larger regional open space. Under the background of introducing and practicing the theory of New Urbanism in China for some time, this article briefly introduces the conceptions of New Urbanism, clearing the reference significance to China urban development in certain conditions and appropriate changes. By analyzing a series of practice cases in China which apply TND and TOD modes, the article point out several problems in the process of practice, such as traffic congestion, environmental deterioration, diminished quality of life and so on, and find out the reasons contributing to the issues above. In addition, several methods have been proposed in order to guide reasonable application of the theory in China at the aspects of urban structure, land use, function layout, traffic organization, ecological landscape, historic preservation and neighborhood community. Finally, the article points out a new idea that besides the Transit Oriented Development mode, we could create some other modes, such as Occupation Oriented Development (OOD), Ecological and Landscape Architecture Oriented Development (ELAOD), Economy Oriented Development (EOD), Comprehensive Oriented Development (COD) and so on, to solve the city problems in the way of the inheritance and development of New Urbanism.

**Keywords** New Urbanism

**Keywords** residential suburbanization

**Keywords** public transportation

**Keywords** neighborhood community

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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# Abstract Registration No: 55

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 55

**Abstract code**

**Title of abstract** **New public participation practices for revitalizing Klaipeda's Old Market neighborhood**

**Author** MAROZAS, M.  
MMAP, MB; Lithuania; Tel: 61040748, martynas@mmap.lt

**Co-Author(s)** JONASKIS, T.  
MULIUOLYTE, J.

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** There is very little room for participation in Lithuanian planning system. It is not encouraged and often seen as too time consuming or pointless, therefore local planners use it only formally or ignore completely. Bottom up practices and approaches tend to be either too soft or too small in order to achieve any substantial change or transformation on a larger scale. However, there are numerous examples where, ignoring different interests or agendas has led the halt of entire planning processes or even eventual failure. Poor communication, bad design and lack of context, usually are the main causes that hinder further developments. In order to avoid the aforementioned pitfalls, we've decided to bring public participation to a whole new level in Klaipeda's old market development project. Klaipeda's Old Market neighborhood did not change much since the independence 25 years ago; therefore, local municipality decided to create a well communicated long-term vision for the old market neighborhood that would ensure its sustainable, coherent, socially responsible, and economically feasible transformation. Both municipality & Old Market Management Company have had a substantial amount of real estate in their possession suitable for redevelopment and felt that a wise investment here, can be a complete game-changer not only for the market, but for the entire old city center as well. This particular neighborhood currently houses a significant number of stakeholders whose interests must be moderated and integrated within the future plans, meanwhile relationships between different parties have always been tense, and therefore - unproductive. A rather untraditional (for Lithuania) approach was proposed, where stakeholders first have the opportunity to declare their interests and agendas, rather than react on a finished plan. Entire process was divided in to three stages: workshop and scenario elaboration, formulation of a common vision for the entire area and a strategic action plan with clear steps and guidelines. An ambition was to come to a political decision upon concrete steps to be taken towards implementation, investment priorities & investment demand at different development stages. It was essential to reach the agreement about the division of responsibilities among different development partners together with a partnership model that would suit best for municipality, residents and local entrepreneurs. Klaipeda's old market vision and development has set a new standard for productive public participation, public – private mediation and became the first approved and therefore legally valid "informal" planning document in Lithuania for the area of that scale and size.

**Keywords** Public participation

**Keywords** Strategic planning

**Keywords** Vision

**Keywords** Klaipeda's Old market

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 56

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 56

**Abstract code**

**Title of abstract** Ksiezcy Mlyn in Lodz, Poland - an example of a successful rehabilitation thanks to social engagement

**Author** HANZL,  
Lodz University of Technology; Poland; Tel: 608468692, mhanzl@p.lodz.pl

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The project of the social rehabilitation of Ksiezcy Mlyn in Lodz, Poland, financed by the Batory Foundation and conducted by the Association for the Heritage Protection of Lodz from July 2010 to July 2011, was focused on the community empowerment of the small neighbourhood of this 19th century workers' residential estate. The estate historically belonged to the industrial complex of Scheibler's textile factories, which once occupied an area of over 70 ha of the centre of Lodz. Along with the huge cotton mill, the workers' houses are located in the very core of the complex and encompass its most representative part. The layout of workers' houses, which run perpendicular to the edifice of the spinning mill, is considered the most characteristic part of the whole area. After the fall of the communism, the estate, belonging formerly to the factory, became municipal property. Initial renovation of the first house started in 1999 but did not bring the expected results and the desired inflow of new inhabitants did not take place. In 2007, the workers' houses were earmarked for redevelopment into a gated residential estate, with the existing inhabitants being promised new flats in blocks on the outskirts of the city. However, the financial crisis made these plans impossible and the inhabitants were left without any decision on their future. The buildings, not renovated since their construction at the end of 19th century, deteriorated more and more. The initial frustration of the citizens living in the Ksiezcy Mlyn estate occurred to be the main problem to be solved in the beginning phase of the project. During the year between July 2010 and July 2011, the project team conducted numerous activities with the objective of providing support and advice in order to let the inhabitants become active stakeholders in the further decision-making process with regard to the estate's future. The initial aim of the project to create a common strategy of redevelopment of the estate, was very difficult to undertake and the consultations and actual work on this project could only start in the last phase of the project. Despite these difficulties, the strategy of redevelopment was finally completed with the participation of the local citizens. Yet, the most important results were the social capital gained and the start of the rehabilitation project by the Municipality of Lodz. Directly after the end of the social project, and thanks to the popularisation of the topic as a result of its promotion and local citizens' initiatives, the local government decided to assign it a budget and to establish an administrative unit in order to start renovation works. This project has continued successfully until today. The current paper presents details of the social rehabilitation scenario, evaluates their outcomes and provides conclusions with regard to other projects conducted for similar neighbourhoods.

**Keywords** public participation

**Keywords** rehabilitation

**Keywords** post-industrial heritage

**Keywords** strategic planning

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 57

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 57

**Abstract code**

**Title of abstract** A Study on the Directions of Housing Development for the One-Person Household in Regional Cities.

**Author** AHN,  
Gyeongsang National University; South-Korea; Tel: 55-772-1777, jgahn@gnu.ac.kr

**Co-Author(s)** KIM,

**Topic** Antwerp: How to rework the productive city?

**Abstract text** In modern society, the type of one-person household is increasing by increasing unemployment rate, divorce rate, aging rate and etc. In particular, one-person households have rapidly increased around local small and medium-sized cities. In this regard, this research puts its purpose in suggesting the direction of housing supply for one-person households suitable for local small and medium-sized cities by investigating the characteristics of one-person households in the social, economic, and physical aspects. This study found out that one-person households on a basis of were divided into two groups; one group resided in cities and the other group resided in Farming & Fishing Regions. For the one-person households living in dynamic cities, it is necessary to expand of supplying quasi-dwellings such as one-room for young people. In addition, the long-term support through the security of welfare budget is required for one-person households. On the other hand, for the one-person households living in stagnate cities, houses should be supplied with the major target of the elderly who are composed of one-person households in the event of providing new houses. In this case, social welfare or cultural facilities should be accompanied when houses of one-person household are supplied in new residential areas or existing residential areas. For one-person households living in urbanized Farming & Fishing Regions, it is necessary to provide age-mixed residential sites where companies and manufacturers are condensed. On the other hand, for the one-person households living in rural Farming & Fishing Regions, it is necessary to provide multi-person housing units increasing the quality of life to one-person households

**Keywords** Reginal Cities

**Keywords** One-Person Household

**Keywords** Housing Supply

**Keywords** Small and Medium Cities

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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# Abstract Registration No: 58

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 58

**Abstract code**

**Title of abstract** Analysis of the impact of positive and negative criteria on the siting of wind turbines in Flanders

**Author** VAN NOORDT, A.  
Spatial Development Department Flanders; Belgium; Tel: 025536288, anneloes.vannoordt@rwo.vlaanderen.be

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** If Flanders wants to reach its target of 10,5% renewable energy by 2020 it has to step up the realisation of one of the most important contributors to reach this goal: the siting of wind turbines. The current share of wind energy within the production of renewable energy must grow from 13% to 18%. This would mean more than a doubling of the current installed power production or an increase of 80MW of installed wind turbines each year. Siting wind turbines in the highly urbanised region of Flanders without facing limiting factors is however very challenging. Several policy areas have formulated restrictions regarding wind turbines. This paper wants to analyse the impact of positive and negative criteria on the siting of wind turbines.  
Data concerning applications for building wind turbines, authorized wind turbines and actual built wind turbines are being collected by the Spatial Development Department Flanders. Based on this data a GIS based analysis will be done to first of all determine where the currently built wind turbines are sited and if they comply with the restrictions set and if not which of the restrictions are not as strict as they seem. On the other side the same analysis will be done to see if the positive criteria to site a wind turbine are being respected. Second, an analysis will be made on the authorized wind turbines which are not yet built. A GIS based desktop examination shall be done to find causes of the delay of the building of the authorized wind turbines. Thirdly a calculation shall be done to define whether or not, with the current restrictions, enough wind turbines can be sited to meet the set goals. Finally a scenario analysis will be performed in order to see what the impact would be of alleviating several restrictions. This will be calculated based on a tool developed for the Spatial Development Department Flanders which supports the drafting of an energy potential map.

**Keywords** Sustainable Energy

**Keywords** Wind turbines

**Keywords** GIS analysis

**Keywords** Renewable energy

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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# Abstract Registration No: 59

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 59

**Abstract code**

**Title of abstract** How urban fabric fosters knowledge transfer and innovation: the example of Barcelona

**Author** SANTAMARIA,  
300.000 Km/s; Spain; Tel: , mar@300000kms.net

**Co-Author(s)** MARTINEZ-DIEZ,

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** In recent years, Barcelona has focused on research and innovation as pillars of urban economic development. The study that follows, BCN GEOGRAPHIES OF INNOVATION, aims to assess the urban conditions for a suitable implementation of innovative initiatives. Beyond their individual success, the impact of research and innovation facilities is evaluated on an urban scale.

Barcelona has more than 700 innovative startups, leader companies and research centers focusing primarily in the areas of new technologies, health and digital fabrication. One of the strengths of this model is the apparently uniform distribution of innovation facilities throughout the city. Urban and environmental conditions (compactness, good communication, cheap rentals, diversity of local services, etc.) influence the location of innovative initiatives, although these conditions are not always decisive -each activity requires certain specific conditions.

Innovation occurs around leader companies and research centers according to three spatial models: <br>, along main civic axes; <br> as the 22 @ district and <br>, in research clusters and university campuses. In the first two cases, despite reflecting opposite situations (an area that concentrates representativeness and economic power with respect to a district with low rentals and large premises), innovative initiatives take advantage of centrality and mixed-use. However, research campuses are not always able to bring together a significant number of initiatives as often university facilities are placed in areas with less favorable urban conditions.

In this sense, the innovation ecosystem of Barcelona, based on a diverse and compact urban fabric that enables a positive transference of innovation and knowledge to different parts of the city, could become a reference for Delft which is actually transforming its university campus for a better integration between the innovation tissue and the city.

**Keywords** innovation

**Keywords** knowledge transfer

**Keywords** Barcelona

**Keywords** startup

**Presentation pref.** Case Study, Realised Project

**Additional file**

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# Abstract Registration No: 60

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 60

**Abstract code**

**Title of abstract** **Atnight project, designing the nocturnal landscape collectively**

**Author** MARTINEZ,  
; Spain; Tel: 600840828, pabломartinezdiez@gmail.com

**Co-Author(s)** SANTAMARIA-VARAS,

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Technical advancements over the past decade have completely changed the way we sense, seize, use, plan and build present and future cities. Besides architecture of stone and space, we should recognise an expanding landscape of invisible networks. While physically experiencing the city, inhabitants also generate a digital footprint, a generous amount of data which describes people needs, beliefs and reactions. Mobile devices and the Internet have hybridised with social behaviours, enabling a more active role of citizenship in design process. We made the transition from traditional urban planning (passive model), based on big numbers and geographical/physical parameters, to new planning schemes (active model) that can actually take into account how citizens use and perceive the city. This process, from a passive top-down to a more active bottom-up approach, should be leaded by architects and urban planners, playing a role of facilitators and translators of people needs. In this regard, we architects can use representation to mediate in the design process using drawing and cartography to empower individuals. Cartography permits a more conscious use of the territory, making citizens able to master space in their favour. However, mapping should go beyond geographical illustration to unmask invisible urban relationships. Our research team proposes to develop new instruments to capture the 'ephemeral' besides the geometry of urban plots and facades, taking information from citizens' interactions (actions, activities, emotions) as the basis for a better planning of urban environments. In this regard, there still exist a number of urban scenarios to apply these participative design methodologies such as the case of the nocturnal landscape. Night represents both urban recreation and social life beyond the productive hours of day. But it also turns into a moment of revelation and radicalization of certain phenomena, uncovering a hidden cultural, economic and political order. Nocturnal city should be design collectively. By means of "AtNight" project, we have explored the possibilities offered by digital technologies to propose new collaborative and efficient design scenarios. Given a model of nocturnal urban planning based on top-down management, we propose a new approach based on the perception of citizens. We aim at designing, testing and deploying strategies to collect, analyse and represent these information. Specifically, we have used data visualization to set up a possible interpretation of night values by harnessing the immense power of visual communication to explain the relationship of meaning, cause and dependency established between citizens and their environment.

**Keywords** night

**Keywords** cartography

**Keywords** participation

**Keywords** bottom-up

**Presentation pref.** Case Study, Realised Project

**Additional file**

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# Abstract Registration No: 61

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 61

**Abstract code**

**Title of abstract** Ecosystem service-based green space allocation planning: a new way to construct urban spaces

**Author** TASYARA,  
Directorate General of Spatial Planning and Development; Indonesia; Tel: 82299569495, shasa\_fisqa@hotmail.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Many researches have proven that the amount of green open space has a positive correlation to the quality of living environment and health. Green spaces can provide ecosystem services to ameliorate microclimate, absorb pollutants from the air, reduce noise levels, and contribute to sustainable environments. But is simple addition of green open spaces enough to increase urban living quality? It is not necessarily so. This research found that the benefit from services can either be obtained on site or off site. Benefit from services such as microclimate amelioration, pollutants absorbance, and noise level reduction can still be received by human population who are located at a certain distance from a green space. This is caused by the ability of the benefit to travel to human population by a carrier through a flow path. This flow path is heavily influenced by meteorological condition and the urban shapes. The types of sources that produce urban problems and spatial relationship between urban problems and human population also influence the effectiveness of a green space. When the problem "travels" through space (e.g. air pollution, noise disturbance, and surface runoff) and a park can (partly) intercept the problem before it reaches people, green spaces can be located in between the source of the "travelling" problem and the potential recipients of the problem. But for non-travelling problems such as urban heat, then the problem should be located in close proximity from the beneficiary. Ecosystem service-based green space allocation planning is a method to construct urban spaces where public facility (green spaces) are allocated not only by the availability of land but based on the services which can potentially be supplied by green spaces and demanded by urban population. This approach also take into account the different scale of which benefit from ecosystem can be obtained by human and the flow of urban problems and the ecosystem services to make sure that the benefit of green spaces will be received by the population that really need it.

**Keywords** ecosystem services

**Keywords** urban green spaces

**Keywords** allocation planning

**Presentation pref.** Research Result

**Additional file**

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# Abstract Registration No: 62

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 62

**Abstract code**

**Title of abstract** Local Agricultural and Tourism Planning to Support Post-Earthquake Revitalization in the Mountainous Area: A Case Study of Xinkai Village, Sichuan, China.

**Author** LUO,  
Sichuan University; China; Tel: , luoyanyu@scu.edu.cn

**Co-Author(s)** WANG,

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** In spite of physical environment rebuilt, the local economic and social activity recovery is also important in the post-earthquake reconstruction process. Specifically, for remote mountainous villages, how to find solutions for depopulation and economic decline after the disaster while aiming to achieve sustainable development is a challenging task. The 2008 Sichuan Earthquake affected over 100,000km<sup>2</sup> and caused huge human and economic devastation. The heavily damaged areas were all mountainous areas, such as Wenchuan city, Beichuan city, and Mianzhu city. This study presents a case of Xinkai village in Mianzhu city, Sichuan, where local infrastructures and traditional industry were greatly damaged in the disaster. In order to explore a new sustainable developmental pattern for local revitalization, "The Master Plan of Agricultural and Tourism for Xinkai Village, Hanwang Town, Mianzhu City (2011-2020)" was formulated in 2011. The study of the above master plan aims to clarify 1) how the policy and planning structure supported and guided post-earthquake reconstruction in Xinkai village, and 2) the spatial strategies and main approaches of the local agricultural and tourism planning were adopted to support local revitalization. Especially, after the turbine factory was destroyed in the disaster and moved out, the planning approaches adopted to lead the local developmental pattern transiting from the previous industrial village (turbine manufacturing and mining) to new ecological agricultural village need to pay special attention to. The case is examined using a review of literature, relative plans, policy documents, and a SWOT analysis approach integrated methods. Firstly, a review of local agricultural and tourism planning, town and city master plan, and post-earthquake recovery plan has been conducted, to clarify the relationship and network of the planning structure. Second, the local agricultural and tourism planning is analyzed from the following aspects: main approaches for agricultural and tourism development, spatial strategies, and manufacturing industrial vacancy land redevelopment. In conclusion, lessons learned and recommendations for post-earthquake agricultural and tourism development in mountainous village are given.

**Keywords** agricultural and tourism planning

**Keywords** mountainous village

**Keywords** post-earthquake revitalization

**Keywords** Sichuan

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 63

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 63

**Abstract code**

**Title of abstract** **Investigating the Effects of Industrial Cluster Development Policy on the Performance of Urban and Regional Old Industries (Case study: leather products cluster)**

**Author** AHMADIPOUR,  
; Iran; Tel: 9127111889, ahmadipour.z@gmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** <b>Investigating the Effects of Industrial Cluster Development Policy on the Performance of Urban and Regional Old Industries (Case study: leather products cluster)</b>  
<b>Abstract</b>  
Cities and regions represent the most powerful economic engines in the world. A major portion of economic dynamism of cities is basically attributed to its industries. Numerous transformations in various fields in global industries has brought some issues for some cities and regions old industrial that have industrial history and are suffering from inadequacy of capital, technology and labor and brought these industries on the wane. Development of these old industries is often neglected in urban and region development plans. Industrial clusters development model is one of the major recent models which has enjoyed lots of attention for industrial development in cities and regions. The model seeks to help renovate urban and regional economic endeavors, development of new industries and encouragement of economic collaboration among regional networks and firms, government, academia, research and development centers, local expert workforce and entrepreneurs and ultimately provide a new organization of industrial and economic development.  
Against this background, the purpose of this paper is to discuss the effects of policies based on development of industrial clusters on transformation of old industries of the cities. To this aim, the paper analyzes and compares cases of conditions of small and medium manufacturers of leather that are located in Tehran before and after implementation of this policy.

**Keywords** industrial clusters

**Keywords** urban and regional development

**Keywords** old industries

**Keywords** leather products cluster of Tehran

**Presentation pref.** Case Study, Realised Project

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**Location**

# Abstract Registration No: 64

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 64

**Abstract code**

**Title of abstract** Strategies on Industry Upgrading: The Case of a Tourist Town in Southern Jiangsu of China

**Author** TENG,  
Urban Planning Technology Consulting Center of Jiangsu PDHUD; China; Tel: , up2uup2u@163.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** <b>ABSTRACT</b>  
Centered on “four threes” structure and taken a practical case of Yanling, a tourist town in Southern Jiangsu as an example, this paper introduces three main challenges that traditional industries are facing under China’s current three economic situation, and proposes three strategies on industry upgrading for the historic tourist town based on its three features.  
**THREE BACKGROUNDS**  
Traditional models of town industrial development in China are no longer adequate to the “New Normal” economy, which means the economy will be developing at a slower but more sustainable pace, brought up by President Xi at APEC CEO Summit, 2014. With the arrival of the fourth global industrial transformation, southern part of Jiangsu province has become move-out-place instead of move-in-place for traditional industries. Enterprises have to change their business modes from production-oriented to innovation-oriented. Post-industrialization period is coming to the Yangtze River Delta Region, and people pay more attention to spiritual needs, rather than material demands only.  
**THREE CHALLENGES**  
Traditional industrial development mode of small towns in China may face three major challenges. One is making technological innovations, and one is the rising labor cost. Last but not least, Chinese government is making more efforts to environmental conservation, which give traditional industries a lot of pressure, especially those with high energy consumption, high material consumption, high contamination and high emission.  
**THREE FEATURES**  
Zhenjiang, where town of Yanling located in, is among sixteen “sponge cities”, a program launched by China’s central authorities to use the full potential of rain water in 2015, and it is also the only one in Jiangsu Province. Danyang, which has jurisdiction over Yanling, was selected as the first “National Tourism Industry Innovation and Development Pilot City” in 2013. The small town has its god-given features in terms of private-sector industrial base, Jiuli Taoist culture and ancient Wu culture, as well as ecological resources featuring rivers and wetland.  
**THREE STRATEGIES**  
This paper proposes three strategies on the basis of above analysis and sufficient field work. Firstly, “adjust and optimize the second industry” to ensure employment of moderate and low-income groups, benefit the livelihood of the

**Keywords** Industry Upgrading

**Keywords** People's Livelihood

**Keywords** Tourist Industry

**Keywords** Southern Jiangsu

**Presentation pref.** Paper

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# Abstract Registration No: 65

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 65  
**Abstract code**  
**Title of abstract** Leveraging economic growth through rapid urbanisation in Rwanda  
**Author** MOHLMANN,  
UN-Habitat; Rwanda; Tel: 0789863728, joost.mohlmann@unhabitat.org  
**Co-Author(s)** GIBERT,

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** &lt;i&gt;Rwanda has made a remarkable economic growth during the recent two decennia after the 1994 genocide. Currently the country has the highest population density on the African main land (comparable with Netherlands and South Korea), while the amount of people living in urban areas is only 17%. The Government of Rwanda is pushing for rapid urbanization for mainly two reasons: to speed up economic development and to preserve the precious (fertile) land. Therefore 6 poles of growth (secondary cities) were appointed. UN-Habitat was asked by the government of Rwanda to support the development of strategic plans for the country that enhance spatial-economic development.&lt;/i&gt;  
Not many countries in the world are actively stimulating urbanization as such. This makes the case of Rwanda quite unique but also challenging. The GDP (PPP) is around 1,500 USD per capita, the spatial configuration in the 'country of thousand hills' complicated and most people still rely on their income on agriculture.  
UN-Habitat's interventions concentrate on:  
Bringing a long term perspective to local planning in order to include external socio-economic opportunities in the physical planning (city wide strategies)  
Promoting mixed use and compact urban development  
Developing a Spatial Development Framework that support decision making for spatial-economic investment on a regional and national scale  
&lt;i&gt; &lt;/i&gt;  
Challenges we meet:  
Political borders (country borders, but mainly district and provincial borders) limit the thinking beyond these borders, making spatial development and investments in infrastructure inefficient and can even lead to further sprawl. These borders are also a constraint when promoting complementarity of infrastructure, resources and local economic strategies  
The physical challenges (hills, wetlands) make a polycentric system of smaller cities a more likely model than concentrating urban population in a handful of large cities. The polycentric will exploit economic potential through increased connectivity  
Well designed linkages between rural and urban should preserve the vulnerable arable lands while transferring from a

**Keywords** Rwanda

**Keywords** Economy

**Keywords** Regional planning

**Keywords** Strategy

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 66

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 66

**Abstract code**

**Title of abstract** The plight of the "Chinese-style peasant economy" in the transformation of the urban industry

**Author** QIAO,  
; China; Tel: 15072332967, 514396426@qq.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** The urbanization of China has already entered a period of industrial restructuring and upgrading, whose major direction is speeding up the development of service industry. As the significant branch of service industry, rural tourism industry brought many undisputable economic benefits to Chinese villages and farmers, which accounted for nearly a third of the economic benefits of the total Chinese tourism market. However, rural tourism has brought intense impact to the "Chinese-style peasant economy" structure, which is the China's rural stable reservoir in the development of Chinese modernization. The rural tourism development pattern, including scale development, diverse planning and market-oriented, have a conflict with the "Chinese-style peasant economy", which is characterized by management dispersion, landuse fragmentation and villagers self-administration. Although, "Chinese-style peasant economy" structure has the features of informal economy, it has made great contribution to the transformation of the urban industry. The paper researched that how to incorporate the informal economy which plays an important role among precarious populations into the strategy of the urban industrial transformation and protect the farmer's interests. Firstly, the necessity of the "Chinese-style peasant economy" structure which is characterized by informal economy in Chinese villages was proposed. Secondly, the traditional production pattern was broken due to the non-coupling between the rural tourism and the "Chinese-style peasant economy". Therefore, the peasant lost the elastic space and flexible choice in the transformation of urban industry. Finally the responsibility of planning in protecting the "Chinese-style peasant economy" structure and incorporating the informal economy were discussed. The multiple interests should be harmonized in rural tourism by planning. In particular, farmers' interests could be guaranteed and maximized by means of clarifying the land right, protecting rural space and guiding the cooperation.

**Keywords** Chinese-style peasant economy

**Keywords** the transformation of the urban

**Keywords** informal economy

**Keywords** rural tourism

**Presentation pref.** Paper

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# Abstract Registration No: 67

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 67

**Abstract code**

**Title of abstract** In-Between Spaces

**Author** GARCIA ALCARAZ,  
; Spain; Tel: , archithoughts@gmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Present day cities are based on the included and the excluded. While in some areas of the city there is a need of basic services, in others shopping malls and luxurious apartment blocks are being built every day. All of this shows that in contemporary cities, wealth and poverty are the basic elements on which to build the sense of society. Addressing the problem of exclusion is to address a systemic problem, an issue that generates marginalised social groups. And it is clear that no society should have a fragmented society, constantly battered by the other part of the city, generating multiple fronts.

Caracas, as other Latin American cities, is suffering a process of segregation which rephrases the formation of its slums revealed in the deep wounds that divide the city from wealth and misery.

Physical barriers are noticeable with just observing the morphology of the urban settlements- or commonly called &lt;i>barrios&/i> in Venezuela-, normally located on the slopes of the Avila, contrasting enormously with isolated condominiums, residential building blocks and gated communities where upper-class groups inhabit. But there are also invisible (social & political) barriers; the city of the "oligarchy" that is unaware of the problems of the other side. Thanks to what they got directly or indirectly from the oil, some areas of the city can be immensely closer to Manhattan than Plaza Bolívar or Petare. This is why it is easy to erect a barrier of indignation and disgust in between.

Nowadays, Caracas is a fragmented city in all senses; its contrasting areas, districts and municipalities reinforce their (un)perceivable political, physical and social barriers.

The urban question in this context has to take into account the fight against exclusion (of all kinds) and the improvement of the quality of life; and that means consideration of the structure of the city as a whole. Barrios need to be integrated into the other part of the city and vice-versa. And the most powerful parts are the limits that surround them or the boundaries that divide them.

It is needed a proper exploration of those frontiers in order to develop more social and urban cohesion. Spaces in-between are the means in the process of articulation by which this integration can be moulded architecturally. They are the edges of the two parts of the city and the ones on which both can rely. They can become spaces for urban innovation, areas for the new, and the key elements to create other ways of coexistence.

**Keywords** In-Between

**Keywords** cities

**Keywords** borders

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 68

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 68

**Abstract code**

**Title of abstract** **Applied Research on Urban Design Method Based on “Bottom-up” Approach  
——Taking Urban and Architectural Design of Cangshu, Mudu, Suzhou as an Example**

**Author** LIN,  
Southeast University; China; Tel: 13405833382, happylinyuan@126.com

**Co-Author(s)** WANG,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** In the rapid process of China’s contemporary urbanization, the general “top-down” urban planning and design has caused the problems of unsuitable urban spatial scale, massive spent, poor practicability and lack of local characteristics, etc. The “bottom-up” urban design method can be supplement and improvement to the current ones, which has great significance to set up more comfort and featured urban living environment. Taking Cangshu, Mudu, Suzhou as an example, the article demonstrates and summarizes the “bottom-up” urban design method by operating the urban and architectural designing process on the ancient town. The applying of “bottom-up” method reflects on the following aspects: firstly, many detailed interviews during the investigation of existing situation contributed to the continuation of citizen memory. Secondly, the particular historical evolution research restored the developing process of the spatial form of the town. Then, the typological urban design was developed according to the space atmosphere and historical position of each area, and 3-leveled architectural designing strategy of reservation, transformation and new construction was applied. At last, the needs of modern way of life was considered in the design of functional application.

**Keywords** bottom-up

**Keywords** urban design

**Keywords** approach

**Keywords** Cangshu, Mudu

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 69

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 69

**Abstract code**

**Title of abstract** City Planning Rebuild a Cooperative City:A Case Study of Lingcang, China

**Author** MA, F.  
Urban & Rural Planning & design Institutive of Yunnan; China; Tel: 15025124561, 470136259@qq.com

**Co-Author(s)** ZHANG,  
ZHANG,  
LIU,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Yunnan Province which located in southwest of China border on Burma, Laos and Vietnam contains 52 minority groups is considered as the biggest minority province and one of the major development frontier provinces in China. Lingcang City in south of Yunnan Province is a typical city to represent so called "Yunnan Characteristics" since it owns an important strategic location to connect Burma with mainland China and it settled by multiple kinds of minority people, such as Wa people and Dai people. Under the tendency of economic globalization and urbanization the to develop Lingcang City in a cooperative way with foreign Country, Burma and to promote the cooperation between Han people with another minority people are the important strategies to drive the city's economic, culture and social relationships developing in sustainable and harmonious way. The new master planning, constructive detailed planning and color planning of Lingcang City attempt to approach the goal of building a cooperative city in three different scales. The new master planning of Lingcang City enhance the economic cooperation and communication with Burma by improving the traffic conditions and facing to Burma to build new industrial zones and free trade cooperative zones. Also, the new master planning has planned southern Lingcang as minority ethnic customs area and designed tour lines for minority culture visiting and experiencing, which purpose to protect traditional minority culture, to encourage the communications between the dominant ethnic with minority people and to accelerate minority area urbanization and economic development. The constructive detailed planning for Lingcang city zone has designed the main landscape nodes, buildings of commercial center and some dwelling district as minority style to record the city's minority culture and history. Moreover, the main ideal of Lingcang city zone's color planning is to merge the colors from minority people's traditional customs with the dominant color of Han people as the city's dominant tone, in order to reclaim the ideal of ethic cooperative and ethic unity. The three new planning is considered as new exporation for creating a crooperative city on economic, culture and social relationships. The core of this article is to introduce the three new planning of Lingcang city as case study to discuss and explore the way to reinvent planning in order to develop city in cooperative way.

**Keywords** cooperative

**Keywords** minority

**Keywords** new planning

**Keywords** urbanization

**Presentation pref.** Case Study, Realised Project

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**Presentation**

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**Location**

# Abstract Registration No: 70

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 70

**Abstract code**

**Title of abstract** **The Benefits of Surrounding Tongji University for Creative Industry: Social Capital and Enterprise Community**

**Author** ZHANG,  
Tongji University; China; Tel: 15900929262, tjuwingzhang@163.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** In the process of promoting industry transformation, how to form a sustainable knowledge community becomes a key issue. Past literature focused on the discussion of the universities' function on transmitting and enhancing human capital while ignoring its ability to create and increase social capital. This paper attempts to answer the questions that what functions does social capital play in the interaction between university and its surrounding industry, where does the social capital come from and how can we increase the stock of social capital for building a sustainable knowledge community. The enterprise community surrounding Tongji University is a spontaneous creative industry zone, containing a number of companies providing services on architectural design, civil engineering, urban design and graphic design. This paper focuses on probing the interaction mechanism of university and its surrounding enterprise community. "The strength of weak ties" was demonstrated once again. University provides key elements such as social networks, generalized trust, open educational resources and liberal academic atmosphere which contribute to enhancing place-based knowledge community, forming an elastic labor market and facilitating the generation of social capital. Then university as the core of social capital creates relatively high-level and low-cost human capital and more efficient coordination mechanisms based on informal social rules and norms. Because the economic function of the coordination mechanisms is to reduce production costs and transaction costs, the enterprise community gains competitive advantages comparing with companies which must employ a fixed employees and rely on formal social norms like contracts. In return, the development of enterprise community increases social capital stock. In addition, with the extensively use of Social network sites (SNSs) such as Wechat, Weibo and QQ, online and offline networks of relations tend to be mutually reinforcing, which are conducive to effective information channel, as well as dissemination of new ideas and new technologies. As a result, the university and enterprise community work together leading to a sustainable knowledge community.

**Keywords** social capital

**Keywords** enterprise community

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 71

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 71

**Abstract code**

**Title of abstract** **Municipal Renewable Energy Planning in Support of Post-Earthquake Revitalization: an Application in a Japanese Municipality**

**Author** WANG,  
Sichuan University; China; Tel: , wangqn219@163.com

**Co-Author(s)** M'IKIUGU,  
KINOSHITA,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** Following the study in Fukushima, Japan at the regional level (Wang et al., 2014), this paper presents a GIS-based approach for municipal renewable energy planning and its experimental application in a Japanese municipality. A simplified and applicable approach is significant in municipal renewable energy planning. Municipality may benefit from the renewable energy promotion, such as job creation, environmental education, and agriculture recovery to support post-earthquake revitalization. In this study, the proposed approach is composed of local issue identification, renewable energy potential evaluation and visualization, sites comparison, and scenario analysis. GIS is used to analyze and visualize solar, wind, and biomass (forest and agriculture residue) potential within Kawamata town, Fukushima, Japan. According to local actual conditions, all of the potential sites are coded and then compared based on different criteria, such as solar radiation, wind speed, slope, and land uses among others. Especially, considering the visual impact of big wind turbines is one of the main factors influencing public acceptance, Viewshed Analysis is conducted to analyze visibility of wind turbines on the wind turbine potential sites. Regard to scenario analysis, two scenarios, renewable energy prioritized and evacuation area prioritized are adopted. The scenario analysis aims to evaluate and compare the economic, environmental benefits and impacts under different municipal renewable energy development strategies. The scenarios are altered in terms of type, placement, and number of renewable energy facilities inside and outside evacuation areas in Kawamata town. The results show that the proposed approach can help with decision-making by providing quantification and visualization information on local potentials of renewable energy resources and generating developmental alternatives to different energy stakeholders using GIS. Maps that generated through the proposed approach can be used in the visionary work, as well as the interactive dialogue in the municipal renewable energy planning process, which would enhance the feasibility of local participation and facilitate a transition of municipal energy structure towards a more sustainable level.

**Keywords** renewable energy planning

**Keywords** GIS

**Keywords** post-earthquake revitalization

**Keywords** Japanese municipality

**Presentation pref.** Paper

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# Abstract Registration No: 72

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 72

**Abstract code**

**Title of abstract** UNIFYING PRODUCTION WITH THE CITY: A SINGLE SYSTEM FOR SOCHI

**Author** IRBITSKAYA,  
; Russian Federation; Tel: 9854104225, editorsoftheglobe@gmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text**

1. We tend to view the production process in the city as being continuous and monolithic and therefore to set it up that way. This severs many urban ties and connections.
2. The relationship between the production system and the urban system is perceived as a conflict within the traditional paradigm which interprets production as being in opposition to consumption (resp. demand to supply resp. labor to leisure).
3. As one passes from the "production vs the city" to "the city IS production" paradigm, the emphasis is shifted towards the synergistic interactions between the two systems.
4. The narrow range of possibilities offered by the "mixed use" approach is thus expanded to the "open systems/processes" concept which presupposes not merely a joint use of space but, rather, the streamlining of concurrently running processes.
5. Stretching the connections between the production processes (up to a certain limit) transforms these connections into axes for new activities and new spatial structures. One might imagine a road between two interacting cities along which new settlements accrete, turning after a while into a multifaceted structure which we call the street.
6. Stretching the connections between the production processes will not necessarily result in disrupting production. In fact, doing this enables one to accommodate even large-scale enterprises by using up small and fragmented pieces of the urban space in a distributed mode.
7. The joint use of connections and processes by industries and the city unifies the two systems in a single resource-exchange system. The borderlines between production and the city are pushed to those between the city and the non-city.
8. I will illustrate this approach by presenting a project for Adler, one of the districts of the city of Big Sochi which hosted the 2014 Olympics. As a part of a larger program of preparation for the Olympics we were asked to design a concept for developing Adler's tourism infrastructure. Two main Olympic clusters, the sea cluster and the mountain cluster, were to be constructed in Adler.

A few challenging problems faced by many modern cities are addressed by the Adler project:  
How does one transform the contradictions between the two systems into a synergistic collaboration?  
Which industries generate a specific demand for the high quality of the urban environment? Which are capable of

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 73

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 73

**Abstract code**

**Title of abstract** **Comparison between the respective capabilities of unilateral and collaborative methods of public participation to uncover local knowledge and incorporate it into planning deliverables**

**Author** BERMAN, T.  
Tel Aviv University; Israel; Tel: 054-4796070, tal.brmn@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Public participation refers to the public's involvement in urban and regional planning, and its goals are to extract residents' local knowledge and enable its incorporation into the planning decision-making processes, in order to improve the planning products. Local Knowledge refers to the individual and communal knowledge of inhabitants, which represents the perspective of local people who could be affected by plans. There are two main methods of public participation: One is controlled and maneuvered by authorities in a top-down manner, based on unilateral procedures such as public hearings, SWOT (Strengths-Weaknesses-Opportunities-Threats) analysis, focus groups, or structured questionnaires; while the other, used by not-for-profit organizations and grassroots coalitions, generates ongoing, collaborative dialog between various local communities and environmentalists, in a bottom-up manner. The presentation will be based on case studies of both methods conducted in Israel, indicating that unilateral procedures failed to uncover local knowledge and integrate it into plans, where collaborative deliberations succeeded therein. The findings show that collaborative procedures introduce a method able to extract and process a mass of local knowledge, combine it with professional knowledge, and produce a deliverable that takes into account the locals' spatial needs and interests, ready and ripe for assimilation into plans. Successive deliberative discussion in open, not-for-profit social networks, between diverse local laypeople and planning professionals, encourages the participants to expose local knowledge collectively; learn together the disputes; compromise, and determine operative planning decisions and solid professional recommendations that rest on broad agreement toward consensus among the participants, surrounding planning solutions to environmental problems. In contrast to the collaborative involvement process, unilateral procedures present a method capable of exposing only superficial aspects of local knowledge, such as momentary opinions, random statements, lone words, and contradictory views, which do not provide significant knowledge or that contains any planning value. In addition, the collaborative method engenders the building of social capital, which strengthens collective cooperation and accelerates the flow of local knowledge and formulation of operative planning knowledge, that rests on broad range of types of local knowledge that are detailed, well-argued, consolidated and corroborated. Since the unilateral procedures lack communicative interaction between the participants, social capital is not promoted and local knowledge exposed is scant, inexplicit, lacks relevant details, and is not sufficiently solid to constitute raw material for amassing worthy planning knowledge. Moreover, the ability of collaborative public involvement processes to harness key stakeholders such as planning boards and developers to the collaborative planning discourse engenders incorporation

**Keywords** planning

**Keywords** participation

**Keywords** knowledge

**Presentation pref.** Research Result

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# Abstract Registration No: 74

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 74

**Abstract code**

**Title of abstract** From Protection and Regeneration of Industrial Heritages to Development of Creative Cities——Rethinking about Wuhan Urban Cultural Revival

**Author** JIANG,  
; China; Tel: 13554216685, chen7295@qq.com

**Co-Author(s)** QIAN,  
FU,  
QIU,

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** In the process of urban construction, some old industrial cities are experiencing serious cultural crisis. Unique city characteristics which are created by creative industries can attract capital and tourists and this is the potential way of driving the old industrial cities' transformation. However, for now, in China, creative economy has not expressed its special cultural connotation, so developing the unique local characteristics becomes the key to solving the problem in the context of globalization.

Industrial heritages are cities' own cultural resources. Under the guidance of "creative cities" theory, they can be a new way to solve the cultural crisis. As representative of Chinese old industrial cities, Wuhan has a long cultural history, rich industrial resources, advanced scientific and educational strength, these are all advantages of developing creative city. But it is still facing such as cultural resource loss or impact of globalization problems.

First of all, this paper analyzes the history, land scale, surrounding environment, current situation and development pattern of Wuhan's industrial heritage, summarized current creative style and inductive analysis is concluded for problems such as bad circumstances, single form, low central urban agglomeration degree and weak connection with science and education.

In the next place, it concludes three methods of industrial heritages protection and regeneration, which are reserving, transforming (collage, destruction or abstraction) and reproducing space, function and unusual character elements. At the same time, it also required a combination of site's spaces, structures, facilities, traffic and plants.

Finally, the article tries to rethink new creative mode from four perspectives, including industrial elements reorganization, ecological indexes promotion, operation mode improvement and urban function development. Details include put emphasize on reorganization of old and new cultures, reveal historical features in the form of old structures, new landmarks, introduce the ecological architecture and strategy of sustainable development to creative mode. In addition, new creative mode should also lay stress on remolding of site's energy with industrial characters and promoting new industries' development. Development with surrounding areas, combination of industrial heritages, urban life and scientific education can make industrial heritages protection be more suitable for modern life style.

To sum up, this paper intends to realize the value of culture, ecology, economy and society in the aspect of Wuhan urban development, then tries to explore the way to enhance the overall strength of the city, reveal the unique local cultural characteristics and promote the local construction of creative cities in the context of globalization.

**Keywords** Creative Cities

**Keywords** Industrial Heritages

**Keywords** localization

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Session**

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**Date** / /

**Location**

# Abstract Registration No: 75

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 75

**Abstract code**

**Title of abstract** **Multi-agent Cooperation in Conservation Planning Implementation of the Historical Districts: A Case Study of Height Lowering Renovation of Baitasi Pharmacy in Beijing, China**

**Author** LI,  
Tsinghua University; China; Tel: 15210560314, liqc0721@qq.com

**Co-Author(s)** ZHANG,  
NI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** <b>Background:</b> The previous conservation planning implementation in China was mainly conducted by governments and took the whole district as an implementation unit. With the increasing public awareness of property rights and the transition of the governments' role, the implementation of conservation planning tends to be conducted in the pattern featuring the cooperation of various stakeholders. Baitasi Pharmacy lowering renovation project was performed in 2013 due to its inconformity with both the conservation planning and the regulatory planning in Baitasi historical district in Beijing.  
<b>Method:</b> This paper uses a detailed study case of height lowering renovation of Baitasi Pharmacy in Beijing, China. It focuses on how the government as the urban planning coordinator set up a multi-agent cooperation mechanism in the implementation of conservation planning where public and private interests can both be protected. Then it analyses how the multi-agent cooperation works, including initiation and supporting mechanism from the government, the continuous operating and floor area compensation methods for the Pharmacy, the long-term profit expectation of the on-site developer, and the review process of experts and scholars representing the public interests.  
<b>Result:</b> Two main results can be seen from the research. Firstly, respecting the interest of property owners was very crucial in implementing this project. A relocation building on the same street was given to the pharmacy owner as a property compensation, similar to TDR (transit development right) method in USA, in order to protect the property right and ensure continuous operating profitably. Secondly, the government still plays a dominant part in the implementation of the conservation planning. The government, as the capital provider, guarantees public interests by setting up a negotiation and communication platform for relative agents.  
<b>Conclusion:</b> It concludes a conservation planning implementation pattern with multi-agent cooperation and single property unit operation, which is a potential approach in the future historical district redevelopment in China.

**Keywords** historical district

**Keywords** conservation planning

**Keywords** multi-agent cooperation

**Keywords** property right

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 76

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 76

**Abstract code**

**Title of abstract** **Research and Study on the Town-rural Planner System under the Background of South Jiangsu Transformation in China**

**Author** XU,  
Southeast University; China; Tel: , 14393144@qq.com

**Co-Author(s)** LI,

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** South Jiangsu mode refers to the way of implementation of non agriculture development by government intervention in the development of township enterprises, which was firstly used in the south part of Jiangsu province of China in the early 80s last century. And the development of Urbanization was rapidly realized in this way. Now the urban-rural pattern in China is changing from duality-opposition to integration and the manufacturing industry is regional transferring from the east to the west of China under the background of new-normal economy. The rural-governance defects which were caused of single control method of South Jiangsu mode is gradually emerged: hollowing-out of Industry and extensive space. The traditional way of town-rural planning which is based on urban planning cannot adapt the demand of new age and condition. The town-rural planning need a new way of refine management. This research is based on several comparatively high industrialized countries in the south of Jiangsu Province. It looks into the "bottom-up" community planner system through in-depth interviews with local governments, villagers and those that work on town-rural planning, and combines with the successful experience in Shenzhen and Guangzhou. Specifically, this study questions how village planning consultants are allocated, and how they work with local governments' policies and regulations. This bottom-up system encourages village planners to cooperate with different groups to participate in the whole process of community building that includes town-rural planning, projects design, construction, preservation and industrial zones renewal. Town-rural planners help to make basic rules for every steps. By combining the "top-down" and the "bottom-up" mode, we believe that marketization helps to make up for the shortages of traditional South Jiangsu mode. Thus may leads to a systematic theory and methodology of the role of town-rural planners that is producible and propagable. ???Google??????

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 77

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 77

**Abstract code**

**Title of abstract** Historic Urban Landscape Research of the Canal Heritage City Yangzhou

**Author** WANG,  
Tongji University, College of Architecture and Urban Planning; China; Tel: , xiwang.kai@gmail.com

**Co-Author(s)** HAN,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** This the first HUL pilot research projects in China. An comprehensive inventory of the historic water landscape system in Yangzhou was organized, the results of cultural mapping reflect the deterioration of the historic water reaches, related historic places and sense of historic landscapes, discusses the ways of sustainable urban renovation solutions to enhance the historic cultural significance.

The Historic Urban Landscape is an updated heritage management approach based on the recognition and identification of a layering of values present in any historic city and the need to integrate the different disciplines for the analysis and planning of the urban conservation process, in order not to separate it from the planning and development of the contemporary city. The HUL approach seeks to reconnect historic quarters with the new city, urban conservation with the planning and development process, and the different cultural traditions and socio-economic dynamics that are present in any contemporary city.

In the case of Yangzhou, for more than 2500 years, the urban historic waterway system grew from the old Canal has spread more than 22km<sup>2</sup> area of the historic city center, the evolution of which writes an epic textbook of the canal and city's history. However, the authenticity and integrity problem became a debate in the sense of holistic historic urban landscape conservation under the evolving context of urbanization in China. The cultural mapping organized to examine the deterioration of the historic waterway system in Yangzhou, shows that nearly 70% related history evidence has been lost. Online and offline questionnaire survey was also organized to understand how citizens concern about the related knowledge and memory, the result is not positive neither that the existing condition of the water landscapes on most of the water branches could hardly present their genuine historic sense. Regardless of the impacts of wars and urban renewal during the recent 100 years, from the perspective of cultural landscape theory, urban landscape is evolving rather than "conscious stained", which means the value under different age would be diverse and follow their own way of mechanism. Thus the question leads to what is the value of the historic water landscape of Yangzhou should be cherished in this contemporary age and pass on to next generation.

Inspired by a map of Ming Dynasty (1572-1620AD), a certain sense the vitality of the city is illustrated from the interaction between human society and the waterway network. Six categories of historic water landscapes formed by culture activities has been identified:

A. Shipping and Trading Canal Landscape, inside and outside the city – formed by Canal Economic

**Keywords** Historic Urban Landscape

**Keywords** Historic Water System

**Keywords** Cultural Landscape

**Keywords** Urban Evolution

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 78

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 78

**Abstract code**

**Title of abstract** **Building Equitable Cities Through Inclusive Practices: Case Studies From the U.S Partnership for Sustainable Communities Initiative (SCI)**

**Author** MWANG'A,  
Gran Sasso Science Institute; Italy; Tel: +393421369265, mwelu.keziah@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** This paper demonstrates inclusive practices used by several USA Metropolitan Planning Organizations (MPOs) and Planning Agencies to collaborate with businesses, civil society and local communities in implementing the Sustainable Communities Initiative (SCI). The SCI is a partnership between, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) established in 2009 to coordinate federal investments in affordable housing, transportation and environmental conservation. The SCI partnership funds planning initiatives by MPOs and planning agencies that promote equitable growth. Specifically, the partnership requires that planning agencies demonstrate their ability to form coalitions with other development partners and initiate developments that best benefit traditionally marginalized communities before they can qualify for SCI grants. In addition, the prerequisite for funding is the inclusion of traditionally marginalized groups such as communities of color, low-income residents and people with physical disability in the decision making process. As a result, several planning organizations have applied various inclusive practices to eliminate barriers for community participation as well as coalition formation with the civil society and businesses. Specific measures adopted to bolster inclusion and equity include: the formation of Equity Working Groups in collaboration with equity oriented civil society organizations; staff training on cultural competency and equity; creation of posts for equity leaders in MPO boards; creative models of ensuring participation of vulnerable groups and immigrant community in planning processes and; formation of partnership with private financiers to ensure continued stream of implementation funds. In this paper, I will profile some of the SCI grantees that have demonstrated good inclusive practices and how such practices have translated to equitable growth. The information to be used is from the SCI Learning Network (&lt;i>a forum where SCI grantees share lessons with each other&lt;/i>) as well as from interviews I did in 2014 with the various MPOs regarding inclusive governance practices. The lessons from SCI grantees are relevant for European Cities for several reasons. First, the continued economic stagnation in European cities has reduced city revenues, compromising the ability of governments to single handedly provide for their citizens. The recent recession further pushed vulnerable groups deeper in to poverty. Moreover, the increasing immigration and globalization has brought new dynamics in to cities such as poor immigrants unable to fully participate in the life of the city without assistance. Historically, the competitiveness and prosperity of cities has hinged on the ability to manage changes. Consequently, the current dynamics in both European and other global cities necessitate transformations in the ways decisions are made

**Keywords** Inclusive

**Keywords** Equitable Growth

**Keywords** Collaboration

**Keywords** Equity

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 79

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 79

**Abstract code**

**Title of abstract** Equity and Collaborative Planning in Kenyan Cities

**Author** MWANG'A,  
Gran Sasso Science Institute; Italy; Tel: +393421369265, mwelu.keziah@gmail.com

**Co-Author(s)** KINYANJUI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** This paper seeks to share the outcomes of the Nairobi Integrated Urban Development Master Plan (NIUPLAN) planning process. Particularly the paper seeks to understand how recent national institutional and political transformations have impacted planning processes in Kenya. The NIUPLAN is a development plan for the city of Nairobi completed in May 2014 by the County Government of Nairobi in collaboration with Japan International Cooperation Agency (JICA). The focus on NIUPLAN is particularly relevant because of the recent shifts in leadership and governance structures in Kenya. In 2010, Kenya adopted a progressive Constitution that repealed the colonial Constitution, which had been in use for about 50 years. The new Constitution devolves power to the local people through semi-autonomous county administration system. In addition to requiring mandatory spatial planning for all counties, it also guarantees adequate housing and services such as health, education, water and sanitation as basic human rights. Moreover, the country has adopted a collaborative approach to development through the establishment of local and international development relations- specifically with china and Japan. As a result, majority of the development projects in the Country are now being undertaken in collaboration or with funding and expertise from china and Japan. For instance, China is currently refurbishing the Kenya-Uganda Railway at a cost of \$14 billion[1] &i>(\$2.6 billion&b>[2]&b>for the Kenyan stretch&i>). On the other hand, Japan through JICA just completed the NIUPLAN in 2014 and moved to prepare a similar plan for the coastal town- Mombasa. These developments especially the NIUPLAN provide a useful framework under which to test the outcomes of the institutional transformations and the strengthened collaborations with local and international organizations. The focus is particularly on how the collaborative approach of the NIUPLAN planning process address equity issues – in housing, transportation and service provision, which highly manifest social and spatial exclusion perpetuated by past plans. The paper will analyze planning proposals in housing, transportation and service provision in relation to past plans that were mostly developed through a top-down approach. We will show how various plans for the city of Nairobi have addressed or not addressed housing, transportation and service provision for vulnerable groups and particularly how socio-political and planning approaches whether top-down or collaborative impacted the outcomes in the various sectors. The NIUPLAN was developed in a more collaborative approach as compared to past plans. We hope that sharing the lessons from Nairobi Plans will be useful for ISOCARP participants in understanding how socio-political transformations impact planning processes and outcomes.

**Keywords** Planning

**Keywords** socio-political transformations

**Keywords** Collaboration

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 80

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 80

**Abstract code**

**Title of abstract** PORT CITIES IN ACTION FOR RESILIENCE

**Author** TSATSOU,  
Institute for Housing & Urban Development Studies; Netherlands; Tel: 0628103828, alex.d.tsatsou@gmail.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Synergies arise when “the combination of elements has a greater effect than each element individually”. Regarding port cities, the synergy between port and city is usually perceived as a fact. However, in most port cities around the world, the city and the port are developing into two entirely separate entities, both spatially and functionally (Ducruet, 2006). Economic development, as a vital component of the urban socio-economic system, can be considered one of the top priorities where port-city synergy is crucial, within the port-city system. However, it can be suggested that the need to ensure resilience to climate change is of even greater priority, especially in cities with high climate change exposure risk (Hanson et al., 2010). This is by no means opposite or irrelevant to the need for economic development. On the contrary, it highlights its importance: port cities must build climate resilience because of their economic significance, in order to protect their current economic assets and provide safe and fertile ground for further economic growth. The high value of assets at risk and the influence of ports and port cities on their extended hinterlands but also on the global economic networks are the main reasons why port cities should establish “unprecedented port and city synergies” for building climate resilience at first place. Following this rationale, this research studies 40 port cities in 16 countries around the world. By collecting the (separate) climate adaptation actions of the cities and the ports, and relating them to the spatial and functional attributes of the port cities, the study seeks to understand the relationship between port and city regarding their response to climate change, in some of the most exposed port cities globally. The results of the analysis reveal opportunities of multi-level and multi-scale collaborations in cities and ports, and benefits from port-city collaboration. The advantages of synergies extend from the local to the global level, starting from climate change and aiming to build infrastructural, social and economic resilience.

**Keywords** port-city

**Keywords** climate change

**Keywords** resilience

**Presentation pref.** Research Result

**Additional file**

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# Abstract Registration No: 81

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 81

**Abstract code**

**Title of abstract** FLOOD RISK AND URBAN PLANNING INTEGRATION IN ISTANBUL

**Author** MAMUNLU,  
Mimar Sinan Fine Arts University; Turkey; Tel: 00905058655777, mamunluh@gmail.com

**Co-Author(s)** TUGBA ORMAN,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** According to World Resource Institute's (2009) records, it is remarked that high levels of urbanization mainly concentrate on water basins. The water cycle has been getting affected in negative way by the urbanized environment, which has occurred with the structure, density, and size of the cities around it. For example; the emission of water by earth and flora, the flow of water which gets drained after getting over earth, the quality and quantity of water around the area are the issues that urbanization has changed so far. Thereby, impermeable terrains, in terms of water, increase in number which causes flood risk by preventing the water from passing through the earth and boosting the speed and volume of it. At the same time, the global warming and changes in climate, still keeping their importance on world's agenda, have been seriously affecting the weather, rain, water-cycle and causing landslide, flood, and generally natural disasters all around the world. Since there are improper settlements around the river basins in our country, many natural disasters have occurred in cities such as Istanbul with considerable damage. The Istanbul urban region, where the economical activities are intense, is growing rapidly regionally with the increase in the population by integrating the nearby rural areas, where the water basins, forest lands, cultural site areas as being the mostly integrated ones, and over flow from the administrative borders within planned rulings occasionally and by not obeying the planned rulings sometimes. The natural resources (especially water basins) which are very sensitive ecosystems, can not be protected against the urban development dynamics with the present planning system. There are also improper settlements around the basins, many natural disasters have occurred with considerable damage, especially in flood risk areas. All of these have reminded the officials that sustainable development must be provided in these areas. Therefore, planning, management and preservation of the natural resources in specific areas has gotten more important. Basin management plans are important tools for practice in developed countries. For example, in 2000\60\EC, the report that European Union has prepared in 2000, it is desired to "create river basin management plans" in order to provide sustainable development. And also in 2007\60\EC, the report that EU has prepared in 2007, it is desired to "create flood risk management plans" in integration with river basin management plans. Thus, by preparing convenience of the settlements and risk maps, guides that include planning and design rules can be published. There is a need for flood risk management plans and also integration with urban planning instruments in Istanbul. In this

**Keywords** flood risk

**Keywords** sustainability.

**Keywords** water basins

**Keywords** natural disasters

**Presentation pref.** Research Result

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**Extra information**

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# Abstract Registration No: 82

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 82

**Abstract code**

**Title of abstract** EXPLORING THE POSSIBILITIES OF ADOPTING THE NEW TRANSPORTATION MODEL IN HISTORIC CITIES-----SUZHOU DEVELOPMENT MODEL

**Author** HOU,  
; China; Tel: 210000, 106397260@qq.com

**Co-Author(s)** GUO,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Development versus historic preservation is a familiar struggle. City planners need to be aware of the sensitive and valuable factors of historic cities. Historic buildings are standing as history, culture, and identity. Any action taken without careful consideration may lead to serious results. Some cities built high-rise building blocks by pushing down old buildings to obtain some spaces. Some cities maintain their historic buildings and features at the expense of absence of new buildings, which amounts to a regression rather than progress. These solutions may meet the short-term economic goals but have negative impact to further development. When facing the traffic issue in historic cities, neither widening roads nor banning auto-vehicles has direct impact to the roots of congestion. Integrated public transit system is recognized as the ultimate method of solving traffic congestion. The typical transit system is using light rail as the backbone public of transit and BRT as the extension or supplement. Many cities in China are seeing BRT as a better solution than light rail in less construction cost and shorter completion time. As Lee Schipper from the World Resources Institute said: 'if Chinese cities continue the momentum they have gained in the past few years, transport will serve city development, the strangulation by smaller vehicle seen elsewhere will be avoided and Chinese cities will move a large step towards sustainability.' (Newman, 2008) This paper focuses on exploring the possibility of adopting BRT on the existing road system to achieve historic preservation. Chapter 2 will discuss BRT from its definition, design features, and practice experiences in the United States. Lessons learned from these studies can help explore way of adopting BRT in some specific situations. A case study of Beijing BRT corridor is conducted to help better understand the context of adopting BRT in historic cities. Chapter 3 will provide a general image of Suzhou in location, city form, transportation planning and activities of local residents. This information provides input for the BRT corridor study. Chapter 4 will explore the way of adopting BRT in using a specific corridor- Renming road in the Old Town Suzhou. The main concern of implementing BRT is how to apply it on existing road conditions and how to combine with other public transportation system and local city's characteristic to form an integrated mass transit system. Linking transportation and land use is another concern. Housing may expand near transit station and surrounding property value will go up when the transit station is proposed. The current road condition will be studied and detailed design of BRT will be demonstrated in this chapter. Conclusion about BRT guideline will be drawn from the corridor design.

**Keywords** historical city

**Keywords** BRT

**Keywords** new transportation model

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

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**Location**

# Abstract Registration No: 83

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 83

**Abstract code**

**Title of abstract** **Effect of High Density and Mixed Use Development on Reduction of Travel Time and Carbon Emission: A Case of Greater Cairo Metropolitan Region**

**Author** OSMAN,  
Kyushu University; Japan; Tel: 09066399667, taheer@kyudai.jp

**Co-Author(s)** DIVIGALPITIYA,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** Urban land use pattern and carbon emission are believed to be associated. This study aims to investigate empirically how high density mixed land development affects the change in travel time and carbon emission. Specifically, we focus on the travel pattern change from multi-moves-multi-activities to one-move-multi-activities. We analyze the travel time spent for multiple activities of the users of a high density mixed use complex located in CBD of Greater Cairo Metropolitan Region (GCMR). Then, we compare it with the average travel time of whole (GCMR) citizens. Our analysis shows that users of CBD spend less total travel time for shopping, socialization, arts/education, and food than the average of (GCMR) citizens by 17% ~ 21% because high density and mixed use complex reduces travel time from an activity to another. If every (GCMR) citizen could use such high density and mixed use complex, the travel time decrease would reduce fuel consumption by 2963448 liters of gasoline, 759330 liters of diesel, and 765628 liters of natural gas per year. This fuel consumption reduction can decrease carbon dioxide (CO<sub>2</sub>) emission by 9538 tons per year. This amount of carbon dioxide (CO<sub>2</sub>) reduction is equivalent to building a forest of 1398930 pine trees (1229 ha). In addition to environmental benefits, travel time reduction can yield economic value by saving commuting time. If a (GCMR) citizen conducts five activities a day as usual, she / He spends 43 minutes travel time a day. If she / He conducts the same activities at a complex such as CBD, she / He may spend 38 minutes (17% less). If every (GCMR) citizen use the complex, it would save 6.072 million hours per year. If we translate this number into a time value (average time value of (GCMR) is approximately \$ 2), the time cost saving is approximately 12.144 million dollars per year. If we add the effect of the reduction in fuel usage and car appreciation, the monetary value of travel time reduction will increase.

**Keywords** Carbon Emission

**Keywords** Climate Change

**Keywords** Land Use and Transportation

**Keywords** Mixed Use Development

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 84

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 84  
**Abstract code**  
**Title of abstract** **Amateur Cities: The possible politics of the local.**

**Author** MOLEND A,  
Amateur Cities; Netherlands; Tel: , molenda.ania@gmail.com  
**Co-Author(s)** AMPATZIDOU,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Planning processes today are often dominated by the sense of competition stimulated by various corporate interests rather than the needs of the actual city inhabitants. In that race for commercial success a potent role of the planner turns into a rather technocratic one, that treats the city as a set of technical issues that can be quantified, simulated and dealt with, as if there wasn't any political agenda behind them. While institutional space for exploration of ideas not related to a particular economic growth seems to be shrinking, amateur initiatives continue to offspring and introduce a new balance into this dynamic, bringing forward a new sense of honesty and authenticity. Why they might become important is because the dominating 'objectivism' and the omnipresent sense of globalism often tend to overshadow what is local or personal, which meets with growing discontent of the urban population. According to Castells and Harvey over the past two centuries the valorization of urban space has been a key accumulation strategy for capital and property rights have given capitalist firms a lot of freedom to produce urban space in a way that would maximize its exchange value. The citizens' right to appropriation on the other hand confronts capital's ability to valorize urban space, establishing a clear priority for the use value of urban residents over the exchange value interests of capitalist firms. The prioritization of exchange value over the use value today seems to have reached a limit, where we need to find ways to reverse it. The idea of amateurism we want to bring forward in this paper is not focused on praising the bottom up, but more on finding ways how to make cities not according to the commercial competition but to the internal need for actual improvement, not the improvement of the public image.

**Keywords** amateurism

**Keywords** locality

**Keywords** cities

**Keywords** politics

**Presentation pref.** Paper

**Additional file**

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# Abstract Registration No: 85

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 85

**Abstract code**

**Title of abstract** Creative Amsterdam

**Author** POLYANINA,  
; Netherlands; Tel: +31631932013, urbanpate@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The project is aimed to understand what is creative city, which is an interesting reference for cooperative city, because creativity is closely related to cooperation and in certain way brings it to new level. The difference probably is that in cooperative city citizens are allowed to participate in city-making, but they are still supervised by planners, while in creative city they are given the framework of maximum possible freedom and planners do not supervise all development any more - there is simply too much of it. Cooperation in such city is rather the result than the cause of constant generation of ideas.

The reason to study creativity as a specific feature of a city is that in the recent years there have been plenty of developments, called 'creative' - literally everyone in the world has realised that creativity is the key to success. Urbanism is not an exception. Every year more and more cities call themselves creative (innovative, cultural, smart, etc.) capitals, organise creative congresses and expos, establish departments of creative industries. However, what exactly is creative city? The project attempts to answer the question.

The approach implies analysis of several theories: Self-actualization (A. Maslow; behavioral psychology), Economy of Cities (J. Jacobs; urbanism), Creative Class (R. Florida; urban economy) and Creative City (C. Laundry; urban planning) are analysed to develop the initial list of qualities of such city. Then, parallel study of Pop-up city blog (J. Beekmans & J. de Boer) gives an overview of creative initiatives that has been collected by the authors and are considered in the study as spontaneous acts of creativity. Finally, a number of architectural projects like Fun Palace and Magnets (C. Price) and more recent Google Campus (BIG & Thomas Heatherwick) allow to see that level of buildings does not facilitate creativity sufficiently, therefore city is the only means to activate it.

In the result of the research it appears that two key factors determining creative performance of urban system are amount of available sources (materials, finances and technologies) and the extent to which urban space is regulated. It can be well illustrated by comparison between undeveloped urban entities, for example African settlements, and highly advanced European capitals - in the first case there is a lot of freedom but no sources; in the second case there is plenty of sources but planning is so slow and complex that creativity cannot flourish. What brings two factors together is cooperation: sharing sources brings more opportunities to every participant, while collective planning generates 'rules that bend' (B. Schwartz). These findings are translated into spatial and functional framework - set of spaces and planning tools to manage these spaces. These are accompanied by the strategy of development and the concept of

**Keywords** creative city

**Keywords** creative amsterdam

**Keywords** soft planning

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Location**

# Abstract Registration No: 86

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 86

**Abstract code**

**Title of abstract** **Addressing flooding issues in an Environmental Justice community: A complicated and multi-layered case study**

**Author** FEATHERSTONE,  
Temple University; United States of America; Tel: 267-468-8311, jeffrey.featherstone@temple.edu

**Co-Author(s)** MEENAR,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** How to address recurrent and severe flooding issues in a community subjected to significant environmental justice concerns? What should be the role of the surrounding communities? This paper presents a unique and complicated case study while addressing these broad questions. It focuses on a semi-urban watershed around a historic town (incorporated in 1888), located close to the City of Philadelphia, USA. For many decades, the lower-income and minority community is facing significant flooding issues threatening the local economy, public health, and overall community well-being. Presence of a decade old asbestos site made the situation even more complicated, as the contaminated site, while flooded, drains to a creek. This case study is based on a funded research project completed by Temple University's Center for Sustainable Communities. The study was benefitted by multi-municipal collaboration and extensive citizen participation. The innovative research design of this study incorporated a number of steps: direct involvement of local governments (including data collection and constant feedback), community input via open public meetings that attracted hundreds of people, community outreach (meetings, in-person discussions, online activities, door-to-door outreach activities), extensive GIS-based watershed assessment (using LiDAR data, aerial flight-based data, and extensive on-ground surveys), engineering models (hydraulic and hydrologic), possible design solutions and comparison of possible outcomes, followed by public comments and revisions, and detailed implementation strategies. The paper briefly describes all these processes and their outputs, and finally discusses the way municipal officials and residents from both the affected and surrounding communities reacted to the study findings and recommendations. There were debates associated with the newly delineated floodplain boundaries, the types of projects proposed, and the current conditions of the federal flood insurance programs. This case study is relevant to other similar communities in the USA as well other parts of the world.

**Keywords** Environmental Justice

**Keywords** Multi-Municipal Collaboration

**Keywords** Flooding

**Keywords** USA

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 87

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 87

**Abstract code**

**Title of abstract** Shadow Area Succession Effects of Megacities Central Districts Renewal

**Author** SHI,  
Nanjing University; China; Tel: 13951780171, whitewall\_s@126.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** In megacities central districts, the public service facilities layout are not homogeneous attenuation from the core outward, instead appears fluctuations characteristic. Close to the hard-core that the public facilities most agglomeration appears some blocks with low level of development, old architectural form, business model low end, and public service facilities distribute scattered, however, these areas can be referred to the "shadow area". These areas have become the subsidence areas of central districts space form, structure and function. The formation of shadow areas are mainly affected by traffic accessibility, land prices, spatial development patterns of public service facilities etc.. But from another perspective, after the development of central districts achieve certain degree, the shadow areas have become the key elements of structure and function adjustment of central districts. With the improvement of road network and the development of rail transportation, the overall transport accessibility of central districts are showing a flat trend, and with the continuous development, cities and the central districts also need new space to develop new function and industry to improve service level of the central districts and the cities. On this basis, because of the relatively low land prices and renewal cost, the shadow area become the preferred areas of the elevation development of the central districts. The central districts are through the renewal of the shadow area to optimize functionality and industry, moreover, promote the further development of central districts. With the further development and continuous expansion, the central districts will produce some new shadow areas became the space base to support a new round renewal development. This model that continually to promote the development of structure, function and industry of central districts by shadow areas renewal can be called the shadow areas succession effect. While, according to the different position and conditions the shadow areas succession effect can be divided into two models: external expand renewal and internal promotion renewal.

**Keywords** Shadow Area Succession Effects

**Keywords** Megacities Central Districts

**Keywords** Renewal

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 88

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 88

**Abstract code**

**Title of abstract** **MAKING OUR CITIES MORE ENVIRONMENTALLY, SOCIALLY AND ECONOMICALLY SUSTAINABLE**

**Author** MILOSEVIC, V.  
Union Nikola Tesla University; Serbia; Tel: 0643983868, pmilos59@gmail.com

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** There is an issue of scarcity of space and livable land on human kind's disposal, in as much as the one of a number of negative effects of development and more intensive exploitation of land resources in all areas of societal and economic life of the communities. We are now facing a challenge of sustainable settlement, land-use and transportation, water and energy scarcity and saving, in as much as fast ecological, technological but social changes. Looking at spatial, urban and architectural design and planning that shows us a number of arbitrary and inappropriate paradigms, unrelated and unbalanced connections between physical appearance of architectural and urban planning and design, landscaping structures, capabilities, capacities and possibilities, one must notice an urgent need to correct and properly direct that entire range for the benefit of local and global communities. Since the industrial revolution in the world, unprecedented technological, industrial and scientific growth led to increased consumption of resources, increased welt, better health, and population explosion. Additionally vast areas are appropriated for urbanization, woodland, agriculture, grassland and pastures. Today 38% of Earth's surface area is appropriated for cultivated land, 47% of world's forests are lost and more than 50% of the earth's wetland vanished. All of these factors are seriously affecting living conditions on our planet as they have impact on the climate, global water cycle, the water, the soil and the air quality, as well as biodiversity. After the 1950s, the population on our planet doubled, quantities of food produced tripled, energy consumption quadrupled, and global economic activity quintuples. Unfortunately economic growth is in close relationship with degradation of environment, because when communities grow the environment declines. For this reason capitalism together with market relation must be seriously reconsidered and examined, otherwise Earth will continue to be just a mere resource for exploitation, treated as a commodity. All contemporary ecological problems are result of our dysfunctional social arrangements. Many authors suggest that solutions can be found in technical, biological, physical, economic studies, others propose understanding of the essential social processes as solution of the problem. There is a broad understanding that design and urban planning can play crucial role because designers and urban planners are the ones giving new forms to various needs of the future. In order to do so architects and urban planners must be able to analytically approach local sustainability problems and take responsibility for their actions. Architecture and urban planning that epitomizes postulates of sustainability can act as catalyst of change on our way to a more sustainable future.

**Keywords** Environment

**Keywords** Society

**Keywords** Economy

**Keywords** Resources

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 89

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 89

**Abstract code**

**Title of abstract** How to build a trans-boundary urban system between DR Congo and Rwanda

**Author** MOHLMANN,  
UN-Habitat; Rwanda; Tel: 0789863728, joost.mohlmann@unhabitat.org

**Co-Author(s)** HORN,

**Topic** Maastricht: How to overcome national borders?

**Abstract text** &#x201c;Rwanda and DR Congo in East Africa have a shared border of about 200km passing through the lake Kivu, situated in the East African Rift. Since the genocide in Rwanda in 1994 this trans-boundary region has been a place of nearly continuous armed conflicts. Despite these conflicts the formal and especially informal trade between the border cities of this region is high. The main trans-boundary-urban systems are Goma-Rubavu north of lake Kivu (respectively 1 million and 150 thousand inhabitants) and in the south Bukavu-Rusizi (respectively 1 million and 60 thousand inhabitants). In the proposed paper we describe the trans-boundary region of Goma-Rubavu, the ongoing commercial exchange despite the conflicts and political tensions and the attempt of developing a spatial-economic strategy to better exploit the socio-economic opportunities for the population on both sides of the border.&#x201c;

UN-Habitat has been supporting the Government of Rwanda since 2013 in improving sustainable urban planning. The Rwandan Government aims at increasing their economic growth through rapid urbanization. Rubavu is today the second largest city of the country and should be 3-5 fold its current size in 30 years.

Goma in DR Congo is a main city in the great lakes region. After two decades of armed conflicts its region is slowly stabilizing since 2012. The Mayor of Goma requested in 2014 UN-Habitat/ISOCARP to support the development of a spatial development strategy for the city which population had increased tenfold since 1990.

Despite the good intentions for urban and economic development on both sides of the border, an official joint approach towards a trans-boundary urban system is complicated due to political tensions between both countries. Nevertheless 25% of the working population of Rubavu is crossing borders to Goma to sell goods – mainly food and clothing. Tradezones/markets are formed at the border crossing points in Goma mostly determining the informal development. In Rubavu the daily urban system is focusing on the two border posts with Goma, while on regional scale the city is focusing on the country's capital, Kigali. Goma is growing strongly due to its geographical situation between the natural resources in the west and their exportation towards Rwanda in the east. The rehabilitation of Goma's airport, will strengthen its situation as a regional hub in a trans-boundary region.

Key elements relevant for socio-economic development of both cities are: facilitation of transport, an increased number of border points, the location of markets/trade zones/ industrial zones, a common strategy of sustainable energy production, shared tourism along the lake shore and the trans-boundary natural parks.

Conditions for improved cooperation are (besides the resolution of border conflicts): the development of a regional

**Keywords** post conflict development

**Keywords** trans-boundary

**Keywords** Rwanda

**Keywords** DR Congo

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 90

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 90

**Abstract code**

**Title of abstract** **Cooperation and mediation. The flexible geometry of public participation. Comparing US and France evolutionary approach.**

**Author** MONARDO,  
Sapienza University of Rome; Italy; Tel: 3280356829, bruno.monardo@uniroma1.it

**Co-Author(s)** ROSSETTI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Within Urban Studies it is widely believed that municipal policy should reflect an equitable, virtuous democracy in terms of participation and deliberation. If we assume as a benchmark that politics, in its noblest sense, is rooted in relationships between institutions, communities and stakeholders—cutting across the demarcation between public and private life—then mature governance is reached when the community itself can contribute fairly to public decisions. The profound changes suggested by Bauman's 'liquid modernity'—the uncontrolled individualism of which has been interpreted by Touraine as the 'end of social reality'—create an increasingly complex and fragmented landscape of stakeholders, and enhance the difficulty of inclusively managing participatory mechanisms. Moreover the participatory phenomenon in urban neighbourhood regeneration has recently fomented new interpretations, due to the enforced role of actors and tools for mediation. Originating from two major roots—'common law' countries (the US, UK, etc.) and 'civil law' jurisdictions (France, Italy, etc.)—the evolving scope of professional facilitation structures, in the context of divergent cultural contexts, is currently generating interesting new approaches to fostering shared community scenarios for local redevelopment.

The aim of these reflections is to compare the innovation inherent to participatory democracy models between the different juridical domains—considering the US and France respectively—through the concept of 'flexible geometry'. We will consider the hybridization of original cultures into a cooperative approach to local redevelopment, based on the emerging styles and roles of community managers and facilitation professionals.

In the US, Community Development Corporations (CDCs) are commonly used for the social and economic redevelopment of low-income communities in distressed neighbourhoods. They represent a powerful tool for PPPs, and a notable model for citizen empowerment, observing a location-based approach within a philosophy of 'changing geometry'. Following the experiences of the late 1960s, the focus of CDCs moved towards comprehensive neighbourhood development, integrating affordable housing, social and economic development, youth programs, and occupational training activities as a means by which community improvement could be delivered. The 'Dudley Street Initiative' (Boston, MA), and the 'Encanto' community planning experience (San Diego, CA) are diverse but effective examples of this alteration, in both mediation activity and civic empowerment.

In France, facilitation, mediation, and public participation are part of the process of *concertation publique* (public consultation). In this context, professionals from *bureaux d'étude* (consultancies) facilitate

**Keywords** participatory democracy

**Keywords** mediation professionals

**Keywords** flexible geometry

**Keywords** community empowerment

**Presentation pref.** Paper

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 91

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 91  
**Abstract code**  
**Title of abstract** Are Cities in Nigeria Keeping up with challenges for global competition? By P. N. Ede & O. B. Owei  
**Author** EDE, N.  
Institute of Geosciences & Space Tech; Nigeria; Tel: 08033126784, precioussede@yahoo.com  
**Co-Author(s)** OWEI,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Cities in Nigeria have been growing very rapidly with no commensurable improvements in the rate at which social services and infrastructure are provided. The result has been a gradual decline in the quality of life and of the environment. In view of the dismal image of Nigeria and its cities it is pertinent to inquire if cities in Nigeria are keeping up with or are capable of changes that can make them compete globally. It is also germane to explore what role planning can play in the development of cities with authentic Nigerian identity given their peculiar business environment and challenges. This study relies on published information on cities in Nigeria, supplemented with interviews with city and local government officials. The broad data provided by various surveys on cities in Nigeria were used to characterize their prospects. The top ten cities where it is most conducive to do business were Aba, Owerri, Onitsha, Abakaliki, Uyo, Lagos, Enugu, Port Harcourt, Yola and Warri. Ten least business friendly cities in Nigeria from bottom are Katsina, Bauchi, Gusau, Birnin Kebbi, Minna, Gombe, Damaturu, Lokoja and Ilorin. Other findings shows 34 improvements, of which 13 focused on starting a business, 8 on dealing with construction permits, 10 on registering property, and 3 on enforcing contracts. The major factors militating competitiveness in Nigeria were listed as infrastructure deficit, corruption, access to finance, policy inconsistency and red tape. Nigeria as Africa's largest market and economy should lead by making its cities more competitive to put the country on a sustainable path to long-run growth. It is advised that institutions, infrastructure, health and primary education need to be prioritized and the predominantly young population's productive capacity leveraged with the necessary skills to engage in higher value-added employment. City managers in Nigeria should begin to think in global perspective, even where their statutory duties are primeval

**Keywords** Cities  
**Keywords** Nigeria  
**Keywords** Business  
**Keywords** Competition  
**Presentation pref.** Paper  
**Additional file**  
**Extra information**

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**Presentation**  
**Session**  
**Time** -  
**Date** / /  
**Location**

# Abstract Registration No: 92

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 92

**Abstract code**

**Title of abstract** Port-City relation: integration - conflict - coexistence. Analysis of good practices.

**Author** PAGÉS SÁNCHEZ,  
Hafencity University; Germany; Tel: , jose.sanchez@hcu-hamburg.de

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** The relation between cities and ports has evolved along history. We can identify different phases in this process. From an early stage where port and city were a single entity to a moment during the XXth Century where the port worked exclusively to satisfy its own needs; usually without considering the consequences for the environment, the social tissue or the urban structure of port-cities. Since the 1960's we have observed the emergence of an specific type of urban regeneration project, the Waterfront operations. During the last five decades we have witnessed the evolution of these projects, and how they have proliferated all over the world. This evolution has been explained by several authors who identified different generations. During this process we can perceive that very often the "Tabula Rasa" model was applied. The preexisting architecture, urban structure and industrial heritage were whipped of, therefore annihilating the local "Genius Loci" and developing "photocopied spaces". They were like a sort of urban &lt;i>déjà-vu&lt;/i>, repeated over and over again like some sort of urban recipe. Over the last decade we have observed a new stage in the port-city relations, and a new generation of urban waterfront regeneration projects. In the present time very often port and cities have to coexist together and the only way to achieve this balance is by finding a sustainable development model, one that works for both entities. In the last years several initiatives hosted in EU programs have developed strategies and guides of good practice for this new model in order to improve this relation, and not commit the same mistakes of the past. We are giving the first steps in this quest; we should confirm that we are giving them in the right direction. In order to perform an analysis of the above mentioned guides, the author of this paper has received a travel grant to observe how these new strategies have been implemented in different study cases (Hamburg, Marseille, Genoa, Oslo, Rotterdam, and Helsinki) and how does this new more sustainable model works. The goal is to present during the 51st ISOCARP congress the result of this analysis and the field research.

**Keywords** Port-City

**Keywords** Waterfront

**Keywords** Urban strategy

**Keywords** Coexistence

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

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**Time** -

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**Location**

# Abstract Registration No: 93

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 93

**Abstract code**

**Title of abstract** **Design directives for Social Housing in Brasil: a partnership between academic knowledge and public policy strategy**

**Author** TANGARI, V.  
Federal University of Rio de Janeiro; Brazil; Tel: 02125538172, vtangari@uol.com.br

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** In 2014, an agreement was signed between the National Secretariat of Housing of the Ministry of Cities and the Federal University of Rio de Janeiro and has involved professors and technicians of these institutions and, as consultants, two professors of the University of Sao Paulo and the Pontifical University of Campinas. This agreement was conceived in a collaborative manner, with focus on guidelines for urban and landscape design for the public federal program entitled "Minha Casa Minha Vida - MCMV" (My House My Life). Considering that the housing deficit, estimated in 2009, amounted to 5.998 million households of which 5.089 million (84.8%) were located in urban areas, we can confirm the relevance of the MCMV program since that, in the last 5 years, 3,764,599 housing units were contracted and 2,486,014 were delivered. The program has entered its third stage when the analysis of what has resulted from the the program implementation allows the questioning of design practices and urban design models implemented by the agents involved. The agreement described above aims to establish and publish guidelines, assumptions and parameters to be adopted in urban design projects in this third phase for housing projects to be financed by the MCMV-Program, in order to add to the viability of its financial equation, seeking better design quality of architectural, urban and landscape solutions, and commitment to the principles of good alternatives for the urban landscape, with a concern to social life and daily life of its future residents. The institutions involved in this initiative include the National Housing Secretariat of the Ministry of Cities, the National Management of Sustainability and Social Responsibility of the Federal Savings Bank (GERSA), state governments, municipalities, utilities and construction companies that operate the MCMV and the Research Group: Open Spaces Systems in Rio de Janeiro (SEL-RJ). The initiative stems from the need to test and provide design guidelines that will support the review of the regulatory and minimum specifications required and recommended, given the need for advances in environmental performance and program sustainability. Our work is based on the premise that the housing conditions transcend the building issue and involves design attributes related to the implementation of projects with appropriate conditions such as: connections with the surroundings; urban design and landscape relationships; accessibility and mobility to housing units, public transport systems, services and public facilities; typological diversity of buildings and their constituents, regarding the built and unbuilt environment systems; architectural, landscape and urban spaces improvements; response to environmental

**Keywords** legal framework

**Keywords** social housing

**Keywords** design guidelines

**Keywords** collaborative design

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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# Abstract Registration No: 94

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 94

**Abstract code**

**Title of abstract** 'Reinvigorating the Nigerian Industrial Sector'

**Author** JIMOH, U.U.  
University of Ibadan, Oyo State Nigeria; Nigeria; Tel: 08055603188, ajigbogunadams@yahoo.com

**Co-Author(s)** FALOLA,

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** <b>Abstract</b>  
Industrial development has been a major catalyst in the employment of people in the Nigeria labour market. Due to poor regional development plan, industrial sector have been neglected in favour of oil sector which made Nigeria a mono-cultural economy resulting into decreasing in sales/turn-over and margins across the manufacturing industry sub-sector with rare cases of expansion. This resulted into the moving away of industries (which are, most often, local manufacturing industries) that could not cope with the challenges. The result of this is unemployment in the industries with its attendant regional imbalance. This paper therefore, examines the topic 'reinvigorating Nigerian industrial sector'. The paper elicits information from the secondary source. Drawing from local and global examples, issues on the challenges faced by Nigerian industrial sector since independence, with particular reference to the traditional industries are considered. Also, the state of industries in Nigerian cities and the major factors that forced the traditional industries to 'move away' are established. The implication of the situation on physical planning activities is also discussed. Finally, the paper suggests what needs to be done to revamp the industrial sector in Nigeria.  
The papers revealed that the average manufacturing capacity utilization (AVC) is not only very low but has been fluctuating. In 1980, AVC was 70.1%, 1985; 36.3%; 1990, it rose to 40.3%; and by 1995, it stood at 29.29% (CBN, 2009). The fluctuating trend continued in 2000 when AVC was 36.1%, and rose to 54.8% in 2005 and in 2008, it dropped to 53.84% (CBN, 2009). This resulted into high level of unemployment and migration of skilled workers which affected the physical planning activities and creating regional imbalances among others.  
The paper recommends that proper regional development planning will help in reinvigorating the industrial sector and properly position physical planning activities within the Nigeria economy and other developing economy of the world.

**Keywords** Unemployment

**Keywords** Industries,

**Keywords** Physical Planning,

**Keywords** Nigeria,

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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# Abstract Registration No: 95

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 95

**Abstract code**

**Title of abstract** **Integrated Planning in Kazakhstan: from National Framework to Local Plans and Back**

**Author** KURGANOVA, Y.B.  
LLC Project institute "Kazgiprograd" 1; Kazakhstan; Tel: (727)2722399, k\_kurganova@mail.ru

**Co-Author(s)** JUNUSSOVA,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** One the main Soviet planners' dream was to have integral plans. First, there were the Regional Level Schemes then the Republic Level Integrated Schemes and at the end the General Scheme of the USSR. The ultimate goal was always optimistic "to have these integral plans" because they had to help local level decision-making process to guarantee an equal distribution of pre-established living quality standards for all Soviet people.  
After the collapse of the Soviet Union, Kazakhstan stepped in to the market economy. For a long time the planning in Kazakhstan was almost absent or limited to production of the local level plans as – master plans of the cities and villages. A number of individual interests suddenly appeared and conflicting local actors' demands started to push local development of cities and villages in many different and not logically linked directions. This lead to increase of the regional social, economic and environmental disparities as well as to considerable growth of inequality of living condition in urban and rural areas. The newly independent country needed at least 20 years of social and economic recovery, before the idea of integrated planning came back as the national and regional level agenda. In 2012, the government of Kazakhstan approved General Scheme of Territorial Development of Kazakhstan and since that time a new story of integral regional planning has been started.  
The idea of the newly developing integral plans is to create a legal framework that will be flexible enough for inclusion of new developments as well as to guarantee locally identified social and environmental standards. However, not all local planners believe that these new integrated frameworks will bring the desired positive changes. The main argument is that even if these new integral plans propose some crucial spatial and environmental quality standards, it will be hard to guarantee that they will ultimately serve as a baseline for local level decision making in Kazakhstan. According to the local planners' opinion, the local governments usually do not respect the integrity of the proposed master plan, but they selectively use only those solutions of the master plan that they find economically beneficial. New integral plans should not be the same as in the Soviet past. There are many lessons that have to be learnt from our previous integrated planning attempts.

**Keywords** Local

**Keywords** National

**Keywords** Integral

**Keywords** Planning

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 96

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 96

**Abstract code**

**Title of abstract** LEARNING TO ASK PEOPLE; STORIES FROM INDIA

**Author** DIHINGIA, S.  
School of Planning and Architecture; India; Tel: , swarnali@dihingia.in

**Co-Author(s)** BANSAL, P.

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Learning is process. It's slower when the learner is replaced every half decade with tons of bureaucracy sprinkled in. Cities however change rapidly. Socio-Economic forces changes the intricacy of city each day bit by bit. Top down approach has been de facto standard for any social or spatial policy, i.e. decided on top, imposed on ground with no scope of feedback. The story of India fits aptly into this model. The paper will explore time of 1970-1990, when socialism was in its full force in India and the requirement and welfare of people was subject of authority who had not once seen their subjects. We explore how laws were utilitarian in the eyes of maker but oppressive to another. Then we move on to time of post 2010 and highlighting how the policies have changed to accommodate the view of the subjects such that the end product is the result of cooperation rather than one man's will's manifestation. Instead of theory, our approach will be to tell stories through a number of small case studies, moments when the logic was defied and time when even biggest of economic gain was subsided to consider the welfare of those who fare worst.

**Keywords** policies

**Keywords** approach

**Keywords** people

**Keywords** stories

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 97

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 97

**Abstract code**

**Title of abstract** **Review and Retrospection on Urban-rural Integration Theory and Planning Practice  
——Based on Historical Perspective of Wenling Study**

**Author** ZHOU,  
; China; Tel: , zhouyang214nk@163.com

**Co-Author(s)** ZHU,  
JIN,

**Topic** Maastricht: How to overcome national borders?

**Abstract text** Since 1978, the symbiotic harmony in the rapid social and economic changes has largely impacted the traditional urban and rural relationships in China. Some economically developed areas started to make urban and rural integration planning or other similar planning, such as the city master planning, urban and rural planning, to break the barriers of urban and rural areas and construct harmonious relationship between urban and rural. Macro policy steering and urban-rural problems have made urban-rural integration a hot issue both theory research and practice since 2000. The first part of this paper reviews the related theory of the integration of urban and rural areas and the practice experiences in the past twenty years practice. It points out that the core contributions are to explore how to achieve a higher level of city and countryside in a better urban and rural relationship and to understand the traditional rural characteristics, which in further contributes to the transformation from "ground" to "figure". In the second part, it takes Wenlin, a typical sample of the reform and opening up city in China, as an example to examine and assess the implementation of the planning of integration of urban and rural areas from the perspective of history. In 1998 and 2007, Wenling took the lead in the preparation of China's first integration of urban and rural planning and the overall master planning in county-level cities. It is the first county to try to seek the overall coordination of urban and rural areas with win-win solutions. But the development of Wenling today is declining. This paper hopes to find the reason for its decline through the following three ways: (1) the comprehensive evaluation of Wenling's two edition of plans in 1998 and 2007; (2) comparison of Wenling's economic and social development data in 2015 with the future aims; (3) review of the main policy measures subject to the implementation of the plan (Wenling County Construction Bureau) and the implementation of the project to restore the historical track in the past 15 years. The third part is to construct the harmonious relations between city and countryside as the goal, based on the development of the new situation and new requirements. It puts forward the new pattern of integration of urban and rural development strategy of Wenlin which includes the strategic evolution of the core on the basis of the structure, and three types of action plans of force, micro, significant actions.

**Keywords** Urban-rural Integration

**Keywords** Urban-rural Relationship

**Keywords** Historical Perspective

**Keywords** Wenling City

**Presentation pref.** Paper

**Additional file**

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# Abstract Registration No: 98

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 98

**Abstract code**

**Title of abstract** **Governing the urban infrastructure in Indonesian cities: The role of institutional structure and policy instruments in collaborative policymaking and resource exchange**

**Author** OKITASARI,  
United Nations University IAS/Keio University; Japan; Tel: , okitasari@unu.edu

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** In the contemporary urban environment, the way urban infrastructure is governed continuously undergoes tremendous changes. While much attention has been on the decentralization of infrastructure provision to the local level, in many Indonesian cities, delivering urban infrastructure has been scaled up as a regional challenge, largely fuelled by the lack of infrastructure investment, disconnected infrastructure and regional disparities between neighbouring cities. Pressures associated with resource scarcity and limited capacity often require that local governments act as catalysts for orchestrating other governmental and nongovernmental actors in the pursuit of providing urban infrastructure. In order to accelerate the infrastructure development through the promotion of public private and intergovernmental collaboration, since mid 2000s the central government has gradually enacted responsive policy instruments. The advocacy from the central government and the continuous remnant of regional and administrative decentralization have been inducing a repeat of institutional change, particularly at the local level. Against this background, local governments struggle with the fragmented decision making and conflicting policies, largely in isolation between cities, sectors and different levels of governance. This paper draws on the findings of a research on Indonesian collaborative metropolitan governance. It deals specifically with the governing of urban infrastructure in the border areas, in particular water and sanitation. While the broader framework of the research focused on collaborative governance from the politics and economics of infrastructure in the local socio-spatial landscape, this paper extracts findings focusing on the role of local institutional structures and policy instruments in fostering collaborative policymaking and resource exchanges among local stakeholders. It is argued that a combined understanding of institutional and policy approaches allow us to explain the complexities of the governing of urban infrastructure in the city and between cities. Applying these concepts to 3 metropolitan regions in Indonesia, namely Surabaya, Yogyakarta, and Denpasar, this paper explores the differing local actor interaction and collaborative processes. This paper examines specifically on the choice of policy instruments at the local level influences the governing of urban infrastructure. Our findings indicate that establishing a multistakeholder process of policymaking and resource exchange for delivering the urban infrastructure varies according to the types of policy instruments and institutions adopted in the local jurisdiction. The adoption of certain policies and establishment of specific institutional structures could lead to or limit a region-wide collaboration as well as encourage or divert intergovernmental and cross-sectoral collaborative

**Keywords** Collaborative governance

**Keywords** Urban infrastructure

**Keywords** Institutional structure

**Keywords** Policy instruments

**Presentation pref.** Research Result

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 99

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 99

**Abstract code**

**Title of abstract** "Imbalance" of Regional Industrial Spatial Development of Small Towns in the Context of Urban-Rural Integration--A Study Based on the Case of Anshun City, Guizhou Province, China

**Author** WANG,  
Huazhong University of Science & Technology; China; Tel: 13755108909, 14294174@qq.com

**Co-Author(s)** GENG,  
OUYANG,  
WANG,

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** In recent years, the regional internal differentiation and imbalanced state in the development of China's small towns are more and more obvious. Reasonable imbalance state can stimulate the development of regional small towns vitality but disordered and excessive imbalanced state may cause the destruction of small-towns' coordinated development relationship even collapse in part of the basic of small town. In this background, the author studies small towns in the preferentially developed cities represented by Anshun in the Western China and conducts a specific analysis of the status quo of the industries and the industrial space of the small towns in Anshun City. Based on the results of the studies on the "imbalance" of the industrial space of small towns in and outside China and in view of the changes in China's development strategies in the new era, the author puts forward a new opinion – the overall pattern of urban-rural integration should be take into consideration in the study of the current industrial space of small towns, and the industrial division and collaboration among small towns should be studied from the overall perspective of regional space and groups of small so as to achieve the "imbalanced" development featuring sound development of small towns themselves and the efficient and synergetic development of the overall region. Under the guidance of this opinion, this research is in the regional space of small town community as an open system under complex environment. Furthermore, the author studies the industries in the small towns of Anshun City from the perspectives of overall development strategies and the spatial layout: first, the author studies strategies from the establishment of the industrial system, the selection of the industrial transformation and upgrading path and the determination of the development priorities, and on this basis, the author proposes the guidelines for the division and collaboration in the integrated development of urban and rural areas of small towns; second, the author proposes to plan the industrial spatial layout in the urban and rural areas of small towns through the division of economic zones, the linkage of industrial chains and the development of industrial bases.

**Keywords** urban-rural integration

**Keywords** small towns

**Keywords** regional industrial space

**Keywords** imbalanced development

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 100

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 100

**Abstract code**

**Title of abstract** **The Actor-Relational Port City**

**Author** VAN DEN BERGHE, karel  
Ghent University; Belgium; Tel: 093313251, karel.vandenberghe@ugent.be

**Co-Author(s)** BOELENS,  
JACOBS,

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** This paper seeks to explore the diverse relationships between port and city. It argues that spatial planning is grappling with the treatments of the dynamic and relational complex of the port city interfaces. In contrary, spatial planning is still analyzing the port city through an Euclidian, deterministic and linear approach inherited from the positivist approaches of the 1960s till the 1980s. New post-structuralist concepts could shed a new light on port city interfaces research. Recent economic spatial research, especially in the ARA-region, attempted to overcome the 'contained' view of the port city, this using actor-relational techniques of EEG. These studies follow the recent call of the OECD among others to 'renew the economic relationships' between port and city in order to improve the long term economic competitive advantages. They show that the economic port city interface is constructed by ever changing relations between diverse actors. This paper argues that the economic interface is just one of the interfaces inherent to the port city complex. Therefore, we attempt to explore the existing relationships in a wider range: economic, social, cultural and institutional. This paper has four parts. First, we criticize the legacy of the use of object-oriented, structuralist concepts in port city research. Based on a historical overview, we state that the recent policy split up of port and city by the establishments of independent port authorities is a consequence of these concepts. Moreover, we state that spatial policy is not only locked-in, but even self-reinforcing. In the second part, we explore the advances and new insights of actor-relational practices in these research fields. Third, we apply these perspectives to the different port city interfaces of Ghent, Belgium. We show that the geographical definition of the port city lacks capturing the different existing interfaces of the port city eco-system. Finally, by way of conclusion, we suggest an outline for future research in an actor-relational sense.

**Keywords** Port City

**Keywords** Spatial Policy

**Keywords** Actor-Relational

**Keywords** Post-Structuralism

**Presentation pref.** Paper

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**Presentation**

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**Location**

# Abstract Registration No: 101

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 101

**Abstract code**

**Title of abstract** **Creating Future-Ready Industrial Estates: Case Studies from Singapore**

**Author** CHOO,  
; Singapore; Tel: , choo\_li\_jie@jtc.gov.sg

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Industrial estates are typically perceived as hard, concrete landscapes devoid of aesthetic or 'human' factors. One would not expect the 'ballet sidewalk' espoused in Jacob (1961) to play out in such a place – often large, sprawling estates ploughed by heavy vehicles and segregated from the rest of the city. Traditional conceptualization of city development such as Burgess's or Hoyt's models also advocate that industrial activities should be located far away from residential uses, to avoid pollution or nuisances from causing disamenities to city residents. The nature of today's industrial or manufacturing activities is, however, undergoing change, with the advent of the "Knowledge Economy", the "Digital Economy", or the "Creative Economy" as coined by Florida (2005). Increasingly, the boundary between manufacturing and service are being blurred in the process of 'making'. In order to capitalize on these new relationships between economic activities and actors in the city, this paper seeks to argue that industrial estates of the future should be planned as workplaces with strong connections to the rest of the city (be it economically, physically, aesthetically, etc.), rather than merely places for machinery; industrial estates should as far as possible be guided by key principles of city-planning: 1) Compactness, 2) Mixed-uses, 3) Connectivity, and 4) Managing Proximity. The paper will be divided into the above sections, using case studies from Singapore. The first, on Compactness, explores how the city should make full use of available industrial land, in the context of land scarcity and competing uses. In Singapore, this is done through land intensification initiatives and policies. The state leads in the development of high-rise, multi-user buildings catered to specific industry sectors. Other industrialists are encouraged to intensify use of their land by consolidating or altering operations. Within the building or estate, users share common facilities, reducing duplication. In addition, the congregation of several big and small actors co-located within the building or estate brings about locational advantages, as theorized by Marshall (1920). The second principle, on Mixed-Uses, explores how the city should plan for a fine-grained urban fabric even in the context of manufacturing spaces. Singapore is adopting a decentralization strategy to establish 'regional centres' across the city, rather than isolating or congregating jobs in certain areas. This approach is intended to avoid congestion and provide businesses with alternative and more affordable spaces, and to bring jobs closer to homes. A case-study of one-north, a business park for R&D and high-technology clusters, will be presented. one-north is conceived with a work-live-play-learn environment, with mixed functions including retail, event halls, residential, office and manufacturing spaces.

**Presentation pref.** Paper

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**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 102

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 102

**Abstract code**

**Title of abstract** **The Test Planning Process and the case of Patras**

**Author** PAPAMICHAIL, mrs  
ETH Zurich; Switzerland; Tel: 044 633 39 5, papamich.the@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Infrastructure development is traditionally related to top-down strategies. Nevertheless, in last decades the urban redevelopment of cities requires top-down policies complemented with bottom-up approach. This is true specifically in complex institutional frameworks which need the enforcement of the interested public. Regarding the socio-economic crisis in Greece, infrastructure networks have already been dramatically influenced mainly by the fragmented decision making between the different planning levels and actors. Thus, the subject of this research is concerned with the planning process in order to better understand the co-existence of top-down strategies and bottom-up approaches and their implementation in the railway system issues of Greece. On one hand, the railway networks contribute to serving transportation needs; on the other, they generate new forms of urbanities providing social cohesion in fragmented areas. Hence, the territorial scope focuses at the west part of Greece in the city of Patras. The case study of the railway development in Patras will represent an informal procedure, called Test Planning. In one word Test planning is a collaboration process among numerous stakeholders. The idea to use such a procedure in Patras emerged due to the different interests of various actors concerning the railway integration in the urban fabric the last two decades. The introduction of the Test Planning Procedure is an initiative of the ETH Zürich (Prof. Scholl) in close cooperation with the University of Patras (V. Pappas) and the NTUA (National Technical University of Athens) (Prof. K. Moraitis). This allows to examine the Test Planning Procedure in a situation of crisis. It was initiated in 2014 and it is expected to be completed in September of 2015, involving the important actors of the city, regional development agencies and independent experts of various disciplines. Moreover, the process is inviting four planning teams under the supervision of a steering group in order to explore simultaneously solutions for the complex tasks. Even though it is a well-known process in Germany, Austria and Switzerland, it is a pioneering method for Greek institutional and planning context combining top-down policies with bottom-up initiatives. Regarding the research methodology it will be developed in several steps. Firstly since the paper is a part of an extensive and progressive project, the broader problematics and potential of the specific rail section will be introduced. Secondly relating to the Test Planning Process the different phases will be presented in comparison with the Greek formal planning system and the new synergies that emerge. In the end, the outcomes of that process may contribute both in other cases of railway redevelopment and in spatial planning issues forming new guidelines for a long-term self-governance model and an alternative conceptual basis in Greece.

**Keywords** Test Planning Process

**Keywords** Spatial redevelopment

**Keywords** Bottom-up approach

**Keywords** Crisis

**Presentation pref.** Case Study, Realised Project

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 103

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 103

**Abstract code**

**Title of abstract** **Smart managing the city**

**Author** RIJPMA, D.H.  
Jelle Rijpma Advies; Netherlands; Tel: 06-2260130, jellerijpma@hotmail.nl

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Isocarp Abstract – Congress ‘&lt;i&gt;Cities save the world, let’s reinvent planning’&lt;/i&gt;  
Jelle Rijpma  
Eva van Bolderen  
Related workshop topic:  
Amsterdam &lt;i&gt;How to build the city in a cooperative way?&lt;/i&gt;  
&lt;b&gt;Open City: Smart managing the city&lt;/b&gt;  
We are facing a paradigm shift in our society. You can feel it everywhere: Incubators, creative and innovators are breaking through the old systems; conflicts occur between old and new institutions, foundations that have done years of service are undermined. Rotmans argues that at this moment we are at a tipping point: we will develop into a more sustainable society: from linear to cyclical thinking, from vertical to horizontal organising and from top-down to bottom-up management (Rotmans, 2012, 2013).  
All these transitions in the world affect the cities we live in, and thereby the way in which we should do city planning. We see city planning is no longer a pre-set design: it has become a matter of smart management. We are moving to city planning as new partnerships, new forms of interaction between unequal parties and stimulating self-organisation.  
Three to four years ago, Jelle Rijpma Advies and the Open Innovation platform Brabant Academy started looking for new forms of cooperation and innovation within cities, in a continuous project called ‘&lt;i&gt;Open City’&lt;/i&gt;. In this project new tools for urban development are developed and applied, using the city as a laboratory (Brabant Academy, 2014). Through pilot projects and practical examples, a conceptual framework for the &lt;i&gt;Open City&lt;/i&gt; is developed. This framework is not fixed as it will continue to reflect the changes and dynamics of the society. This conceptual framework is the outcome of a set of different examples showing smart management is the new way of city planning. Smart management consists of three leading cornerstones.  
Firstly, the integration of technological, social and environmental values of a city. These values are all of interest for current cities, but you should not see them separate from each other, they complement each other; together they add value to the culture and economy of the city. Technological innovations will not be successful without social innovations. Additionally, technological and social innovations have a huge impact on the environment. A case is made that new city planning initiatives should take these relations into account. This article shows practical examples in which

**Keywords** City management

**Presentation pref.** Paper

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# Abstract Registration No: 104

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 104

**Abstract code**

**Title of abstract** Effects of spatial pattern of province on the distribution of regional infrastructures

**Author** XU,  
; China; Tel: , darah.seu@163.com

**Co-Author(s)** WANG,

**Topic** Maastricht: How to overcome national borders?

**Abstract text** For most countries in the world, in particular those who got big-size-territory, administrative division is an important factor affecting regional allocation of public resources, like airports and other regional infrastructures. Even in some highly interconnected area like EU, costly regional infrastructures could be so scarce that the location of this kind of source had caught much attention. Aiming to know how spatial pattern affect the site selection of regional infrastructure in China, this paper firstly considered the whole territory as one unit to calculate the amount of airports that were needed. Then a basic reference of the distribution of airports according to the magnitude of population was set up, which could be defined as an absolute-efficiency-oriented distribution model. Taking population density and distance into consideration, an ideal distribution planning of airports (which could also be defined as a relative-efficiency-oriented distribution model) was made a comparison with reality. The gap between the ideal model and reality surely could be caused by many reasons, among which the spatial pattern of province might play an important role in the way that public authority of a province always made development strategies based on geo-relationship. Some simple morphological methods were used when classifying the spatial patterns of provinces and United States was taken as a "parallel-size" comparison to China as the former has quite a "rational" division mode which assured the shape of most states as neat as possible, while the latter seems more likely to use natural elements (i.e. rivers or mountains) as boundaries between provinces. Due to various reasons, province boundaries were not easily to be changed and it is also beyond the scope of this paper to review all those reasons. A more practical way is to promote synergy based on the existing spatial patterns and therefore, the main purpose of this research is to find a way to maximize the efficiency of regional infrastructures by choosing an appropriate site and encouraging cross-border sharing.

**Keywords** spatial patterns of province

**Keywords** allocation of regional infrastructure

**Keywords** cross-border sharing

**Presentation pref.** Paper

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**Time** -

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# Abstract Registration No: 105

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 105

**Abstract code**

**Title of abstract** Water and Urban Development: Inequality and Access to water in Cochabamba - Bolivia

**Author** LEDO, MCLG  
UMSS; Bolivia; Tel: 0059172202140, carmenledo@gmail.com

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** Rapid urban population growth in Cochabamba have generated an increased demand for basic services, particularly water, but the capacity of the Water Company (SEMAPA) to meet this demand has been weak. There are basically three types of water supply: the Public Company is named "the Municipal Water Supply Company (SEMAPA)" attained only 50% of the population who is located in the northeast of the city make-up with the greatest proportion of households in a condition of non-poverty; as an alternative to the municipal water network, people get their water from water trucks, wells and even community-built and run primitive networks: Social Alternative Systems of Water Supply as a Water Co-operatives, Associations, and Committees, where mainly located in the South and North West area of the city which attend around 20% of the poor household; and Private Alternative Systems of Water Supply, in most of the cases the household needs to buy from informal water sellers ("aguateros") or have their own particular small well, most of them placed in the South area of the city cover the remaining 20% of the population. Many illness cases appear with high correlation to water quality in the marginal area of Cochabamba, Bolivia (lower basin). This situation produces strong impact on food quality (milk, vegetables and others) that is commercialized all over Cochabamba. The urbanization of irrigated agricultural lands, which are not intended for the construction of homes or other buildings, increases the vulnerability towards natural disasters of those living there, which are populations of lower incomes. In this localization, contaminations of heavy metals and others inside the aquifers and soil exist. The purpose of this paper is to find evidence of the existing relationship between the presence high levels of contamination of the water sources and their effects on human health explain with the high level of infant mortality in the poor neighbourhoods.

**Keywords** water supply

**Keywords** urbanization

**Keywords** Health

**Keywords** poverty

**Presentation pref.** Case Study, Realised Project

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**Presentation**

**Session**

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**Location**

# Abstract Registration No: 106

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 106  
**Abstract code**  
**Title of abstract** **A Cognitive Research on the Mode of Historical Urban Space**

**Author** KONG,  
; China; Tel: , julia8702@hust.edu.cn

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** Today, urban heritage conservation work in China mainly focuses on the listed buildings as officially protected monuments and sites. This measure might ignore the untitled old buildings and the potential historical space and lead to the information lost and the break of a whole integrity. The mode of urban historical space is the living statue of the spatial elements carried historical messages. With a contrast between the historical prototype and the present existence, this paper constructs the evaluation basis for the mode of the historical urban space from three aspects: form, function and existential state.  
It concludes five basic modes: the prototype mode, the fragment mode, the structure ode, the symbol mode and the information mode. The prototype ode indicates the well preserved historical elements with a complete history information and original appearance. The fragment mode has a prototypical structure while the containing had vanished into pieces and still tailing as time goes on. The structure ode refers to the old spaces that only can be seen from the structure inheriting the old texture, scale and other figures, while as the context replaced by new buildings. The symbol mode directs at the original chips of the old buildings and space, or the rebuilding in monumental forms of symbolic architecture conveying history meanings. The information mode exists as roadname, placename, time-honored shopname and other significant history message without material remains.  
Further more, according to the various space modes, we can conclude three characteristic of the mode as follow. First the spatial element of one kind in different cities tends to be a same mode. Second the space elements of structure mode have a stable and unique feature while the content elements of other modes turn to be mutable and multiple. Third the type of mode is changing along with the function and events' variation, and the change difficulty depends on the collective behaviors and public cognition.  
To maintain a complete, real and objective protection work rather than a monotonous and one-sided method, the paper establishes a comprehensive cognitive system of the historical urban space.

**Keywords** Historical urban space

**Keywords** The information of history

**Keywords** Mode of space

**Keywords** Mode type

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 107

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 107

**Abstract code**

**Title of abstract** Eindhoven in Transition - Reinventing the city from within

**Author** VAN STRIEN, A.M.M.  
Radboud University Nijmegen; Netherlands; Tel: 0623180236, anne\_van\_strien@hotmail.com

**Co-Author(s)** BOOT, I.D.

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** When traditional industries move away, space to reinterpret the city of Eindhoven comes to being. A transition space arises, in which new ideas can emerge that enable the transition towards a renewed understanding of urban living. Hereby, new ways of seeing the city are needed. Seeing and approaching the city 'from within' can open up this space for exploration and transition. Through this article we aim to explore and present an (alternative) perspective on the city of Eindhoven and its transition.

Besides improved synergy between disciplines we believe that active 'transition fieldwork' is needed to interpret and give meaning to this new space for social and urban innovation. As we are leaving the era of blueprint thinking behind, urban transformation becomes not only more contextual, but also more personal. In this process, synthesis and reinterpretation of 'from above' and 'from below' is needed, leading towards citymaking 'from within'. Conversations with the actual people producing and reproducing this city, that are located at various positions in the urban fabric / network, form the content for both practical and theoretical insights describing the 'tipping points' that become increasingly visible and tangible. What may seem small steps taken by these 'transition groups' or individuals ('changemakers') may actually lead to valuable insights in how to operate from here as urban professionals.

We propose a fieldwork study of transition stories on the city of Eindhoven in transition including a range of urban actors varying from (social) designers, urban planners, engaged entrepreneurs, scientists, creatives and educators, citizens and (unexpected) others. Through collecting their stories, we explore the structure of the city from within: who is involved, what is he or she doing and by what means? Eindhoven is a perfect case study as there is plenty of space for innovation as traditional industries have now (almost) moved away. Renewed meaning can as such be given to the city in transition. Together the collected insights can add to a 'fertile ground' for the workshop in October.

Through this we as writers of the article will ourselves try to bring in practice a synthesis between our qualities and skills being both social designers and human geographers. Additionally, reflections on our own findings will be part of the research. These can contribute to (re)inventing our role as urban planning professionals. As such, we strive to connect our design skills as creative thinkers to our scientific research skills and interest in order to gain insights about sustainable urban development, broadening up the scope of Eindhoven as 'brainport'.

**Keywords** Urban transition

**Keywords** Synergy

**Keywords** Tipping points

**Keywords** Transition stories

**Presentation pref.** Paper

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# Abstract Registration No: 108

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 108

**Abstract code**

**Title of abstract** **Implementation Challenges for establishing Smart Urban Information and Knowledge Management System in India**

**Author** RAUT, S K  
Town and Country Planning Organisation; India; Tel: , dr.sandeepraut@gmail.com

**Co-Author(s)** RAUT, P B

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** In the present knowledge and information age Indian towns and cities are expanding rapidly in spatial and demographic terms. Moreover, spatial information are not correlated with the complex urban integrated problems, as data generated at various level for urban planning and management remains uncoordinated and redundant to support decision-making and leading to poor urban governance and timely implementation of the master plan. Hence, there is an urgent need to create common platform so as to address problems and issues in the right perspective to assist cities in coping with economic realities and, thereby, produce high quality responsive environment and demonstrate successful urban solutions. Thus, in order to address these issues in a holistic manner, the Ministry of Urban Development has launched the National Urban Information System (NUIS) Scheme, on a pilot basis, during the Tenth Five Year Plan to develop GIS databases for 137 towns/cities in the country in two scales i.e., 1:10000 and 1:2000. In addition, utility mapping on 1:1000 scale was also undertaken for 24 towns. The spatial and attribute database thus generated was perceived to be useful for preparation of Master/Development Plans, detailed Town Planning Schemes and, therefore, would serve as decision-support system. The implementation of the NUIS Scheme would ultimately lead to e-Governance at all hierarchical levels (Centre, State and Urban Local Body). But before this Scheme leads to e-Governance there are many challenges to tackle. In this context, the present paper is an attempt to address the various challenges like enhances organizational capacity; cooperation between various stakeholders, accessibility of data, capacity building; and standardization of data format for the implementation of the Urban Information and Knowledge Management (UIKM) system in India. To establish the Digital Urban Information System in India is not simply a challenge but a mission to foster the mind of town planners and urban managers to tackle the real world problems only after analyzing the virtual world situations. Moreover this paper also discusses that, how establishment of effective efficient information system will pave the way for development of smart cities in India.

**Keywords** Urban Information

**Keywords** Knowledge Management

**Keywords** Smart Cities

**Keywords** Implementation Challenges

**Presentation pref.** Paper

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# Abstract Registration No: 109

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 109

**Abstract code**

**Title of abstract** **Chances and Barriers of Mobile Participation (mParticipation) Practices in Urban Planning: An Analytical Overview of Existing Approaches**

**Author** FATHEJALALI, AF  
Technische Universität Berlin; Germany; Tel: 03031429832, fathejalali@ztg.tu-berlin.de

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Since 1960s and widespread of citizen participation in urban planning processes by advocacy planners, engagement of citizens is considered as an impartible part in urban planning processes and there have been so many innovations and advancement. The "bottom-up" approach is considered as a principle in the contemporary world, which emphasizes on involvement of all stakeholders. Therefore, the question in this context is no longer that do urban planners and authorities let people to get involved, but rather how and with which methods can a broader spectrum of citizen be involved in planning processes. As the shortages of face-to-face participation methods with its own politics of difference and unequal power relations are identified, advancement of Information and Communication Technologies (ICT) and specifically development of the Internet (Web.2) allows for an entirely new generation of forms and practices of public participation that promise to elevate the public discourse in an unprecedented manner. Thus, municipalities and urban planners try to use advanced ICTs to inform, consult and actively engage citizens in urban decision making processes and it is expected to broaden the collaboration of citizen as well as local public service delivery, as one third of the World is connected to the Internet. Besides, during the course of last years, the ICT advancement entered into a new important phase (around 2005), which is the era of mobile communication. The widespread diffusion of mobile phones (smartphones), enables currently citizens to surf the web with high speed nearly everywhere and anytime as the "mobile factor" reduces the limits of distance and time. This provides a unique opportunity to join different social media and networked citizens in the urban spaces. Further to that, location-based-services, augmented reality and the ubiquitous connectivity open new windows for perceiving space and participation of citizens in the contemporary urban environment. As a relatively new emerging term, Mobile Participation (mParticipation) refers to the use of mobile devices (e.g., mobile phones, smart phones and tablet computers) via wireless communication technology to broaden the participation of citizens and other stakeholders by enabling them to connect with each other, generate and share information, comment and vote. This article aims at providing an analytical overview on current mParticipation examples (as a recent development of eParticipation) in the context of urban planning and exploring the chances and barriers of mParticipation.

**Keywords** Mobile Participation

**Keywords** Smartphones

**Keywords** Apps

**Keywords** Electronic Participation

**Presentation pref.** Research Result

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# Abstract Registration No: 110

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 110

**Abstract code**

**Title of abstract** **Lessons learned from an interdisciplinary pilot course on sustainable management of climate change in an urban environment**

**Author** AARREVAARA, E M  
Lahti University of Applied Sciences; Finland; Tel: +358504036822, eeva.aarrevaara@lamk.fi

**Co-Author(s)** EMMANUEL,  
DI SABATINO,  
ROSENLUND,  
THOMSON,

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** What kind of knowledge and skills will the future urban planners need? How should climate change be considered in urban areas while urbanization is a global phenomenon setting challenges all over the world. These have been some of the major questions in RESCUE project started in 2012 in cooperation with Lahti University of Applied Sciences (FI), Glasgow Caledonian University (UK) and University of Salento (IT). The partners have shared the common view that traditional borders between science, management and planning must be crossed in order to provide wider perspectives to the future professionals working in urban settings. This idea was tested in RESCUE pilot course arranged by University of Salento in Lecce in February 2015. The two week course chose 17 international participants representing different professions, most of them planners. During the period several lectures were given dealing with sustainable cities, urban meteorology, urban climate modelling, data management and GIS, interactive planning and management of urban sustainable change. The participants worked in four groups with an area chosen by the municipality of Lecce: Borgo San Nicola which represents urban sprawl in the city area and contains challenging elements of built environment and heritage, old quarry and wild greenery, social housing, church and quest house for prisoners' families. The groups were tasked with identifying development plans for the area and at the same time adapt and apply the new information disseminated by the lectures and laboratories. Especially one group presentation contained all the ideas and aspects provided in the lectures and showed a multidisciplinary processing of planning ideology and suggestions for the future of Borgo San Nicola. The presented strategy for development contained the main themes of resilience, mitigation, adaptation and multiple landscapes. Resilience was defined by social community and infrastructure. Mitigation contained low carbon development, passive building and democratic transportation. Adaptation dealt with sustainable infrastructure and behavioral change. Multiple landscapes covered global, regional and local aspects, understanding the ecosystem and climate and different typologies. At the end of the pilot course feedback from participants was collected and an external evaluator critically appraised the course, based on mutual discussions and findings of the course contents, organization and other practicalities. The summary of the feedback was in general positive and many constructive comments for a future multidisciplinary master education were obtained. The experiences encourage the partners to continue developing a new professional education in urban sustainability to face climate change in cities.

**Keywords** sustainability

**Keywords** planning

**Keywords** urban climate

**Keywords** education

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 111

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 111

**Abstract code**

**Title of abstract** **The Study of the Synergies between City and Port  
--Illustrated by the City of Dalian in China**

**Author** SHANG,  
Karlsruhe Institute of Technology; Germany; Tel: 17668283569, lulucy100@126.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** With the acceleration of world economic integration process, the port cities relying on their unique basic resources and through the agglomeration effect and the synergy effect as well as the self-promoting effects of urban growth, promotes the evolution and optimization of the regional industrial structure, so as to make the port city a mainstay of the global economy. As a ring of the transport chain, the port takes on the functions such as economy, production efficiency, market competition, industry scale and business development; the city as a community for the residents, targets on continuously improving the welfare and quality of people's lives, therefore what the city focus is the environmental value and the people's expectation.

This dissertation firstly enriches the theory of port and city collaborative development impetus. On this basis, an analysis is made, that the port and city development space evolution in Dalian— the old illustrious Northeast China industrial base. Then the port and city collaborative development model is developed in order to make a quantitative assessment of the port production capacity, the port transport function and our topic of the synergies between port and city.

Dalian Port transfers gradually from a single mechanical cargo transit to an integrated port with functions of goods distribution, integrated logistics, port industry services, national strategic material storage etc. Dalian city developed from an initial type of small transit trade port into a diversified regional city with comprehensive functions. Although the proportion of industrial products throughput gradually increased and accounts for the majority, compared to other large domestic ports the proportion is still relatively low. The throughput of primary products such as oil and food occupy a major position and is still export-oriented. The essential characteristics of port should be seized in the development of Dalian: to adjust the industrial structure and develop port industry; to implement the strategy of driving the export by the import as well as to improve the export quality; to clarify the location of the old and new port and to focus on their integration; to improve the port management system.

**Keywords** Port City

**Keywords** Port Economic Capacity

**Keywords** Dalian

**Presentation pref.** Paper

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**Date** / /

**Location**

# Abstract Registration No: 112

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 112

**Abstract code**

**Title of abstract** **Metropolitan growth and open spaces in Rio de Janeiro: prospective scenarios on the periurban morphology and landscape: a participatory approach**

**Author** DE ALCANTARA PEREIRA, DAP  
Universidade Federal Rural do Rio de Janeiro; Brazil; Tel: 21 25373430, denisedealcantara@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The Rio de Janeiro Metropolitan region has gone through major changes in recent years. The Brazilian federal growth acceleration programs (PAC's 2007 and 2011) have financed large public investments in transportation, energy, urban infrastructure, and social housing throughout the country. One of them, the Metropolitan Ring Road has directly impacted major portions of Rio's metro region since its announcement in 2007 up to the inauguration in 2014. The logistic road connects two major economic nodes: a petrochemical complex (COMPERJ) under construction, on its eastern end; and an expanding hub port complex in Sepetiba bay, at its westernmost end. The ring road, among other objectives, is meant to promote economic growth throughout the metro region's hinterland. Avoiding densely urbanized areas, its path cuts through open spaces or poor and scarce peripheral human settlements, including farmland, forested parks and even a conservation unit consisting of a large mangrove swamp preserve in the shores of the Guanabara Bay.

This article outlines the experience of participatory processes and workshops organized for building prospective scenarios of the peri-metropolitan region and the possible outcomes of growth, urban sprawl or environmental impacts. It addresses the transformations caused by these major investments and how they influence land use and occupation over urban and peri-urban open space systems. The focus of the study encompasses the Sepetiba basin, where more than 85% of the territory consists of open land not yet urbanized, amidst fragmented, poor and densely inhabited urban nuclei. The landscape has a rural character that for centuries has sheltered farms and livestock activities, but is rapidly transitioning into land for speculation and profit, due to the increase in land values and likelihood for unplanned urban sprawl, and mining and industrial activities, a situation similar to what is occurring across the metropolitan region as a whole.

Within a socio-environmental approach, the theoretical and methodological framework is based on concepts of urban and landscape morphology, open space systems and social cartography. Using a qualitative and multidimensional analysis, it considers both spatial and temporal scales in order to build the prospective scenarios with the help of participatory instruments. During the integrative workshops, scholars, students and stakeholders collectively reflect and discuss on the potentialities and fragilities of the territory; characterize and categorize landscape units; and map socio-spatial conflicts nodes, urban and peri-urban growth vectors, and areas to be preserved or protected for specific farmland, including aesthetic and touristic resource uses. As the research develops, a new workshop is expected to

**Keywords** regional growth

**Keywords** participatory approach

**Keywords** prospective scenarios

**Keywords** Rio de Janeiro

**Presentation pref.** Research Result

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**Date** / /

**Location**

# Abstract Registration No: 113

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 113

**Abstract code**

**Title of abstract** **Street network structure and the location of economic activities in Beijing central city**

**Author** ZHOU,  
; China; Tel: , zhoulinup@sz.pku.edu.cn

**Co-Author(s)** SHEN,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** In 2014, the Chinese Capital Municipal Commission of Urban Planning, started on the modification of master planning of Beijing (2004-2020). when the great attention has been given by the society to the regional problems such as Beijing-Tianjin-Hebei regional integrated development and how to decentralize the non-capital functions of Beijing, the stocking optimizations of the existing urban structure has also become the main goal of urban planning . Therefore, based on social-economic and urban street network data, by using multiple analysis methods which include space syntax, kernel density estimation and Pearson correlation, this research combine segment model of space syntax and Baidu POI data to explore the relationship between Street network structure and the location of economic activities in Beijing central city. The mainly results include three points. First of all, the street network structure shows the spatial pattern which is high in east and north, low in west and south, the lowest in southwest. Meanwhile, the high-level network structure shows the spatial pattern which is annular agglomeration in the inner city and polycentric distribute in periphery. Second, the location patterns of economic activities are found to be complex, each sector behaving differently and each sector displaying combinations of concentration and dispersal. Third, as compared to the street network structure with high NACH, the structure with high NAIN has stronger correlation with the location of economic activities and easier to cause services agglomeration. Finally, the relationship between street network structure and different economic activities are remarkably different in different scales, therefore, the economic activities are divided into four types which are correlation in neighborhood scale; correlation in street scale; correlation in both scales and noncorrelation. This research can provide reference significance to reveal the law of economic activities agglomeration and improve the scientific nature of services and street network planning, it can also give some decision-making for optimizing urban structure of Beijing central city

**Keywords** Street network structure

**Keywords** Economic activities

**Keywords** Beijing central city

**Keywords** Large sample data

**Presentation pref.** Paper

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**Presentation**

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**Location**

# Abstract Registration No: 114

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 114

**Abstract code**

**Title of abstract** Opening and Closure – Two Methods of How the College Help to Create a Knowledge City

**Author** ZHU,  
Urban Planning Design and Research Institute of Southeast University; China; Tel: , zhuhua2011fall@gmail.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** The interaction between local neighbourhoods and educational facility is frequently neutral or even negative. However, from ancient time, school or college was regarded as a public space in the city. A brief of origin history of college could help us to know it well.  
Reacting to this phenomenon, many architects and urban planners have tried to do something to maximum the openness of colleges in the city since last century. Admittedly the opening or mixture concepts created beautiful blueprint of the future city, and undoubtedly the new technology and advancing education ideas provide this possibility. However, considering many other factors like safety, independence, sense of belonging, closure should be regarded as an indispensable part of educational activities as well.  
In this paper, we will discuss several educational related cases: Bocconi urban campus (OMA), Potteries thinkbelt (Cedric Price), Kominkan (Japanese citizen center), Vocational education park in Fuyang China ( Author). The types of these cases contain: architecture designing, conceptual religion planning, government facilities and urban design project. From all these studies, we could easily find both opening and closure are properties of modern colleges. There are two methods to create a knowledge city depending on the specific features of the college and the neighbourhoods it collocated in.  
By typologically analyzing the modern colleges and deconstruct the prototype, the physical factors of a college could be classified into two groups: opening ones and closure ones. Sharing the opening parts with the city and protecting the privacy of the closure parts is the basic strategy for the future college designing. And as previously mentioned, depending on different urban contexts, the college will play different roles in the neighborhood. Here three main roles will be concluded: as 'connection centres' of two fragmented neighborhoods; as 'transform catalyst' for the urban renewal; as 'growing engine' of the new evolving sections. And that is to say, the colleges should have various levels of openness when they play different roles.  
To further illuminate the details of this strategy, a typical site will be selected for a conceptual urban design. It is about a college that has potential to play the role of 'connection centre' in a Morocco city. The design aims to build a new plate in the city to provide an closure but not isolated space for the college. And this new plate will not only serve the students and teachers in the college but also all the residents of this neighborhood. It will be a bridge between the walled school and the city.

**Keywords** openness

**Keywords** college

**Keywords** knowledge city

**Presentation pref.** Paper

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 115

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 115

**Abstract code**

**Title of abstract** "Changing contours of the 21st century U.S.-Mexico transfrontier metropolis: rethinking the Tijuana-San Diego case"

**Author** HERZOG,  
San Diego State University; United States of America; Tel: 8582739447, laherzog@mail.sdsu.edu

**Co-Author(s)**

**Topic** Maastricht: How to overcome national borders?

**Abstract text** A new discourse on cross-border urban space has begun to emerge among scholars. Despite more than a decade of 'rebordering' dynamics, built around concerns over transboundary security and violence along the U.S.-Mexico border following 9/11, the region is now moving toward a period of greater 'debordering,' where transfrontier metropolises can mobilize the border as a resource. Policy-makers can begin to find ways to make the functions of contact and exchange strike a balance with the traditional role of boundaries as barriers. Borders thus can be seen as interfaces or bridges capable of fostering economic and social development within transborder regions and cities. For some time now, US-Mexico border scholars have written about the importance of cross-border work and trans-national industrialization (in particular the upsurge of &lt;i>maquiladoras&/i>) and the interdependent social, economic and environmental relationships that result. [i]

This paper explores the Tijuana-San Diego metropolis, since 2001. It begins by summarizing the elements that defined the metropolis during the "post-9/11" period 2001-2011; these include public funding for building security infrastructure, which subsequently became more of an obstacle rather than a gentle "shield" to cross-border opportunities for San Diego-Tijuana. The paper then moves on to analyse changes since 2011, in which cross-border cooperation, planning and growth are on the rise once again. This phase includes planning for new infrastructure, such as a mega-port facility at Punta Colonet, a planned rail connection into the U.S. rail system, an industrial zone along the Tijuana-Tecate corridor, which might eventually produce what has been called a "jobs train", a high tech innovation centre with a 10,000-acre science park, a third border crossing at East Otay Mesa, downtown revitalization and cross-border cooperation for economic development in the tourism, art/design, science, and other sectors. The paper concludes by reviewing the idea of a cross-border urban policy and planning system within a transfrontier metropolis, and the need to connect new infrastructure within the logic of cross-border interdependent regions. [i] Lawrence A. Herzog, &lt;i>Where North Meets South&/i> (Austin: CMAS/University of Texas Press, 1990); Daniel Arreola and William Curtis, &lt;i>The Mexican Border Cities&/i>. Tucson: University of Arizona Press, 1993; Lawrence Herzog and Christophe Sohn, "The Cross-Border Metropolis in a Global Age: A Conceptual Model and Empirical Evidence from the U.S.-Mexico and European Border Regions." &lt;i>Global Society&/i> Vol. 28, No. 4, Fall 2014, 441-461. DOI: 10.1080/13600826.2014.948539.

**Keywords** transfrontier

**Keywords** metropolis

**Keywords** U.S.-Mexico

**Keywords** cross-border planning

**Presentation pref.** Paper

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# Abstract Registration No: 116

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 116

**Abstract code**

**Title of abstract** The Course and Enlightenment of the Evolution of the Relationship between Shenzhen Port and City

**Author** YUE,  
; China; Tel: , shuyeyue@163.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** More than three decades of reform and opening up, the economy of China coastal cities have made brilliant achievements, the throughput of China ports rank the forefront of the world, such as Shanghai Port, Shenzhen Port, Hongkong Port. With a new round of the global economic division and China further opening up, the development direction of the relationship between port and city faces a choice. Shenzhen will first face the trouble of choosing the development direction of the relationship between port and city, whose industrial transformation and upgrading is significant and land resource is limited. In this paper, taking Shenzhen as example, write researches the relationship between port and city from three perspectives: industry, space and traffic. Firstly, writer reviews the course of the evolution of the relationship between Shenzhen port and city. Secondly, writer analyses the stage of the relationship between Shenzhen port and city and summarizes the main contradiction of the relationship between Shenzhen port and city. Finally, writer explores how to coordinate the development direction of the relationship between Shenzhen port and city, which in order to provide experience and reference for the research and planning management of other port-city.

**Keywords** the Relationship between Port and

**Keywords** the Course of Evolution

**Keywords** Coordinated Development

**Keywords** Development Direction

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 117

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 117

**Abstract code**

**Title of abstract** Understanding Cities' Dynamics and the Need for Recurrent Urban Structure Adjustment

**Author** BANNAGA, S. I. B.  
Bannaga Consult; Sudan; Tel: 0912301825, shbannaga@yahoo.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Abstract:  
A city is the environmental medium where humans live and it accommodates multiples of urban functions and activities and provides a comprehensive life of a nation and thus, reflects its successes and failures.  
Currently many cities whether developed or developing are facing severe changes and while most of the developed cities are experiencing decline or negative demographic growth the majority of developing cities is currently characterized by rapid growth and they are under constant change: building and rebuilding, the succession and occupation by varied groups having different behaviours.  
Cities undergoing urban transformation may have different and often conflicting forces of interests and landuses, and the larger the city or the urban entity the more complicated are these interests and their conflicts. Disparities exaggerate until the time comes when conflicts can only be resolved by urban interventions. Urban authorities may intervene by undertaking one or several forms of urban reformation processes such as restructuring, renewal, revitalization, regeneration, gentrification, etc. to accommodate the transformation needed.  
Apart from adaptation to demographic trends and political interventions drivers of urban restructuring include adjustment to technological, production and economic transformations which are radically reshaping the urban form and the functional characters of the city. Restructuring is also inevitable for traffic improvement and for containment of post-mega events hosting impacts while fulfilling of sustainability requirements is a must in all restructuring activities.  
The objective of this paper is to throw some light on the different urban changes occurring in cities that necessitate urban structure adjustment to accommodate the urban transformation and it therefore, presents a number of urban structure adjustment measures undertaken by different developed and developing cities to accommodate the change effects. The task of primary data collection was carried out by different means including field and household surveys conducted in Greater Khartoum and in major IGAD cities. This is in addition to secondary data gathering which comprise various sources.

**Keywords** cities

**Keywords** transformation

**Keywords** sustainability

**Keywords** , restructuring

**Presentation pref.** Paper

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**Presentation**

**Session**

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**Location**

# Abstract Registration No: 118

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 118

**Abstract code**

**Title of abstract** Politics of Trans-Boundary Mega-Projects: Case Study of 3rd Bosphorous Bridge of Istanbul

**Author** ERBAS,  
Newcastle University; United Kingdom; Tel: +447478295605, ozgeerbas@gmail.com

**Co-Author(s)**

**Topic** Maastricht: How to overcome national borders?

**Abstract text** Accelerating globalisation and neoliberal urbanisation, as a result of change of economy systems from national to global level, induce mega projects (Swyngedouw & et al., 2002; Healey, 2006; Kennedy & et al., 2011). Some projects are held in cross national borders, and it requires international negotiations and might bring about international conflicts (Hertogh & et al., 2008; Priemus, 2010). Even though, some mega projects are not located on trans-boundaries; however, they can be a part of greater and complicated supra-national projects. These unseen stakeholders should be investigated to understand politics of that mega projects. Aaltonen & et al. (2008) specify that stakeholder management is a more challenging process in global projects due to varied stakeholders, their various demands and unpredictable institutional environments. There is a need to demand an independent agency to prepare compulsory supranational policy papers to see related impacts and possible conflicts about regional integration, economic competitiveness and sustainability (Rothfuß R. et al., 2012). In some conditions, the coordination between nations might be succeeded with transnational policy tools (Priemus & et al., 2008).  
In this perspective, the paper discusses politics of 3rd Bosphorus Bridge of Istanbul as a part of trans-national project which is the project of the European Commission Energy and Transport Directorate known as "Expanding the Road Network of Europe to the Neighbouring Countries". The aim of the project is to connect the European Union countries with Middle East and Egypt through Turkey. Owing to the position of 3rd Bosphorus Bridge in the greater project, the paper focuses the supra national political environment and its influence. In the second part of the paper, the institutional structure of 3rd Bosphorus Bridge is examined to understand the relations between and in local and national authorities. Also, the consensus building procedure and the need of an independent agency or policy tool to monitoring the decision-making process of it are studied.

**Keywords** Mega-projects

**Keywords** European Union

**Keywords** independent agency

**Keywords** 3rd Bosphorus Bridge

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 119

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 119

**Abstract code**

**Title of abstract** **Towards Water Sensitive Cities  
Public Spaces as Sustainable Water Management Measures**

**Author** MIRSafa,  
; Italy; Tel: +393207166133, masoumeh.mirsafa@gmail.com

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** As an important component of the environment, water has a crucial role in the development of the cities. The history of cities and urban civilization is tied to these sources of water, and our future also depends on water. Within the recent century some major trends have strongly affected the world of water: climate change, urbanization, globalization, increased energy use and energy cost are among the trends with water-related sequences. Water scarcity, flooding and pollution are examples of such consequences that emphasize the need to switch to a more intelligent and efficient use of water resources. Accordingly, achieving sustainability of water resources must be accepted as central challenge to create a sustainable city. This paper investigates the concepts of sustainable water management system, and then situates them within the urban context. Through what is called Water Sensitive Urban Design, It discusses how an integrated ecological approach in designing public open spaces can contribute to a sustainable water management system in cities. Moreover, it discusses how urban design through a set of design strategies and practical guidelines can foster efficient and sustainable use of water resources. Some results of a case study conducted in Lahijan, a small city in north of Iran, are used to provide examples of the methods and strategies argued in this paper. The paper concludes that the current water management system of cities must change to meet the goals of a sustainable development. Water management system in the new era must be considered as an integrated part of urban design. It further argues that considering water from the very early stages of designing the cities and connecting water management with making good places would contribute to the higher living standards of people in cities and it would also address the problems of water scarcity, flooding and pollution.

**Keywords** integrated water management

**Keywords** Public Space

**Keywords** Lahijan Iran

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 120

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 120

**Abstract code**

**Title of abstract** **Discussing Collaborative Planning in Cape Town - A case study on insitu informal settlement upgrading and the role of planners and the local government in bottom-up projects.**

**Author** HEYER, AH  
Stockholm University; Sweden; Tel: 072 032 63 24, heyer.antje@googlemail.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** I aim to contribute with the best practice learnings I have drawn out of my Master Thesis in Urban Planning at the Department of Human Geography of Stockholm University. I conducted eight weeks field research in March/ April 2015 in South Africa. I gathered data through mixed Qualitative Methods – mostly observations and semi-structured interviews with various actors, such as local community leaders, members of different networks, planners, policy experts and managers of the NGO 'CORC', the Project Manger of the City of Cape Town, and Habitat for Humanity. I am looking at the case of Cape Town where slum dwellers have become organised though the Informal Settlement Network (ISN) and address their needs towards the city with the help of the NGO 'Community Organisation Resource Centre' (CORC). All partners work together on improving the physical living conditions in informal settlements and my Thesis presents the challenges of the process and how the different actors negotiate their interest with each other. This involves power struggles, social and economic struggles and national policy restrictions. The focus lies on three parts. This is firstly the bottom-up participation and negotiation process of the communities, the power struggles, and the cohesion re-vitalisation efforts that are necessary to capacitate a community. Secondly, I am looking at the actual project management between the communities, the ISN, CORC and the City of Cape Town. Here I focus on the special role of the architects and planners of CORC who have moved beyond the classical role of designing &lt;i>for&lt;i> people but planning &lt;i>with &lt;i>communities - a challenge for planners as they have to prioritise community will over their own ideas. Thirdly, I am looking at opportunities and restrictions for those participatory projects due to the complex interconnection between municipal and national Housing Programmes, such as the Integrated Development Plan (IDP) and the Upgrading Informal Settlements Programme (UISP). Beyond that, I am presenting how the City of Cape Town is now, with the help of CORC, designing a new City Fund Policy in order to improve the management and funding for those participatory projects. These practices are the implementation of the South African National Upgrade Support Programme, specifically through the UISP that has been developed by the National Department of Human Settlements. Part of this is the IDP which not only guides municipalities' in their five years project planing but also defines how citizens can participate in the planning through sector meetings in which they can bring up their needs and ideas. Within the academic context, the Thesis discusses Collaborative Planning that has been mainly characterized by Patsy

**Keywords** Collaborative Planning

**Keywords** designing with communities

**Keywords** best practice

**Keywords** insitu infromel settlement

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 121

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 121

**Abstract code**

**Title of abstract** Family Farms, Local Economy and Food Security: Case of Romsy Ranch, Ibadan, Nigeria

**Author** OLUFEMI,  
Self Employed; Canada; Tel: 9053996410, solaoluf@yahoo.com

**Co-Author(s)** LABEODAN,

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** Family farms, whatever their scale, are contributors to food security and drivers of the local food economy. A local food economy applies to “ food products that are grown, processed, packaged, and distributed within a defined geographical area, though in practice the terms varies across regions. For some cities, local can mean within a 50-mile radius” (Mayors Innovation project, 2014:3). Family farms are accessible to individuals, households and the local community at large. Romsy Ranch is a family owned cultivation that commenced in August 2013 with the purchase of a 25 Acre land situated at Offa Tedo Town, off Iwo road, Ibadan in the Lagelu Local Government Area, Oyo State, Nigeria. The vision of Romsy Ranch is to improve food security sustainably by creating direct access to fresh farm produce at affordable prices. Accessing food grown locally is sustainable and the food value chain is based on local food production, from farm to fork.

Family Farming (which includes all family-based agricultural activities) is a means of organizing agricultural, forestry, fisheries, pastoral and aquaculture production which is managed and operated by a family and predominantly reliant on family labour, including both women’s and men’s. The family and the farm are linked, co-evolve and combine economic, environmental, social and cultural functions (Source: FAO, 2013). Family farms are needed to ensure global food security, to care for and protect the natural environment and to end poverty, undernourishment and malnutrition and 2014 was declared International Year of Family Farming (FAO, 2014). Family farms are central to meeting some of the principal challenges that face the world in the twenty-first century (SOFA, 2014). “Food is an important component of the economy at every scale, and every city has a food cluster, even if it only consists of the local grocery store” (Mayors Innovation Project, 2014:2), or open and roadside informal markets as is the case in Nigeria. Most family farms in Nigeria are located in rural-urban peripheries or boundaries or in secondary towns bordering major cities or rural communities where there is still virgin untouched land.

This paper discusses the contribution of Romsy Ranch, Ibadan, Nigeria to feeding families, local community development and improving food security. Paper examines the policy on food security and suggests innovative strategies by which the local government could play a fundamental role in promoting and supporting family farms and promote food security. In-depth interviews will be conducted with residents of the local community regarding the contribution of Romsy Ranch to food security and the local economy. Family farms in Nigeria provide fresh food to the local communities and people around the vicinity and sometimes local markets and informal food enterprises or retailers

**Keywords** Family Farms

**Keywords** Local Economy

**Keywords** Food Securirty

**Keywords** Romsy Ranch

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 122

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 122

**Abstract code**

**Title of abstract** City Planning between Decline and Emergence

**Author** REISS-SCHMIDT, R-S  
City of Munich; Germany; Tel: 08923322980, stephan.reiss-schmidt@muenchen.de

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** After 50 years of ISOCARP its time to reflect the decline of our profession. When ISOCARP was founded, city planning was in an tremendous upswing. Especially in the western world, the long post-war phase of economic growth and social oriented national and/or local governments used planning as a tool to provide housing and better living for a broad majority. In the southern hemisphere, city planning became part of nation building and forming a new post-colonial identity. In the last twenty years with globalization and digitalization, planning seems to become a “dying craft”. Planners often feel as the last surviving “dinosaurs” of the welfare-state in a market driven world. Not at least, the core content of planning disappeared in the haze of an increasingly complex setting, fragmented into innumerable specialists. What is the future of our profession? There is no way back to the God-like “master of the urban universe”. A cooperative production/transformation of the city gives the opportunity for a renaissance of planning. But what specific virtues and skills do planners need for co-design and co-production?  
&lt;b&gt;1. Planning – a flash in city history&lt;/b&gt;  
Since more than 10’000 years, cities in the world developed without city planners. Priests, land surveyors or fortification builders, building controllers, sanitation engineers, architects or the citizens themselves decided about the structure and form of urban settlements. Not much longer than 100 years ago, city planning emancipated as a discipline of its own.  
&lt;b&gt;2. Changing modes of city production&lt;/b&gt;  
The production modes of cities changed in history, i.e. the driving forces, the decision makers and the role of plans and planners changed. In Western Europe over most of the 20&lt;sup&gt;th&lt;/sup&gt; century a democratic “welfare state-mode” gave public planning a strong position. Meanwhile the neo-liberal privatization and exploitation of land and infrastructure dominates. Planning was blamed as a socialist torture instrument, planners degenerated from advocates of the public interest to servants for real estate investments. New players appeared on the scene and got influence: real estate brokers, bankers, developers, auditors, lawyers, project managers etc..  
&lt;b&gt;3. Fragmentation of the planning disciplines&lt;/b&gt;  
The decline of planning is also a result of multi-disciplinary planning in a complex world. Planning profession(s) are more and more fragmented into specialised and partly contradictory expertise like traffic- and environmental engineers, landscape- and social planners, psychologists, moderators, urban designers etc.. What originally was meant to make planning stronger, proved to disintegrate and weaken it.

**Keywords** decline of planning

**Keywords** neo-liberal city

**Keywords** fragmentation/hyper-specialization

**Keywords** core competences

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 123

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 123

**Abstract code**

**Title of abstract** Running up Circular Economy

**Author** BALTRUSAITIS,  
; Belgium; Tel: 0488168336, donatas.baltrusaitis@gmail.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** We live in an age where the economy plays a heavy hand in decision-making with rapidly growing income inequality creating ever-increasing levels of segregation. We are realising that this growing income gap is also not improving the economy as a whole. We need a better value system and new forms of governance. The local level should be used to start developing an economic system that is built on equity and equality while supporting diversity. But how can our cities be organized so that all inhabitants, regardless of their social, economic or cultural background, find a space to live, to work and to relax? While there are plenty of existing methods for analysing economy at an urban scale, there is a lack of those guiding the full urban planning process of any spatial problem. Although one of the most promising methods is circular economy. 'One's waste is another's treasure' is certainly the concept of the circular economy. Circular has become a bit of a buzz-word in recent years and collects concepts that were developed years ago such as Cradle to Cradle, the Natural Step, Environmentally Sensitive Design and so on. The circular economy is currently focused on resource cycles and how a shift in the treatment of these resources can have a positive outcome for both business and the environmental consequences of processing resources. This is not often linked to space because it is far simpler to talk about abstract volumes of materials. The second challenge is how to affect change. At a business level this can be easy; particularly when management techniques are agile, the solutions are practical and the business models are realistic. At an inter-business level this becomes imbued with layers of politics that may have little to do with resources. Affecting change means bringing partners to the table and creating common visions based on collective value. What probably distinguishes Circular Economy is the focus on 'Economy' rather than on resources as such - even though resources form the foundation of the concept. How do you get the most out of the available resources? How do you get the most value out of the things you have rather than having to import them?

**Keywords** Circular economy

**Keywords** cradle to cradle

**Keywords** spatial projects

**Keywords** resource cycles

**Presentation pref.** Paper

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**Presentation**

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**Location**

# Abstract Registration No: 124

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 124

**Abstract code**

**Title of abstract** Exploration on Transforming “New Development Area Planning” to “Built-up Area Planning” of the Development zone in the New Normal —With Planning Practice of National Development Zones in Suzhou as a Case Study

**Author** HUANG,  
; China; Tel: , zghuangwei@126.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** The development zone is a specific zone that a country or a district demarcates with special policies implemented to attract external production elements, and promote its own development. Over the past three decades, Chinese development zones have obtained remarkable achievements in promoting local economic development, attracting foreign investments and introducing advanced techniques relying on their favorable locations, land supply and policies. Though just accounting for less than 2% of the national land, the national development zones has contributed nearly one fourth to GDP, thus becoming an important growth pole of Chinese economy. Against the backdrop of the new normal, and the transition development in China, the previous development mode featuring scale expansion has been faced with its bottleneck. It is imperative to transform “physical expansion” to “built-up area improvement” in the urban area. Over the past three decades, Chinese development zones have been the major zones of urban construction land growth in cities, and have gradually become an indispensable part in urban new districts. In the transitional period, they are key areas of China to accelerate transforming. Thus, the planning of the development zones should be transformed from “new development area planning” to “built-up area planning,” and seek innovations and breakthroughs of their planning strategies and techniques. Currently, Suzhou is the city with the most national development zones, about 13, which occupy one third of Jiangsu's. This paper adopts the planning practice of Suzhou Industrial Park and National New & Hi-tech Industrial Development Zone as the research object. Concerning the increasing bottlenecks of land and talents in the development zone, the urgent requirement of transition, the diversification of stakeholders and the challenge of increasingly complex construction situation, this paper puts forward the idea of transforming from “new development area planning” to “built-in area planning” in five aspects. (1) From “external expansion” to “built-up zone digging:” Combining the quantitative and qualitative analysis methods, the author evaluates the built-up land, especially the built-up industrial land, to fully dig its space potential, and the situation of the built-up land to find the current core problems, which are regarded as the planning basis. (2) From “extensive growth” to “benefit improvement:” The development zone should transform from the quantitative growth to the qualitative growth, and improve the benefit of the built-up space through developing the modern service industry, increasing the industrial efficiency and promoting the land consolidation. (3) From “production orientation” to “integration of industries and cities:” The development zone should adjust its built-up area, built a general pattern featuring a balance

**Keywords** planning transformation

**Keywords** built-up area planning

**Keywords** development zone

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 125

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 125

**Abstract code**

**Title of abstract** **Innovative Approaches to Flood Resilience in Vulnerable Urban Communities: Experiences from Makoko Lagos, Nigeria**

**Author** LAWANSON, T.O.  
UNIVERSITY OF LAGOS; Nigeria; Tel: 802 351 9666, tolawanson@gmail.com

**Co-Author(s)** ODUNBAKU, O.R.

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The urban poor are especially vulnerable to the vagaries of climate change. This paper explores the incidence of flooding in a low income coastal community – Makoko, Lagos. This paper considers the impact of flooding on the community and using the theoretical construct of the livelihood framework, identifies the challenges being experienced in the community. The study utilised mixed research methodology including survey research as well as focus group discussions and in-depth interviews with members of the community. The study sought to understand the socio-economic characteristics of the people as well as their everyday responses to flood and flooding related incidents. It was revealed that poverty was both a cause and consequence of flooding in the community as most of the houses were built on environmentally fragile land with poor drainage. Many houses were built on waste landfills. Furthermore, the four zones that make up Makoko were carrying out independent flood mitigation activities. The paper concludes by recommending an integrated stakeholder approach for flood management, poverty alleviation and community development in the area which integrated inclusive development (community participation), urban planning (provision of drainage channels) and livelihood (urban agriculture) strategies.

**Keywords** community

**Keywords** flooding

**Keywords** Makoko

**Keywords** poverty

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 126

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 126

**Abstract code**

**Title of abstract** **Re-inventing Kolkata (Calcutta, India): recovery of a livable river-urban interface through an affordable and creative economic regeneration**

**Author** SEN, Dr.  
Indian Institute of Technology, Kharagpur; India; Tel: 09830471984, joysen@arp.iitkgp.ernet.in

**Co-Author(s)** BANERJEE,  
SEN CHATTERJEE,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Creative Economy is one of the rapidly growing or prospective sectors of Kolkata today. Such a form of economy is deeply rooted in the cultural and deep ecological context from where the city communes have originated and flourished, for ages. Now a straight-forward planning imposing a transport and high-speed technology driven mechanism may not be suitable to render both an affordable and a livable scape. The present paper attempts to explore this paradigm shift in planning and re-invent the lost glory of and the land-river interface upon the development of creative and cultural industries of Kolkata which further can grow as assets to diverse forms tourism like heritage tourism to eco-tourism. Reciprocity of the growth of cultural industries and that of heritage tourism can produce economic benefits, various non-economic developmental goods and services that are also accrued to communities based on the twin mosaic of affordable-livable solutions.

As built environmental renditions, urban spaces like Multipurpose collective skill development zones – interfacing the river - for music, art, dance forms, linguistics and crafts (workshops), private silent contemplative but creativity-regenerating urban spaces for working alone or in small groups, Library and Documentation cum Dissemination Centre can be best envisioned here. In the avenues of governance and urban mechanism, social and Entrepreneurial Innovation can be implanted to provide an array of incubation centres for people to come together for social projects in order to give back and contribute to the urban society of Kolkata.

In this regard, Kolkata can be placed itself as an excellent urban re-invention as it provides a unique land-river interface along the River Ganges which is believed to have deep ecological connections based on resources and geography. The city itself is a repository of traditional knowledge in art, crafts, literature, science and philosophy amounting to development of varied creative and cultural products. As a result, Creative and Cultural Economy can be reinvented one of the rapidly growing sector of Kolkata today, which if rendered affordable can regenerate a livable mosaic of urbanism and the communities which it engages.

**Keywords** Creative and affordable economy

**Keywords** Mosaic of ecological innovation

**Presentation pref.** Paper

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# Abstract Registration No: 127

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 127

**Abstract code**

**Title of abstract** **Toward the Urban Transition of Kragujevac: A New Life of Old Urban Generators**

**Author** STUPAR,  
University of Belgrade, Faculty of Architecture; Serbia; Tel: +381638598870, stupar@afrodita.rcub.bg.ac.rs

**Co-Author(s)** GRUJICIC,  
GRUJICIC,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** After more than two turbulent decades of recent history, marked by the gradual break-up of Yugoslavia, international economic sanctions, internal political conflicts and a general social and economic crises, the cities in Serbia have been redefining their position and role in accordance to a new European development framework. Instigated on both institutional and non-institutional level, these changes have been visible in social, economic, environmental and spatial spheres, marking the beginning of the latest transition phase.  
The focus of this paper is the city of Kragujevac, the fourth largest city in the Republic of Serbia, with more than 150.000 inhabitants. In spite of the severe devastation during the WW I and WW II, the city became one of the most important industrial centers of Serbia, known for its car and army industry. The crises during the 1990s caused a significant economic decline, although after the 2000s and democratic changes, the general conditions were improved, attracting new investors (e.g. Fiat) and accelerating local economic development. In spite of an increased enthusiasm, the city is facing numerous problems and challenges related to the shift of production and development priorities, changing urban identity, the recent production of urban space and a questionable or delayed reactivation of abandoned urban sites or ex-industrial facilities.  
On its way toward a successful urban transition, Kragujevac adopted the "Integrated Urban Development Strategy for the Inner City of Kragujevac" (2012), a joint initiative/project conducted by the GIZ/AMBERO-ICON, the city of Kragujevac, local institutions and citizens. The Strategy also provided a platform and a realistic framework for the master projects/theses of the Master course 'Integral Urbanism' at the University of Belgrade, Faculty of Architecture (2013/14). The implemented work used both academic/scientific approach and the knowledge from practice, structured around program guidelines from the Strategy. Considering the interaction between practice, research and education, this paper will present the process and the outcome of two theses/projects (supervised by prof. A. Stupar) dealing with the possibilities of the local economic development and the anticipated networking and cooperation, as important generators of further transition of urban space. Complementary in both functional and spatial aspects, these projects mutually upgrade the city image by using creative and knowledge economy in order to recreate/regenerate productive city network and establish a preferred balance between global(ized) imperatives and local possibilities and expectations. The first project (author B. Grujicic) is focused on the improvement of the cultural and tourist offer and based on the concept of temporary use which stimulates urban renovation and regeneration integrating art and cultural strategies into

**Keywords** urban transition

**Keywords** urban renovation

**Keywords** local vs. global

**Keywords** developement

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 128

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 128

**Abstract code**

**Title of abstract** : Strengthening food security through urban and peri-urban agriculture in Ibadan, Nigeria

**Author** ABIODUN, O.D miss  
University of Ibadan; Nigeria; Tel: 07033985358, f.fisayo@yahoo.com

**Co-Author(s)** WAHAB, W. B. dr

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** Achieving food security in urban centers as regards meeting the challenges of present and future food supply is a serious challenge not only for developed nations but also for developing nations. This dilemma is not just an issue for the government, but involves planners and everyone across the food system. Therefore, assessing the role of urban and peri-urban agriculture (UPA) in ensuring food availability in urban centres is pivotal to food security. The study assessed the potentials of UPA in promoting food security in Ibadan, Nigeria. Secondary and primary data were used for the study. Secondary data was gotten from relevant published journal papers, while primary data were obtained from farmers on the characteristics of UPA in Ibadan, the prevailing opportunities and challenges to food availability using well structured questionnaires. From the findings, challenges identified are inadequate finance, increasing scattered urban development, pest invasion, bad roads and scarcity of water. The increasing spatial growth of the city, consumes 40% of agricultural lands that were previously used for agricultural practice. Nonetheless, 47.4% of the farmers enjoy opportunities like abundance of land for farming which enabled 109 farmers to engage in farming. This activity provides income and employment to about 20% of farmers in Ibadan. 32.2% of the farmers claimed to enjoy good soil suitable for farming, while 8.7% of the farmers enjoyed nearness to market. Other opportunities enjoyed are availability of water and good roads with 4.8% and 6.9% respectively. To ensure sustainability of UPA in Ibadan, is it recommended that UPA be strengthened through agricultural development education and enlightenment; increase farm settlement programmes activities within the peri-urban areas of Ibadan and proper zoning of agricultural lands in the city.

**Keywords** Food Security

**Keywords** UPA(urban and peri-urban

**Keywords** Opportunities

**Presentation pref.** Paper

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# Abstract Registration No: 129

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 129

**Abstract code**

**Title of abstract** The impact of rail transit systems on urban regeneration areas in a Chinese large city

**Author** LIU,  
University College London; United Kingdom; Tel: 07523364159, lixun.liu.12@ucl.ac.uk

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** With both regeneration and development aims, public rail transit systems are continuing to be built or upgraded especially in those rapidly developing Asian cities with problems of congestion and decentralization. They continuously interact with the urban structure with sustainable objectives and outputs. However, public transportation was most influential in an era before the automobile age. Therefore, in the car dominated metropolises nowadays, especially in those cities where the rail transit services were newly-introduced, the question remains to how to evaluate the impact that the rail transit systems have on regeneration and development. Except for travel convenience improvement (as its direct effects), rail transit system potentially leads to economical, land use and social changes (as its indirect effects). However, rail transit system tends to benefit certain locations rather than others. Influenced by locational factors, the results varies greatly from area to area. Meanwhile, regeneration effects of rail transit aggregate to exert different impacts not only on geographic locations, but also on population groups. Transit's effects on land and property value uplift, physical and social environment change and employment opportunity increase etc. have diverse impacts on certain groups. Transport provision can often fail to meet specific or even minimum needs in terms of social characteristics, ability, affordability, preference and attitudes. When distribution of transit impacts across spaces and groups has disproportionate benefits or burdens, the problem of inequity emerges. This research is applied in a newly emerging large city, Chongqing, in China, drawing from the candidate's PhD study. A brand new rail transit system is being built in recent years stretching from the core to the fringe of the city region. The transit investment in the city is often coupled with other measures as part of a wider policy package, which are applied to both mature and undeveloped areas to stimulate growth. So the context provides a good opportunity to observe disparity of transit impact between areas with or without locational advantage, and further difference when combined with favorable policies. Therefore, the research aims to understand how the impact of rail transit on development and regeneration differs by locations and population groups, how the associated policies and planning interventions should be introduced and what the result is, and especially, what the equity dimensions are, and who gains and who loses to regeneration arising from the transit investment. The research methodology is based on a comparison study. Transit's effect on several dimensions are compared among different kinds of locations, which are station catchment areas, control areas and reference areas. Time serial

**Keywords** rail transit

**Keywords** urban regeneration

**Keywords** impact evaluation

**Keywords** equity

**Presentation pref.** Paper

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# Abstract Registration No: 130

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 130

**Abstract code**

**Title of abstract** **Can urban agriculture contribute to the Productive City?  
Learnings from a case study project in Lund, Sweden**

**Author** SELTEA,  
Lund University; Sweden; Tel: , alexseltea@gmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Vi Odlar! which translates to Let's Garden! is an urban agriculture project promoted, financed and implemented by Lunds municipality on a site close to city centre, soon to be transformed in a high end housing block. Municipality and the housing developer invited ABC, an NGO specialized in grassroots activities to use the space in the meantime for educational urban garden projects. Vi Odlar! was registered as an event for Lunds urban festival scheduled in November 2014 and on that occasion it has been acclaimed as a success, highly beneficial for maintaining a sense of belonging among the residents and others involved. Despite the acknowledgments, the housing development moves on as initially planned.

It is by now a given fact that community involvement in urban design and planning is beneficial for improving the quality of living environments and overall wellbeing of inhabitants. Municipalities strive for it, central administrations promote it and even the King of the Netherlands claims that participation is leading the way to a new kind of society\* but how much is too much? Is it participation that state actors aim at or just the consensual validation of already decided strategies? How do bottom-up perspectives transform the power relations and is participation leading the way to a more democratic urban paradigm?

Urban-agriculture brings undeniable educational benefits on short-term but lands far from triggering a paradigmatic change concerning food networks nor has any productive outcome in the urban settings, which are ultimately the goals of the NGO's and volunteers involved. This article intends to trace locally the causes of this current situation and propose sets of planning strategies which shall prove beneficial also in a wider context.

\*In a recent provocative intervention historian Michelle Provoost states that King Wilhelm Alexander speech of 2013 announcing the shift from the welfare society to the participation society is a vulgar trick aimed at justifying state retreat from public amenities and a strategy for discharging public responsibilities.

**Keywords** Participation

**Keywords** urban agriculture

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 131

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 131

**Abstract code**

**Title of abstract** **Strategy as a tool for replanning cities**

**Author** VARELLA, TCLV  
GeoAmbiente Geologia e Engenharia Ambiental Ltda.; Brazil; Tel: 4199385880, thaisclv@hotmail.com

**Co-Author(s)**

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** The world's population is growing and each year it raises the number of people living in the cities looking for better living conditions. A hundred years ago, 10% of the population were living in cities, today it is more than 50% and by 2040 it will be more than 75%.  
With the cities expansion and overcrowding, the housing market tends to stagnate, since the space becomes scarce. Besides this difficulty, another limiting factor is financial resources. The world is undergoing an economic crisis that also affects Brazil, where contractionary policies are being taken, reducing the investment capacity of the population. With this vision, society has to rethink the way that it will develop in the future. In the case of a developing country as such Brazil, the issue becomes even more delicate. It involves insecurity among stop growing or taking the correct actions for the integrated sustainable development. However, this requires a change in the society structure and mentality.  
The world is changing to ensure its survival not only economically, but aiming social fair development, environmental preservation and food security. Resources and efforts must be directed to regenerate territories and create compact cities with high concentration of technology, innovation and sustainability.  
In this project it is presented a case study applied on a disabled industry in the city Den Bosch, the Netherlands. For the elaboration only secondary data were used, together with the assistance of university and local business (Avans Hogeschool and Except, respectively).  
The goal is to present a strategy to plan the cities for the future, taking into account the local contextualization, risk and opportunities analysis, population needs, scenario development and feasibility testing.  
The city replanning requires a multidisciplinary approach, involving professionals who must work together to order to develop resilience strategies for the cities of the future, building bridges between different sectors, but with needs and offers that complement each other. To do this judiciously analysis and as close to reality as possible is necessary to make a careful analysis of the proposed scenarios and find that it really is feasible and so apply it. This choice will avoid investment waste and generation of future problems with the wrong choice.  
For the elaboration only secondary data were used, together with the assistance of university and local business (Avans Hogeschool and Except, respectively). In order to make a deeper analysis so its content become close to the ideal, practical studies should be conducted with more information and technologies.

**Keywords** strategy

**Keywords** food security

**Keywords** urban redevelopment

**Keywords** compact cities

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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# Abstract Registration No: 132

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 132

**Abstract code**

**Title of abstract** **A toolbox for urban voids**

**Author** MURPHY,  
XCOOP; Netherlands; Tel: 06186843, Info@xcoop.org

**Co-Author(s)** BERTASSI, AB

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** How can cities organize their empty spaces and maximize their use through little investment, minimal impact and people's participation? How can this process lead to a higher degree of identification between citizens and their urban surrounding?  
This is a strategic Toolbox for the temporary filling of vacant areas in Amsterdam with informal set-ups that owners, inhabitants and local administrations can benefit from.  
The intention is to cover the physical and temporal span of time between 'nothing, now' and 'something in the future' through temporary, rapidly implementable and low-budget programs and activities.  
The Idea implies a shift from generic and abstract proposals to specific and local solutions: an urban planning inspired and guided by the inhabitants themselves and conceived away from the regular development's logic which, paradoxically, can originate new market's opportunities.  
The availability of temporary areas is an extraordinary urban opportunity to investigate and exploit together with the city of Amsterdam, private investors, sponsors, planners, and the local residents. The temporary condition offers opportunities for exploring a different perception of the city and shifting perspectives.  
Each intervention can be tested for open planning and sustainable urban systems, and can stimulate public involvement in (and willingness to invest in) ongoing developments that are innovative, low-budget and low-impact.  
Finding possible solutions will have a significant impact on the image of Amsterdam, not to mention the chance for direct and concrete citizen participation and short-term financial benefit for real-estate owners.  
By stepping away from the traditional conversation on land exploitation and focusing on people's desire to be directly accountable for the transformation of their own space, we define a new economy, where investors and developers are replaced by committees.  
Private owners of Urban Voids can also benefit from the idea: parties who own the land, but have not developed it yet due to a lack of capital, program negotiation or are awaiting for the official construction permissions to be approved should consider making money in time by giving up use of their property on a temporary basis. Programming these space with activities will also prevent other people from claiming the space for different and informal uses like squatters of a building and general vandalism.  
We aim to generate an Open Amsterdam where stakeholders, residents, and prospective future users can influence

**Keywords** Urban Void

**Keywords** Participatory Design

**Keywords** Temporary

**Keywords** Budget

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 133

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 133

**Abstract code**

**Title of abstract** People's livelihood-oriented multi-level cooperation: The urban renewal experience in Zhangjiagang, China

**Author** TANG,  
Jiangsu institute of urban planning and design; China; Tel: 15250988003, 251872702@qq.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** With China's new urbanization progress, the government in China no longer appears as the mighty dictator, but that the identity of the public service to seek multilateral cooperation. Through the power of all kinds of parties, it promotes city constructions more pragmatically and efficiently. Compared with overturning monolithic top-down reconstruction that in the past, the government turning more attention to people's livelihood and incremental updates of sustainable development .  
Zhangjiagang, as an International Garden city in China, and one of China's most comprehensive strength of county-level cities, It left a deep impression on most people of Livable, Green, Vibrant, and Open culture. In the phase of city's comprehensive restructuring, the government concerned more about public demands guided by the people's livelihood. From the perspective of industry, It promoted the economic vitality of the dominant culture; From the perspective of service, It emphasized diverse livable integrated services; From the perspective of space, It advocated a rich experience of creative fashion; From the perspective of ecological, It created a public environment blended by rivers in the woods. The government promoted the urban renewal by multi-level cooperation, which enhanced the city's comprehensive services and achieved dynamic revival environments.  
The successful experience of its people's livelihood-oriented multi-level cooperation, including: 1, Multi-sectoral Cooperation of Land Management. Through cooperation of National Development and Reform Commission, Land Bureau, and Planning Bureau, It consolidated Urban land projects to achieve intensive use of land resources;2, Multi-disciplinary Collaboration of City Planning. Through cooperation in the field of planning, transportation, municipal, disaster prevention, and construction, etc. It Conducted a systematic urban planning to achieve scientific and sustainable planning;3, Multi-group Cooperation of Construction and Implementation. Through cooperation of multiple interest groups such as government, businesses, communities, residents and other interest groups, It Communicated and liaised with various problems in city construction to achieve multi-stakeholders win-win and common prosperity;4, Multi-platform Cooperation of Urban Management. Through building a shared platform of software, big data and information,etc. It conducted a real-time monitoring of urban construction and feedback to achieve a healthy and efficient operation of the city;5, Multi-genre Cooperation of Urban Cultural. Through cooperation of planners, architects, artists, and folk artists, etc. It carried out the traditional heritage of promoting urban context to achieve the city characteristic charm of the show;6, Multi-Capital Cooperation of City Operations. Through a variety of investment and

**Keywords** livelihood-oriented

**Keywords** multi-level cooperation

**Keywords** new urbanization

**Keywords** urban renewal

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 134

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 134  
**Abstract code**  
**Title of abstract** Reinventing the planning process: Monitoring and Evaluation  
Istanbul case study  
**Author** AYRANCI ONAY,  
; United Kingdom; Tel: 07454170777, iremayranci@gmail.com  
**Co-Author(s)** ZEREN GÜLERSOY,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** With recent developments in planning approaches and increasing importance of strategic planning, building a proper planning process is becoming more important than ever. Subsequently, the importance of the implementation process and specifically monitoring and evaluation (M&E) make significant debate in planning theory and practice today. Lack of coordination between plans and planning institutions and inefficient legal frameworks have impaired the plan implementation processes in developed and developing countries. Moreover, with the added flexibility strategic planning brings, new approaches transformed the planning process negatively in developing countries that don't have proper M&E systems.  
This paper argues that the existence of an effective M&E system in a well-designed planning process is the key driver to strengthen relations between different plans; leading to fewer problems in plan execution.  
In this context, this paper focuses on Istanbul as a case study in order to determine the planning process and M&E systems in developing countries. The methodology of the research is developed in two parts. First, the literature review summarizes the planning process towards the development of planning approaches, the relations between different plans and also effects of strategic planning on these. The study analyses Istanbul Metropolitan Area plans' M&E stages. The planning process and M&E in the plans are determined by face-to-face interviews with several members of governmental bodies in Istanbul Metropolitan Area who participate actively in the planning process. In the second part of the paper, research findings are used to propose a general M&E model for Istanbul Metropolitan Area.  
The study model aims to provide solutions to the integration problems of different plans, prepared by different planning institutions in order to increase the efficiency of the planning process by way of improving the M&E system.  
This paper will become a guide for cities that experience similar problems centered around the integration of different plans and coordination of different planning institutions; for creating an easier, better and faster decision making structure by using the provided M&E model in reinventing the planning process.

**Keywords** strategic planning  
**Keywords** implementation process  
**Keywords** monitoring and evaluation  
**Presentation pref.** Research Result  
**Additional file**  
**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 135

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 135

**Abstract code**

**Title of abstract** From a barrier to a bridge: Nicosia and its national borders

**Author** CANER,  
; United Kingdom; Tel: 07885649601, gizemcaner@gmail.com

**Co-Author(s)**

**Topic** Maastricht: How to overcome national borders?

**Abstract text** Nicosia is a divided city in a divided country. Two 'national' borders that have been in place for more than 40 years run right through the city centre and transform Nicosia into two capital cities (Lefkosa and ?e???s?a) of two antagonistic 'countries'—Turkish Republic of Northern Cyprus (TRNC) and the Greek controlled Republic of Cyprus. The apostrophes in the preceding sentence are necessary since one of the above mentioned entities, TRNC, is a de-facto state recognised only by Turkey, rendering the terms 'nation' and 'country' contentious. Therefore, investigation of Nicosia's controversial national borders can offer unparalleled perspectives for academicians and practitioners who wish to understand and compare transboundary urban experiences.

In this case study, I carry out a twofold examination: 1| Issues of transboundary cooperation that have emerged following the bi-communal Nicosia Master Plan (NMP), its repercussions via cooperative projects and their consequences; 2| Issues of day-to-day experiences of local populations following the opening up of the borders. The first topic is based on a chapter in my PhD thesis where apart from intensive literature review, I conducted face-to-face interviews with prominent urban decision-makers and planners. The second topic is mainly examined via the evaluation of international research reports based on extensive surveys. In addition, both topics are assessed through personal experiences as a local resident, accompanied by context-specific site visits.

According to the results of the face-to-face interviews, the NMP is perceived as a singular and successful transborder cooperation experience and its cooperative projects, generally referred to as 'Gluing Projects', have had positive impacts on local development. To give an example, main positive outcome of these projects has been the rehabilitation and historical preservation of project areas. Regarding the second issue, following the opening up of the crossings, local businesses profited and the old centre revitalised due to the increased number of visitors.

Clearly, the case of Nicosia offers a unique viewpoint in comparative urban studies, specifically regarding the issue of transboundary practices. This paper provides inputs on how a barrier can be transformed into a bridge, even when such a transformation is perceived as unthinkable.

**Keywords** Nicosia

**Keywords** Transboundary cooperation

**Keywords** Transboundary movements

**Keywords** Divided city

**Presentation pref.** Research Result

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 136

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 136

**Abstract code**

**Title of abstract** **Placemaking and airport-related urban development**

**Author** STANGEL,  
Silesian University of Technology; Poland; Tel: 693779007, michal.stangel@wp.pl

**Co-Author(s)**

**Topic** Schiphol: How to connect in a globalising world?

**Abstract text** The paper will discuss the perspectives of airport-proximate areas as high quality urban places. The notion of placemaking and sustainable urbanism praise dense, urban grids with unique public spaces. Airports, on the other hand, have been often criticized as model "non-places" (Marc Augé) – strange, anonymous spaces of transience that do not hold enough spatial significance. From this perspective at airport-related areas one may ask, in fact, how urban may they become, and whether the "Airport City" has more in common with the city than a "shopping gallery" to an art gallery, or than a "business park" to a park?

However, if we think of airports as nodes of the new, global city, and see the wide scope of possibilities, we can consider placemaking for creating an added value based on urban qualities. Rather than looking back to traditional urbanism, we may consider the slogan of The Jerde Partnership: "We make places that attract millions of people; places that create huge social & economic value; places that deliver memorable experiences; unique places".

While the spatial configuration of the commercial functions surrounding the airport terminal have resembled those of a large shopping malls, or suburban commercial zones, with freestanding objects separated by parking lots, the airport cities currently designed are envisioned as dense, multifunctional urban districts. Recent projects, such as the Airport Cities in Warsaw, Stockholm, Manchester etc. elaborate on qualities such as carefully designed open spaces, iconic architecture and public art. In this perspective, sustainable airport districts shall be development with rational use of resources and maximizing social, economic and environmental benefits. Within the paradigm of sustainable urbanism, this would mean a holistic approach in three scales: developing specific districts in polycentric metropolises, shaping their urban structure, and designing specific places within the scale of urban blocks.

The issue will be discussed on the basis of a range of international examples, as well as the perspectives of Polish airports. In Poland the growth of air transportation and airports in the last few years has been related to the economic development and progress towards contemporary standards. In the last decade airports have been modernized, two new international airports were constructed, and several new improvements are planned. Along with the growth of airports importance, surrounding areas, airport – related commercial and spatial development takes place both in the immediate surroundings of the airport, as well as sites located further away, linked to the airport by high roads and rail. The most distinct example is the Chopin Airport City in Warsaw - a project of transforming the 10 ha area in front of Poland's largest airport into a dense, urban business and commercial district. It is located relatively close to the city

**Keywords** airport city

**Keywords** urban design

**Keywords** sustainable urbanism

**Keywords** placemaking

**Presentation pref.** Paper

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 137

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 137

**Abstract code**

**Title of abstract** **INTEGRATED SUSTAINABLE WASTE MANAGEMENT - A TOOL FOR STIMULATING THE WASTE ECONOMY IN PORT HARCOURT, NIGERIA**

**Author** VISIGAH, PN mr.  
Oxford Brookes University; United Kingdom; Tel: 07442776602, nekabari.visigah@gmail.com

**Co-Author(s)** KAKULU, I.I dr.

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** The assimilation of the Integrated Sustainable Waste Management (ISWM) theory in the Urban Waste management process is an expanding body of planning knowledge that attempts to provide explanations and approaches for effective waste recovery, reduction and management in many cities. Recent studies have shown that the applications of the ISWM approach in developing countries encounters a myriad of challenges despite the fact that these regions are in dire need of stimulating the waste sector as a form of industry diversification due to the vast potentials it offers emerging urban economies. The study explored the potentials in embracing ISWM and the benefits in terms of an increasing collaboration between municipal governments, community stakeholders, the private sector and planners, as well as research institutions (Universities) who can provide the platform for its adoption in Nigeria. Although there is extensive literature on ISWM process in climate change mitigation strategies, the potentials it bears for resource recovery and energy production in the context of the Nigerian economy, are under explored. The study examined the key factors militating against the adoption of ISWM in policy initiatives in Port Harcourt and assessed cases where the ISWM approach had been successfully established as a policy tool for guiding the management of solid waste in medium income countries. The findings indicate that there replicable practices considering the available technology and financing options; furthermore, global partnership schemes offer opportunities for collaboration can be established to enable its successful integration into policy structures and the economy of Port Harcourt. It evaluated the extent to which ISWM can serve as a meaningful planning policy tool for solid waste management and environmental protection and concludes that ISWM can be used as a tool to trigger job creation, source raw materials for industry and generate energy to support the current unsustainable energy generation sector. It can also be used as a tool mitigate against climate change impacts resulting from municipal waste in Port Harcourt and Nigeria.

**Keywords** Waste economy

**Keywords** Livelihoods

**Keywords** ISWM

**Keywords** Waste recovery

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 138

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 138

**Abstract code**

**Title of abstract** Organic area redevelopment @ M4H Rotterdam

**Author** MEIJER, MJC  
Rotterdam University of Applied Sciences; Netherlands; Tel: , mjcmeyer@gmail.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Urban area redevelopment is changing. In Rotterdam the municipality and the Port of Rotterdam are developing an approach which can be defined as organic or gradual area development. They focus on the end user, mainly businesses in this stage, and develop a new role for themselves in order to facilitate these businesses as much as possible. Until the financial crisis in 2008 the impetus for area (re)development usually came from a joint venture of a municipality and one or more developers who formulated a program of new to build residential and commercial spaces. Nowadays most developers won't participate, or develop by themselves because they do not want to take the risk. At the same time there is a demand for the redevelopment of industrial sites which Rotterdam has a lot, mainly in the 'City Ports'. An area of 1600 hectares of old seaports alongside the river Muse, owed by the municipality of Rotterdam and The Port of Rotterdam, together forming the City Ports organisation. Since the second Muse Harbour at the North Sea is ready, large scale transshipment and heavy industry are gradually leaving the City Harbours making it available for urban uses. The City Ports organisation has a global vision for the development of its areas but no blue print. In 'Merwe Vierhavens' ('Merwe four-harbours', or in short M4H) they especially look for small and large companies in clean-tech, medical technology and food to start up the transition of this area. On the long term, depending on the demand, they want to mix the businesses with residential functions. The three mentioned sectors are sectors in which Rotterdam is an international front runner and in which still demand is for business space and amenities. Special attention is given to the combination of high tech and low tech with the ideal of high educated professionals working together with craftsmen. The businesses which are attracted go from small start-ups to well-known innovative companies, but all adding up to the profile of the area. Urban pioneers have already settled in M4H with their workshops and ateliers the last decade. Adjacent lie the neighbourhood of Delfshaven and parts of the city of Schiedam, originally built for the harbour workers, now socially vulnerable areas. The City Ports organisation especially aims to attract companies in the clean and creative making industry. One recent example is Studio Roosegaarde, which we characterise as an 'iconic end user', moving in the area in April 2015. Parties adding most to the desired sustainable and resilient future (social, economic and physic value) of the area, will be supported most for instance with flexible and attractive rental contracts. In the next 10 years the City Ports organisation will give an extra impulse to 5 focus areas in M4H. These are the areas were already things are happening and were development is already possible. One of these areas is the centrally located 'Four harbour block' (Vierhavenblok). It is here were you already find amongst others Studio Roosegaarde, Atelier Van Lieshout, the

**Keywords** Organic area redevelopment

**Keywords** Clean / creative making industry

**Keywords** Value creation

**Keywords** City port connection

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 139

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 139

**Abstract code**

**Title of abstract** HETEROCHRONY IN ARCHITECTURE

**Author** PROCHNOW, SBP back  
Uniritter Laureate Int Universitites; Brazil; Tel: 51 9919 2610, arq.sbp@gmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** ABSTRACT: Architecture allows us to experience places that go beyond our own existence. As a testimony of our development and our way of inhabiting them, cities are naturally composed by different parts, built in different times. That is the paradox that makes it so interesting: cities have to stay as well as continuously advance and change. Permanence is becoming harder in this context of hurry and lack of values that our society lives in and therefore our memory concepts nowadays are somehow vulnerable. But this permanency still has several ways to happen - and to turn architectural heritage as well as architecture obsolete industrial pieces into creative and alive places is the real challenge. One of the possibilities is connecting architecture to art and considering it part of the landscape, reinforcing it as an interesting way of representing our real interests - about our memories and our perception of built spaces in contemporaneity. This could justify its existence for a longer period. Different ways of reusing existing buildings demonstrate legitimacy as far as they allow us to enjoy these buildings, use them and recognize them as transmitters of artistic, cultural and historical aspects of humanity. This heterochrony in architecture is the theme of this study, that rethinks the architectural project as an important tool for heritage preservation in most varied forms and existing buildings as part of a continuous and live process. It analyses cases already done in some parts of the world, along with projects in the city of Porto Alegre, South Brazil, that now faces the question of the reuse of important old industrial areas as real state production sites. How to deal with the issue, discussing strategies that comprise the smallest scale of a single building to the biggest proposals for a whole city block and an entire city district are the subject-matter for reworking the city planning structures.  
&lt;b&gt;Key words:&lt;/b&gt; industrial architectural heritage; architectural design; memory.  
Author: Simone Back Prochnow  
arq.sbp@gmail.com

**Keywords** industrial architectural heritage

**Keywords** architectural design

**Keywords** memory

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 140

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 140

**Abstract code**

**Title of abstract** **AJODA NEW TOWN DEVELOPMENT, OYO STATE, NIGERIA: LESSONS FOR BUILDING FUTURE NEW TOWNS COOPERATIVELY**

**Author** AYANGBILE, O.A. ms  
University of Ibadan; Nigeria; Tel: 08050288595, bukiyangbile@yahoo.com

**Co-Author(s)** ADELEYE, B.M. mr

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** By 2050, over half the world's population will be living in urban areas. These will include an estimated 26 cities with populations over 10 million, of which 21 will be in developing countries (UN, 2014). In the twentieth century, one attempted solution to real and perceived problems of large cities has been the construction of satellite/new towns, intended to redistribute population and activities from the main city, creating a new form of urban society. The Ajoda New Town, Oyo State was created in 1978 to regulate the growth of Ibadan City, either by decongesting it or by acting as an anti-magnet to incoming population; to improve the physical environment of the Ibadan region; and to build a model town which Oyo State can be proud of. However, 37 years after its creation, Ajoda New Town is yet to achieve the objectives for its development. This paper examines the challenges to development in the New Town and suggests cooperative, collaborative and inclusive approaches that can inform future policy and implementation of Growth Areas strategy. The study adopts the New Town concept as well as the concept of Sustainable development. Data for this study was elicited from primary and secondary sources in 2014. The techniques for primary data collection include the use of well-structured questionnaires, oral interview and individual observation. The secondary data used include books, journals, materials and maps from the Oyo State Housing Corporation. The Statistical Package for Social Sciences Software 20.0 was then used to analyze the collected data; and inferences were drawn from the results of the analysis. The findings reveal that the New Town development has been problematic for the simple reason that a vision of an ideal formulated by one social group - here, planners, and politicians - excludes the different desires and needs of other social groups- Citizens, CBOs, NGOs and CBAs. Also, lack of continuity on the part of the Government is another major challenge of development activities in the New Town. The study suggests that the initial idea of having a separate Corporation in charge of the implementation of the New Town objectives and located within the New Town should be adopted to promote people engagement and collaborative effort in development activities.

**Keywords** NEW TOWN

**Keywords** CITY

**Keywords** COLLABORATION

**Keywords** INCLUSIVE PLANNING

**Presentation pref.** Case Study, Realised Project

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 141

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 141

**Abstract code**

**Title of abstract** Turkish experience of attraction centres supporting program; successes and fails

**Author** TOY,  
Atatürk Univ.; Turkey; Tel: 05554676211, stoy58@gmail.com

**Co-Author(s)** EYMIRLI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Based on staging the settlement areas in order to create growth poles, Turkish planning authorities and governments began to implement for the first time a very different financial support approach so-called "supporting attraction centres", which includes 12 city centres, Malatya, Elazig, Erzurum and Van in East Anatolia, Gaziantep, Diyarbakir and Sanliurfa in Southeast Anatolia, Samsun and Trabzon in Blacksea and Konya, Kayseri and Sivas in Middle Anatolia Regions. The aims of such a program in which nearly 100 million Turkish Liras (30 Million Euros) was planned to be granted from central budget for each city centre to implement the selected projects in only city centres. Mentioned program was prepared in the 9th National Development Plan term and has still been carried out since 2010 in the mentioned cities with the collaboration of local actors with the coordination of newly founded Regional Development Agencies in the cities. Aim of the present study is to give brief information about the "supporting attraction centres program" and the projects being conducted in the scope of the program in each city and their clear effects on building or shaping cities by considering the experiences related to the program.

**Keywords** supporting attraction centres

**Keywords** Turkey

**Keywords** development agencies

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 142

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 142

**Abstract code**

**Title of abstract** Guided Project Support experience of Turkish Development Agencies and effects on cities

**Author** TOY,  
Atatürk Univ.; Turkey; Tel: 05554676211, stoy58@gmail.com

**Co-Author(s)** EYMIRLI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Development Agencies are new experience for nearly 55 – year Turkish planning adventure and socioeconomic development challenges. These foundations are also new for Turkish Institutional structure since they were founded as the result of a requirement for the adoption of EU regional development policies. Most important functions given legally to the Agencies are preparing regional development plans for the NUTS II regions they operate, in the close collaboration and coordination with local actors in order to utilize local potentials by putting targets for socio-economic development and conduct financial programs by giving grants to both private and public sectors. Among the financial and technical supports of the Agencies in Turkey to locals are technical support (training staff of regional institutions or NGOs), direct activity support (for the production of sectoral strategies and feasibility studies for large size investments), financial support programs (call for projects) for public and private sectors, guided project support (in the coordination of the Agency itself) and credit support without interest. Among the supports the Agencies provide to their regions, perhaps guided projects are expected to affect the cities' structures the most since they are designed together with the Agencies and local institutions like municipalities, which are directly responsible for the public services in the cities and have the capability of making important decisions about physical and social infrastructure in the cities. Guided projects have the largest budgets (up to 5 million Turkish Liras 1.7 Million Euros) among the Agencies' support therefore some major projects can be designed and implemented with the support and partnership of the local institutions. The aim of the present study is to give brief information about Turkish regional development policy, development agencies, their supports and finally guided projects and their effects on cities by considering the samples implemented in different parts of the country.

**Keywords** development agency

**Keywords** guided projects

**Keywords** Turkey

**Keywords** financial support

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 143

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 143

**Abstract code**

**Title of abstract** **The Sustainable Polices of Hong Kong and Pearl River Delta Region in Today's Challenge**

**Author** LI,  
; China; Tel: 15626529006, hilqme@hotmail.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** The environment in which the cities currently operates is being shaped by more sophisctaed factors, such as pressure of economic competition, changes in the technology base, ecological protection, and higher quality public services to citizens. The sustainable development of a city, which should be referred to economical, social and environmental perspective, is highly recommended in the planning field. And it involves cooperation from many aspects and as well requires policy that covered from different perspective.

In this paper, the focus would be the sustainable regional planning issues. Hong Kong, as the major case study area, has launched a series of planning policy aimed at sustainable planning. This paper introduces how the planners in Hong Kong, to embrace the core of the sustainable development in planning practice, whihc includes the strategy plan, comprehensive plan and detail physical plan.

Besides the research of sustainable planning policy in Hong Kong territory, this paper considers the sustainable planning policies in a regional scale, to face today's global chanllenge. Especially in the circumstance that Hong Kong has a tide relationship with its neighbourhood area, which is usually presented as Pearl River Delta Region.

As the home of China's most dynamic cities, like Guangzhou and Shenzhen, Pearl River Delta Region is one of the fastest development area world wide. Since the initial phase of its development, the proximity of the Pearl River Delta to Hong Kong has become a decisive factor in the transformation of this area. Within the easy reach of Hong Kong, this area take the industry shift from Hong Kong as one of the world's leading manufacturing centres. Due to the integration of Hong Kong and Pearl River Delta, new concept of Great Pearl River Delta is cited, to represent the coalition of region. Recently, the development of this area has enlarged to more sophisticated stage, covering economical, social and environmental aspects. Besides the historical and geographical reasons, the sustainable development of Hong Kong must be considered in a regional context.

Thus, in this paper, the tide relationship and the lastest challenge between Hong Kong and Pearl River Delta Region are comprehensively analyzed, in the aspects of economic, social and environment. Base on this analysis, one of the most important part of this paper is to establish a sustainable planning framework, in the two different planning system in Hong Kong and Pearl River Delta Regional. Last but not the least, with the expectation of a more sustainable region, some suggestion is proposed in the last part of the paper.

To achieve the the goal of sustianble development, planning policies need to be thought in regional context. And the

**Keywords** Sustainable Development

**Keywords** Hong Kong

**Keywords** Regional Development Policies

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 144

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 144

**Abstract code**

**Title of abstract** **Location-Allocation Model Based on Facility Choice Behavior: A Decision Support System for Planning of Public Facilities**

**Author** WANG,  
Tongji University; China; Tel: , tiamovivien@126.com

**Co-Author(s)** WANG,  
ZHU,  
SONG,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Location problem is generally considered the most important issue of public facility organization in planning practice, thus have received continuous attentions for many years. A number of models are already developed to rationalize location decision-making process, among which, location-allocation (LA) models are accepted widely as main approaches. Classical LA models apply distance-based principles such as p-center and p-median algorithms to generate optimal solutions which minimize the average or the most unfavorable distance from public facility to its latent users. Though they are theoretically convincing and practically realizable, classical LA models implies 2 problematic assumptions which oversimplify the actual problem: when users utilize public facilities, distance is the only factor mattering and its influential way is completely determinate, such a simplification or ignorance may bring significant error. In fact, in the process of public facilities being utilized, users are firstly making choosing decisions according to their personal preference. This choice can regard various attributes of public facilities far more than pure distance, and is undoubtedly made with randomness in the light of discrete choice model base on random utility theory. In this point of view, some researches are working with simulations of users choosing public facilities given the specific location plans in order to compare between them. Although handling the complexity of facility utilization in a fine way, they are after all post-assessment after the plan have been already done, rather than pre-optimization with more flexibility of adjusting the plan . Therefore, in this paper, we put forward a new model which follows the core technical route of classic LA model, but integrated with analysis and simulation of facility choice behavior to better describe the reality. In the proposing model, utility-based indexes are maximized to generate optimal solutions using intelligent algorithms, and classical LA models minimizing distance-based indexes become special situations when only distance with infinite coefficient is included in utility function. With preference analysis results of the elderly people choosing nursing homes in Shanghai China, some case studies are exemplified to how this new model differs with and better performs over classical LA models. Considering its low demand for data and acceptable computation task, it can be a useful tool of decision supporting system for planning of public facilities.

**Keywords** public facilities

**Keywords** location-allocation model

**Keywords** preference and choice

**Keywords** decision support system

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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# Abstract Registration No: 145

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 145

**Abstract code**

**Title of abstract** **Arrival of Driverless Vehicles – Impact on Land and City Planning and the Future Needs for Transportation Infrastructure**

**Author** BRUNNER,  
IFOMAT; Switzerland; Tel: , Ueli.Brunner@ifomat.org

**Co-Author(s)**

**Topic** Schiphol: How to connect in a globalising world?

**Abstract text** Speculation about where driverless vehicle technology will take us reads like it is lifted off the pages of science fiction, and deservedly so. Driverless-vehicle technology will make road travel safer. This will allow vehicles to morph from their current, tank-like safety protective design to lighter vehicles that will consume less fuel. Some predict that because consumers can summon driverless vehicles from remote parking areas, they will no longer be inclined to buy and own a single one-size-fits-all vehicle. Instead, they will subscribe to vehicle sharing services that allow them to order up vehicles in real-time that fit their needs (small or large, basic or luxurious, work or rest). Road efficiency is low with humans behind the wheel. The spacing between vehicles required because of human physiological limits of perception and reaction time leaves much of the road empty. Driverless vehicle technology will allow the gap between vehicles to shrink significantly, which will markedly increase the carrying capacity of our existing roads. Such technology may even allow the creation of more lanes in the existing footprint, although the very concept of lanes may be rendered obsolete by this new technology. If the carrying capacity of existing roads can be markedly increased through driverless-vehicle technology, then the unrelenting pressure to build new roads and expand existing roads to address congestion will lessen if not cease altogether in many areas. When putting together long-range capital plans, transportation authorities need to begin considering the possibility that investing in infrastructure and organizational practices that facilitate the deployment of driverless-vehicle technology may be a better investment than pouring dollars into lane widening and new highways. The land-use implications from driverless-vehicle technology could be profound. Driverless-vehicle technology may displace public transit in some areas, as people will prefer the flexibility of a driverless vehicle over a train or bus, while at the same time allowing population densities along highway corridors to increase significantly, making those areas more hospitable for public transit. There is active ongoing debate whether driverless-vehicle technology, including platooning capabilities, will displace or at least make less attractive both passenger rail and air travel between cities that are a short haul apart. In sum, driverless-vehicle technology will have a profound effect on how we travel, what we can do while traveling and the shape of our built environment. It is time for Engineers to think what roads are needed in the future, and if it still makes sense to invest in trains and other means of mass transport.

**Keywords** driverless-vehicle

**Keywords** autonomous driving

**Keywords** road planning

**Keywords** public transport

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 146

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 146

**Abstract code**

**Title of abstract** **An Exploration of Architectural Inheritance and Innovation Methods in Urban Fringe Belt based on Typo-Morphological Research-- A Case of Expansion Project of the Second Middle School in Xuancheng, China**

**Author** YINAN,  
Southeast University; China; Tel: +8618660522066, 56240645@qq.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Like Brussels, Xuancheng, a small historic city in southeast China, has to combine the expectations of maintaining its traditional urban form and the necessity to develop its international dimension. We are lucky to get a chance to expand an old middle school in the urban fringe belt in Xuancheng, from which we can search for the answer to the question "How to match local Expectations with strong international Challenges?"

Urban fringe belt is an important part of urban morphology research. Different from the relatively fixed central district of city, the position of fringe belt is changing. In the process of urban expansion, the original fringe belt is likely to be merged by the new-built city, even become new city public center. During the change, we are facing the dialectic between restoring the organicity of old urban form and creating new urban image.

There are lots of relevant research in urban scale, but when we focus on building scale, rare design method can be proposed, thus some new individual building cannot match the overall urban planning intent. The expansion project of the second middle school in Xuancheng is facing this situation. The existing campus is located in the south fringe belt of Xuancheng, Anhui province, China, adjacent to farmland and ponds. While based on the Xuancheng urban planning, the farmland and ponds will be transformed into a big lake, around which new public center will be built; the expansion of the school becomes an important part of the boundary of the new public center.

Therefore, the expansion project faces challenges from both urban and building scale. In urban scale, we analyze and summarize the fringe belt characters through the reading of existing and future urban organism, in order to determine the form of the expansion project. Meanwhile, in building scale, we study on different types of school buildings and select appropriate type which can satisfy to both urban form and school function.

This research attempts to investigate design methods based on an under construction project in Xuancheng, a historic city in southeast China. It also aims to bridge the gap from urban design to individual building design through the typo-morphological research.

**Keywords** Inheritance

**Keywords** Innovation

**Keywords** Typo-Morphological Research

**Keywords** Middle School

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 147

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 147

**Abstract code**

**Title of abstract** **The relation between the water resources management and territorial planning in São Paulo macro metropolis (Brazil)**

**Author** MOMM-SCHULT,  
; Brazil; Tel: , sandra.momm@ufabc.edu.br

**Co-Author(s)** EMPINOTTI,  
ZIONI,  
TRAVASSOS,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** One of the most important challenges of the contemporary metropolis is to ensure the availability of water resources in this territory. The pressure on natural resources and the excessive demands by the population and economic activities put in evidence the need to rethink the management practices and governance in these areas. The dialogue between the legal frameworks and management tools is essential to guarantee the access and water sustainability. This article approaches the contemporary challenges of the water supply system in the biggest metropolitan region in Brazil and also one of the biggest in the world: the São Paulo macro metropolis – SPM. This spatial unit covers an urban network with diversified functions which establishes economic relations with several other urban agglomerations. This city-region corresponds to an area of approximately 52,000 square kilometers, spread over 172 municipalities and several agglomerations, and corresponds to 50% of the urbanized area of the São Paulo State. This region (or city-region) has a population of over 30 million people, concentrating 75% of the State population and 83% of the São Paulo State GDP, which represents 16% of the Brazilian population and 28% of the Brazilian GDP. The SPM is considered a possible platform for the integration of policies, offering several challenges: the territorial connectivity, the economic competitiveness and governance. However, the deficit in the water supply is directly related with the low water availability and also one of the biggest environmental and social problems in this territory. Placed in the Parana River Upper Basin, the SPM is characterized by a high drainage density that do not offer a significant volume for supply. The inefficiency in the planning and control of water resources and land use is accentuated by the social-environmental problems and the changes in the climate scenarios. In the last decade, the state legal plan for water resources in the SPM (Decreto Estadual nº. 52.748/2008) established several actions in different institutional and administrative scales and levels. Nevertheless, there is a predominance of segmental and sectorial logics with no integration between municipalities, state or national levels and sectors. In this context, this article aims at the identification and analysis of the institutional arrangements and legal frameworks already in place and how capable they are in providing water security in this macro metropolis territory.

**Keywords** water resources management

**Keywords** territorial planning

**Keywords** São Paulo macro metropolis

**Keywords** Brazil

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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# Abstract Registration No: 148

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 148

**Abstract code**

**Title of abstract** A new approach in planning of European cities

**Author** BROUWER, j  
ABF Cultuur; Netherlands; Tel: 0031621811431, jan.brouwer@abf4c.nl

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** &lt;b&gt;A new approach in planning of European cities&lt;/b&gt;  
Jan Brouwer, Delft 2015  
European cities are entering a new phase. During the 20&lt;sup&gt;th&lt;/sup&gt; century there was virtually continuous growth. There was growth in nearly every aspect of society such as population, production, labour force, income, social security, education level, real estate, urban area, infrastructure, mobility, etc. Urban and rural planning were in fact the management and allocation of growth.  
During the last 30 years growth was still an important item but less dominant. In some areas we've seen stagnation or even decline. A new general jump in growth after the current crisis is not expected. In urban development there will be more emphasis on the preservation, transformation, reuse and redevelopment of the existing city. This new phase demands a different approach in urban and rural planning.  
The long period of growth brought prosperity and new values but also imbalance in many areas. In the search for new opportunities a new approach has been developed based on societal values. Every city and it's region develops physical, social, cultural, economical and other different values. In a vital city these values are in balance within the city and in balance with the surroundings.  
Whether one seeks a cooperative, smart, creative, sustainable, productive, hospitable, mobile or globalized city there is always a choice to be made in resources. Each project has an impact on several societal values. Each perspective emphasizes different values. Steering based on these values is an important means to achieve the right choices. The process is done by dividing the existing city into smaller units, such as neighbourhoods and by measuring and calculating the different values per unit. After evaluating the outcome with stakeholders, the civic demand is formulated and the search for an adequate response can start. This can result in projects on different fields. After a process of co creating new values can emerge. This all seems very simple but is difficult enough to find the right balance in times of limited resources.  
The article gives a description of the method. The approach was tested in the region of the city of Zwolle, which serves as an example.

**Keywords** steering

**Keywords** planning

**Keywords** values

**Keywords** redevelopment

**Presentation pref.** Paper

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**Presentation**

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**Location**

# Abstract Registration No: 149

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 149

**Abstract code**

**Title of abstract** Urban gardens - romantic manifestations of missed opportunities?

**Author** BARDAUSKIENE,  
Vilnius Gediminas Technical University; Lithuania; Tel: +370 611 23712, dalia.bard@gmail.com

**Co-Author(s)**

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** &lt;b&gt;Abstract: Urban gardens - romantic manifestations of missed opportunities?Dr. Dalia Bardauskiene, Tadas Jonaskas, Martynas Marozas&lt;/b&gt;  
Contemporary post-modernistic urban design is related to sustainable development issues. Romantic approach about the ecological, aesthetic, healthy living environment is dominated among the citizens. As in the beginning of twentieth century, when people left polluted cities to the rural landscapes, today people like to live in the outskirts of the cities and rural areas. Due the growth of the land prices, the farmers around cities and collective gardens are quickly converted in to detached housing areas in a fragmented way, without sufficient urban infrastructure and utilities. Around the cities are formed artistically and functionally infinite urban &lt;i&gt;sprawl&lt;/i&gt; structures. The inner areas of the cities are suffering from the unprecedentedly growth of cars and pollution.  
This phenomenon is particularly pronounced in the cities where socialistic, typical multistory houses occupy huge territories. Designed and planned in modernist style, urban multistory housing blocks aging together with their living people. Renovation issues of socialistic multifamily housing, former industry areas and relicts of urban sprawl are the strategic task for the cities in the twenty-first century. In urban planning it is correlated to the urban aesthetic, functionality, economy, community building questions.  
An article dealt with long-standing garden city principles and how to address them to nowadays sustainable cities development. Based on research done in Lithuanian cities, it is proposed to integrate suburban areas and collective gardens in to the cities structures, to convert socialistic depredated urban areas in to eco-districts, to use city greenery for productive purposes and community building tasks, as a continuity of socio-cultural heritage. The outcomes of the article could be useful for socialistic housing areas, having the same challenges.  
&lt;b&gt;Keywords:&lt;/b&gt; , post soviet cities, , , , urban agriculture, socio cultural aspects.

**Keywords** urban trends

**Keywords** ??sustainable urban landscape

**Keywords** garden city

**Keywords** eco districts

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 150

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 150

**Abstract code**

**Title of abstract** Case study to urban regeneration on sustainable basis: Bonsucesso - Rio de Janeiro - Brazil

**Author** SOUZA CRUZ, ABSC mrs  
Unisuam; Brazil; Tel: 55 21 988381335, decaborges@gmail.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** The city of Rio de Janeiro - Brazil is the city with the largest population living in substandard clusters in the country, according to data from the Brazilian Institute of Geography and Statistics - IBGE, 2010. There are 1.4 million people in 763 slums in Rio, ie 22% of 6.4 million city dwellers. One of the most impacted regions with this anomaly is the area of ??planning 3 - AP3 comprising the districts of Bonsucesso, Penha, Ramos and surroundings, and consolidates the favelas called Complexo do Alemão and Maré.  
The paper aims to present studies developed for future sustainable redevelopment of underutilized areas in the Bonsucesso neighborhood region - Rio de Janeiro - Brazil, as one of the ways to reduce urban sprawl in environmentally protected areas or lacking planning. The region studied has one of the largest subnormal occupancy rates in the city of Rio de Janeiro, especially the type known as favelas. On the other hand the region has favorable public transport network, urban infrastructure available and central location in relation to other areas of the city.  
The research has the baseline principles of sustainability and the concept of compact city. Historical data of urban occupation were investigated; deforestation data of the protected areas of the Serra da Misericórdia; and the Master Plan of the Municipality of Rio de Janeiro aimed at, among other principles, sustainable development and the fulfillment of the social function of the city.  
The identification and evaluation of underutilized sites was made in the region of Bonsucesso, from the perspective of some principles of sustainability: urban density, urban regeneration, recovery of the sense of neighborhood and sustainable mobility. In conclusion were presented some recommendations as vectors to leverage the economic and social growth on sustainable basis: the planned consolidation, taking advantage of underutilized areas, the requalification of spaces, using living spaces, creating bike lanes and pedestrian paths.

**Keywords** sustainable

**Keywords** regeneration

**Keywords** slums

**Keywords** Brazil

**Presentation pref.** Project, Strategy, Plan

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**Presentation**

**Session**

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**Date** / /

**Location**

# Abstract Registration No: 151

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 151  
**Abstract code**  
**Title of abstract** **Metropolitan Lisbon and the new challenges**  
**Author** MOREIRA, IM  
; Portugal; Tel: , ineslmoreira@gmail.com  
**Co-Author(s)** MORGADO, SM

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** The mortgage crisis in 2007 became a global financial and economic crisis in 2008, and has been transformed into a Eurozone sovereign debt crisis since 2010, with strong impact in Southern European countries. A new economic and social period started, with strong austerity measures and several countries to need external financial aid and monitoring. Lisbon metropolitan area has acted as barometer of the countries' dynamics, as it has been in the centre of the crisis with extreme social movements and spatial changes. We are now facing a minimal resource conjuncture: not only financial, but also ideological, societal, cultural, environmental and urban. This situation can't be understood only by looking to the general trends of society, nor can individual urban projects be analysed as a simple reflection of them. Instead, it is necessary to conduct an adequate review of the new relationships and the structures that mediate between processes unbound by space and the place-bound activities. The research explores the recent &lt;i>urban intermitten&lt;/i> in Lisbon, focusing on the new challenges and spatial transformations that led to new approaches and uses of the open public spaces (Moreira et al., 2014; Moreira et al., 2013). In this sense, it discusses how cultures of urban landscape planning and design can adjust this conjuncture and the sharing of responsibility in how the metropolitan area of Lisbon is being transformed and maintained. The paper consists in the update of the latest results of the on-going research project &lt;i>Minimal Resources&lt;/i>, developed at CIAUD/M&lt;sup>urbs&lt;/sup> (&lt;i>FAUL&lt;/i>) and presented at a previous version at the &lt;i>AESOP&lt;/i> &lt;i>Internacional Congress – From Control to Co-evolution Book of Abstracts&lt;/i>, Utrecht/Delft, 2014, with the title Lisbon in the face of scarcity: strategies for new metropolitan challenges: &lt;i>AESOP&lt;/i> &lt;i>Internacional Congress – From Control to Co-evolution Book of Abstracts&lt;/i>.

**Keywords** Lisbon metropolitan area

**Keywords** Urban transformations

**Keywords** Social endure

**Keywords** Collective identity

**Presentation pref.** Paper

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**Presentation**

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**Location**

# Abstract Registration No: 152

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 152

**Abstract code**

**Title of abstract** Bikeability and Complete Streets- An Oregon, USA Perspective

**Author** BELLINSON, RB mr.  
University of Amsterdam/University of Oregon; United States of America; Tel: 5418403534, rbellinson@gmail.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Urban mobility is an issue every city must tackle but mobility has been approached very differently all over the globe. Cities in Oregon went through their rapid growth periods during the rise of the automobile and this greatly impacted how cities chose to address mobility. Today, modern cities are working hard to attract an innovative, educated and technologically literate workforce, or the creative class, that are leading cities to economic vitality in the globalized economy. This highly skilled labor force values multimodal transportation systems and urban bikeability in particular. Cities that are choosing to address urban mobility through complete streets projects and bikeability are becoming leaders in the global economy and Oregon's cities have produced valuable knowledge that other around the world cities can learn from.

In this presentation, participants will learn why cities with a high levels of multimodality have been successful. Many cities in the United States and across the globe rely massive arterial streets that simply aren't conducive to cycling, walking, and other modes of transit that people value. Complete streets are streets that account for all users such as cars, public transportation, cyclists, pedestrians, etc. Portland, Oregon is a tremendous case study for their innovative complete streets projects and this presentation will draw on Portland's success in reinventing standard arterial streets into complete streets.

Complete streets and bikeability are qualities the creative class find highly desirable. In today's globalized economy, the workforce isn't constricted by political borders as they were 40 years ago and successful cities are doing all they can to attract this workforce. Cities that are successfully incorporating complete streets and bikeability into their transportation plans are capturing cutting edge companies and the desirable workers they employ. These cities are also improving their local economies; in numerous studies bikeability is linked with rising retail sales and community investment.

Complete streets and increased bikeability are good for a city's local economy as well as a city's global economic competitiveness but they also great for improving health. Complete streets encourage cycling and active transit, which are excellent for improving a community's air quality as well as improving the health of a community. In developed countries, obesity rates have sky rocketed and the negative associated health affects have followed. Bikeability is a tool that planner can incorporate to frame an urban environment that encourages healthy, active lifestyles. Lastly, this presentation will present successful complete streets projects that occurred on a variety of scales from a

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 153

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 153

**Abstract code**

**Title of abstract** Low Carbon Society In Iskandar Malaysia: Scrutinizing The Link Between Green Growth and Social Policy

**Author** OTHMAN,  
; Japan; Tel: , sorayaothman@urban.t.u-tokyo.ac.jp

**Co-Author(s)** KIDOKORO,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Being embraced by supranational organizations, the policy window of green growth has emerged internationally that entails the participation of related institutional organizations and governments such as Malaysia. As a pledge has been made by Malaysia to reduce its carbon dioxide emissions intensity to 40 percent per GDP per capita by the year of 2020, the country's turning point of green growth transition has been initiated following the unveiled National Green Technology Policy in 2009. In order to cope with the increasingly crucial role of cities in the escalation of national green growth framework, a strictly economic approach has been designated as an important strategy. Incentives, tax system, pricing, regulatory frameworks and prioritized investment targeting industrial urban centers are emerging in Malaysia's green growth scenario.

Current debate on green growth suggests that negative connotations of alteration on economic, technological and institutional aspects towards a greener transition indirectly give impact to low-income and vulnerable groups, thus forcing different social groups to be harmed by social injustice. Social justice, being central to combating poverty and inequality, is an issue that has not been clearly prescribed within the concept of green growth. Although it has received less attention, social justice has been gradually acknowledged as an effective tool to drive structural change for potential transformation by recognizing the role of participation, empowerment and social inclusion as the catalyst for a fairer transformation. During the emergence of green growth, the key essence of social inclusion to be incorporated in careful sequencing of transition, redistribution and provision for key societal stakeholders is a vital emphasis. However, the question of whether or not the presence of social inclusion in the concept of green growth is piloting the cities towards a fairer and greener economy is yet to be addressed.

Building on a debate regarding the challenging nature of fundamental conflict between green growth concept and social policy, the concern of this paper is to analyze policy formation and implementation of a low carbon society project in the new economic region of Iskandar Malaysia. By exploring the link that acknowledges the values and meanings of social inclusion to be manifested in the concept of green growth, the paper conceptualizes the evolution of green growth initiatives in Malaysia from the viewpoint of spatial planning by focusing on institutional transformation, national and regional policy changes. The paper studies the linkage and interaction between different policies, actors and institutions during the policy formation process.

Through tracing the main features of greening activities in Malaysia and investigating the elaborated case study's issues

**Keywords** Green Growth

**Keywords** Social Policy

**Keywords** Low Carbon Society

**Keywords** Regional Development

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 154

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 154

**Abstract code**

**Title of abstract** **How do cities compete and cooperate in the trans-border urban system:  
An empirical study of Top 500 TNCs within GPRD 2002-2012, China**

**Author** LI,  
Tongji University; China; Tel: , 892401084@qq.com

**Co-Author(s)**

**Topic** Maastricht: How to overcome national borders?

**Abstract text** The extant literature broadly examines the economic flow within city network on global, national and regional levels to illustrate the connections among different cities in the context of Globalization. Most studies employ the corporation network of Advanced Producer Service (APS) as an indicator which explains parts of story. According to Yeung (2009), Trans-National Corporations (TNCs) are indisputably one of the keys to understanding urban and regional development in the analytical perspective of Global Production Network (GPN). Consequently, we extend the study object from APS to TNC, using the empirical study of the Great Pearl River Delta (GPRD) region, consisting of Hong Kong, Macao and 9 other cities in Mainland China. This study aims to understand how these trans-border cities connect, compete and cooperate in the framework of TNCs. Furthermore, this study will examine two significant aspects of GPRD regional city network, basing on the list of the world's Top 500 TNC s in 2002 and 2012 respectively. One aspect stems from the notion of 'Headquarter - branch' network where one city has the power to 'command and control' the other cities. The other aspect is 'Value Coordination' network which can show how the cities collaborate because of functional division in GPN, e.g. some cities develop into the regional manufacturing center while others evolve into a logistic center which are actually interdependent with each other. The expected results will have strong implications for the regional policy-makers to understand the comparative advantages of cities in different border and introduce policies to foster the TNCs development in a trans-border region.

**Keywords** City Network

**Keywords** Trans-border Urban System

**Keywords** Trans-National Corporation

**Keywords** Global Production Network

**Presentation pref.** Paper

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# Abstract Registration No: 155

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 155

**Abstract code**

**Title of abstract** To be inclusive is to be age-ready: perspective from Singapore

**Author** YUEN, dr  
Singapore University of Technology and Design; Singapore; Tel: , belinda\_yuen@sutd.edu.sg

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Urban planners have long advocated for inclusive cities. This paper investigates one of the world's most pressing urban issues – population ageing and its implications for urban redevelopment. United Nations statistics on population and development indicate that the world is not only rapidly urbanizing but also rapidly ageing. Population ageing is occurring in nearly all the countries of the world. Most developed countries (the Netherlands included) already have aged populations, the result of decreasing mortality and declining fertility. The global share of older people (60+) has risen from 9.2% in 1990 to 11.7% (841 million people) in 2013 and is projected to increase to 21.1% (over 2 billion people) by 2050. The number of older people is anticipated to outnumber children under age 5 for the first time in 2047. Population ageing has serious economic and social consequences; it should not be overlooked in rethinking urban planning and the future of cities. It is absolutely critical to acknowledge the scope of this demographic reality and adjust development policies accordingly. Experience suggests that it is easier to address the demographic challenge sooner (act now) rather than later, before the full impact of those consequences come to bear. Also, there are opportunities for economic expansion and cross-national collaborations. But, we must act now. This paper deep dives into the Asian city of Singapore to illustrate key examples of reinventing ageing-ready neighbourhoods in practice. Like the rest of the world, Singapore's population is ageing fast. The growth in working-age population is expected to decline from 48.1% in 2000-15 to 3.8% in 2015-30. By 2030, Singapore will become a super-aged society (population with more than 20% elderly). Taking a farsighted perspective of the opportunities that ageing presents, under a government-led strategy, the city is evolving its urban environment to support the older population's ageing in place and ageing in community. It is working to build more age-friendly towns and neighbourhoods to realize the potential of an ageing society. Singapore's remaking of age-ready city will be discussed with the aid of case study and empirical data.

**Keywords** singapore

**Keywords** age-ready neighbourhoods

**Keywords** urban redevelopment

**Presentation pref.** Paper

**Additional file**

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# Abstract Registration No: 156

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 156

**Abstract code**

**Title of abstract** THE HISTORY AND REBIRTH OF INDUSTRIAL CITY: THE CASE OF IZHEVSK, RUSSIA

**Author** AHMAD, S.R.  
Izhevsk State University named after Mikhail Kalashnikov; Russian Federation; Tel: 9292760209,

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Originally Established as plant city, Izhevsk, for more than 300 years had the identity and image of Industrial city. Izhevsk gained great importance for being military closed city due to the weapons industry. Like many Russian and post soviet cities, Izhevsk has been experiencing the hardship of the striking post industrial period, economic and social crises of 1990s. Unfortunately, over the past couple of decades the city has not been able to find a new identity. Izhevsk now is in a state of transition to the post-industrial economy. Over the last few years, bottom up movements by the active society of Izhevsk made many important steps towards reinventing their city. Izhevsk's active community has set a goal of bringing innovative and sustainable development solutions. These solutions are to contribute to the process of regeneration and rebirth of Izhevsk. Revitalization efforts by the city's active society and professionals are trying to regain attention and importance for the city on national and international scales. The research uses several methods; SWOT-analysis of economic, social, cultural and historical dimensions of Izhevsk. -The method of identifying cultural, historical and economic parameters of the city, and the potentials of its active society using expert articles, journals, interviews, presentations, workshop events and reports and books. -Analysis of illustrative and visual materials, plans and maps. By analysis of different projects and proposals for urban regeneration, conservation and creating new identity for the city of Izhevsk, the research came to the result of identifying and formulating the main tools proposed by active society to reinvent their city. The tool of educating society about contemporary urban planning and development approaches, Rediscovering their native languages (Udmurt language, Tatar language and others), Reviving their local cultural heritage and traditions, Conserving and retelling their history, Reusing and reinvesting in their urban planning and architectural heritage, Branding the city, Connecting, communicating and opening up to the world, Exchanging experiences, ideas and practices with international activists and professionals, Participating in international venues and planning workshops to tell their story to the world and get constructive and

**Keywords** post-industrial economy

**Keywords** sustainable development

**Keywords** post industrial city

**Presentation pref.** Paper

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# Abstract Registration No: 157

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 157

**Abstract code**

**Title of abstract** Ningbo Master Plan: a world connected metropolitan achieving port-city symbiosis

**Author** NI,  
Ningbo Urban Planning & Design Institute; China; Tel: 86-13685859762, 120146732@qq.com

**Co-Author(s)** ZHANG, president

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text**

&lt;b&gt;1. Ningbo and its Seaport&lt;/b&gt;  
Ningbo is a famous seaport city in the northeast of Zhejiang province, People's Republic of China. Ningbo lies south of the Hangzhou Bay, facing the East China Sea, it's one of the departure ports of China's earliest Maritime Silk Road. From the Song Dynasty (one thousand years ago), as one of China's five foreign trade ports, Ningbo's prosperity related much on the international port and the sea-trade (maritime silk way). In the year 1685, the Qing government sat up 4 national customs, the one in Zhejiang province was in Ningbo. Soon, the Ningbo Bund was opened. And now, Ningbo has a port second only to Shanghai around the world in terms of annual cargo throughput.

&lt;b&gt;2. The New Master Plan and the International Port Enhancement&lt;/b&gt;  
In 2015, the China's State Council approved the new "Master Plan of Ningbo" once again stressed the city's function as: the important port city in the southeast coast of China.  
For the objective of enhancing the international port, the new master plan proposed the follow strategies:  
To promote the development of the integration of Ningbo-Zhoushan port, as the international shipping center of the Yangtze River Delta and the important channel of Yangtze River;  
The new master plan adhere to the principle of " unified planning " in terms of joint development, and integrate the resources of the Zhoushan port and Ningbo port, accelerate the integration of the construction of the port; and  
I The plan also strengthens the container port's status, promotes the joint development of the port industry, the development of port industry and modern logistics industry, and promote the development of related industries in the hinterland. By 2020, the cargo throughput reaches 650 million tons and the container throughput reaches 24 million TEUs.  
To achieve the harmonious relationship between the city and the international port, the New Master Plan also emphases on the functional integration in the Ningbo Metropolitan area.  
I Based on the grand Hangzhou-Ningbo canal, develop the "river-sea combined transportation" to maintain stable growth and inland shipping;  
I Rationally use the external traffic and give full play to the role of the port in order to achieve a reasonable spatial layout;

&lt;b&gt;3. The International Port and its comprehensive impacts&lt;/b&gt;  
A strategic goal of China's maritime Silk Road of the 21th Century is to integrate the international and domestic market.

**Keywords** port city

**Keywords** Master Plan

**Keywords** symbiosis

**Keywords** International Port

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Location**

# Abstract Registration No: 158

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 158  
**Abstract code**  
**Title of abstract** **New Mahalle – a more urban green inclusive neighborhood.**

**Author** OIKONOMOPOULOU,  
; Sweden; Tel: 0703671592, sud12eoi@student.lu.se

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Nowadays, almost half of world's population lives in urban areas and these amount are constantly growing. Urbanization has reached high levels and, especially in developing countries, cities with a population greater than 10 million have become extremely common. Megacities, as they are called, are located everywhere and are growing fast. (Morano E, 2003)  
Especially in developing countries, urbanization has reached extreme levels and these led to a huge social inequality within city's neighborhoods. Urban space is formed by several factors and the most important being the action of human and social groups. When poor population comes to survive in the urbanized world, they have to face a variety of problems conserving different aspect of living. Uncontrolled urban environments are appearing in big cities to cover the extreme demand of housing and they are constantly expanding. Such environments are called „slums?. (UN-HABITAT, 2003)  
Istanbul has 14.4 million people living in its metropolitan area and it is the biggest city of Turkey and one of the most populated metropolitan areas in the world. After its recent fast growth, as in other megacities in the world, Istanbul faces density and urbanization problems. The combination of build environment from different periods is very interesting and challenging of architects and urban planners. Especially when it comes to bad quality historic neighborhoods the difficulties and challenges are much more. Questions like “how urban renewal is performed in such places”, “how much can architects change the existing in order to provide more qualitative urban environment”, “how do we combine old and new build environment to create an interesting and attractive result” and finally “is it possible to upgrade an informal settlement area in a historical neighborhood and at the same time highlight its historical character”. Trying to answer these questions and propose possible strategies for a city which interests me a lot, are the main reasons which led me to propose in my thesis an urban upgrade of Fener and Balat areas in Istanbul.  
Main strategies which are implemented in focus area are better connectivity with the rest of the city combining public transport, pedestrian and implementing a new bike line system, creating attractive public spaces and history sites integrated with transportation hubs and a greater variety of activities around the clock to activate the multifunctional character of the neighborhood. Street and public spaces are the main tool on this project, so a pedestrian network is implemented on the existing urban fabric in order to connect the existing public buildings which are highlighted with open spaces next to them and the proposed public park. The aim of all these changes is upgrade the existing situation of

**Keywords** Istanbul

**Keywords** slum upgrade

**Keywords** gentrification

**Keywords** sustanable developement

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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# Abstract Registration No: 159

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 159

**Abstract code**

**Title of abstract** **Perspectives and Challenges of Port-City Interfaces in Chinese Coastal Cities with the Lessons of European Old Ports Regeneration: the Case of Qingdao.**

**Author** VELNIDIS,  
Citilinks; China; Tel: , avelnidis@citilinks-group.com

**Co-Author(s)** GOETHALS, SG

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text**

The last three decades in China have been marked by an unprecedented urbanization and industrialization process that has deeply impacted many Chinese port-cities. In 2015, eight of the ten biggest containers ports in the world are located in China, mostly in historical coastal port-cities. In the meantime, European largest ports such as Rotterdam, Antwerp and Hamburg, have built new approaches of port-city synergy and post-industrial waterfront redevelopment in old ports territories, while the port development tendency was to build deep sea and automatized container ports far away from the city.

In Chinese port-cities, urban development and port development are both extremely rapid but mostly planned separately. Port development must respond to automation and deep sea infrastructures requirements, while urban development is planned to absorb rapidly the rural-urban migration of population and economic development. However, cities like Shanghai, Qingdao and Tianjin have a rich heritage of old port cities that have similar challenges and opportunities as European port-cities.

Qingdao is a fast-growing port-city characterized by the rich cultural heritage of Shandong Province and European influences in the older parts of the city.

The coastal city and its port have the particularity to grow around the Jiaozhou Bay and along the Yellow Sea. The port development is planned as a future network of connected large ports areas built mostly along the Jiaozhou Bay by land reclamation.

The city development itself is planned as a polycentric network of core development areas along the Jiaozhou Bay, facing the historical city centre of Qingdao located between the Bay and the Yellow Sea.

The entire urban agglomeration faces environmental challenges, land reclamation, traffic congestion, coastal erosion and may face sea level rise and growing climatic events such as storms and typhoons in the future.

During the development process of this large "deep sea" port, the vocation of the traditional port area of Qingdao along Jiaozhou Road is changing and new challenges of rehabilitation and waterfront resiliency are emerging.

The article aims to analyse the opportunity of Qingdao traditional port area along Jiaozhou Bay to become a case of integrated coastal management and post-industrial rehabilitation. The opportunities and obstacles of port-city synergies will be analysed in the context of current planning policies and urban projects. The experience and lessons from Rotterdam/Kop Van Zuid, Antwerp/Eilandje and Hamburg/Hafen City projects as well their recent initiatives for port-city

**Keywords** Port city synergy

**Keywords** Old Port regeneration

**Keywords** Integrated Coastal Zone

**Keywords** Resilient waterfronts

**Presentation pref.** Paper

**Additional file**

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# Abstract Registration No: 160

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 160

**Abstract code**

**Title of abstract** **The Legacy of Participatory Planning - Critique Assessment of the Egyptian Experience in Three Decades and the Need for a New Paradigm**

**Author** AHMED,  
Cairo University; Egypt; Tel: 01223198391, tarekwafik@yahoo.co.uk

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** &lt;b&gt;Abstract&lt;/b&gt;  
The concept of participatory planning emerged in the 80s of the twentieth century and expanded widely – through United Nations agencies and international development and donor agencies. It appeared and well marketed at that time as a “panacea” to all misconducts and evils of over-centralized, bureaucratic, unrealistic, standardized ...etc., which is rendered irresponsible to specificities of local needs, conditions and potentials. The trendy wave took its full toll even into different governmental agencies, which earlier fiercely resisted the concept as a threat to its mandate, control and homogeneity, mainly in the area of urban planning. These agencies now strictly enforce the different procedure of participatory planning in the different term of references of urban planning consulting missions and tasks. In depth observation and analysis of the ongoing practices of participatory planning in cities and villages planning project – that strictly adhere to the standard procedures of participation – reveals clearly that their eventual outcome is counterproductive, and fulfilling the standard requirements of public and different interest groups and parties participation is much far from the originally targeted outputs. Reasons behind This gap multiple and diverse. They relate to the different spheres of understanding of the original concept, its philosophy and dimensions. It also relates to the procedural framework that stresses “process” over the eventual results and impacts. The main objective of this paper is to investigate reasons behind these gaps, focusing mainly on the Egyptian experience, as a representative of similar other cases. Method to achieve this objective focuses mainly on detailed analysis of attitudes, practices and planning outcomes. This will serve as an introductory input to configure preliminary features of a new paradigm for more effective collaborative planning

**Keywords** Participatory

**Keywords** Planning

**Keywords** Experience

**Keywords** Assessment

**Presentation pref.** Paper

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**Time** -

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# Abstract Registration No: 161

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 161

**Abstract code**

**Title of abstract** Economic freckles in urban tissue, the case of South West Flanders.

**Author** GHEYSEN,  
Leiedal; Belgium; Tel: 056241616, maarten.gheysen@leiedal.be

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** The territory of South-West Flanders has always been typified by a strong mixture of dwelling and working. Grown since the middle-ages, this sprawled patchwork combines small cities, farms, housing, factories in a seemingly random configuration thus giving high living qualities and proximity but also mobility problems and environmental issues. Recently we notice a shift in this model. Vacant factories in urban tissue are no longer reused by economical programs but are replaced by housing developments. (New) economic development is almost exclusively (re)located on industrial zones and business parks. The mixed character of our territory is gradually declining. But where this paradigm shift at first seems beneficial it becomes clear after a closer observation there are several problems connected with it. Firstly, available space is scarce. The continuous conversion of greenfields into industrial zones is increasingly becoming difficult due to the negative spatial, environmental and social consequences. Secondly, the existing available surface on industrial zones is limited. They only cover a fraction of the space needed to relocate. Thirdly, a clear need for the reconversion of vacant industrial sites to housing is missing. In South-West Flanders only 1/6 of all unbuilt housing zones needs to be realized up till 2030 to keep up with the growth in households. To counter this paradigm shift, Leiedal is studying the phenomena in collaboration with the Flemish government. This study, called 'Kameleon', should lead to a better insight and knowledge of the phenomena but also to the development of specific tools for both policymakers and entrepreneurs in search for the reuse of vacant industrial sites. Preliminary conclusions of the study are a lack of pro-active policy and global reflections on economic locations by the local government, the absence of an instrument to evaluate vacant sites on their potential for re-use, a profit driven interest of owners, a bad appreciation by owners and neighbors on the benefits of mixed environments and finally, a shortage in the knowledge of designers on how to work with these. Each of these conclusions are tackled by the development and deployment of specific instruments such as a policy framework, a webbased selection tool, lean-processes in decision making and so on. To enlarge our design knowledge, we've set up a series of design workshops with the faculty of architecture KuLeuven and in the office. The cases for these workshops are grounded in real-life sites, some of them already vacant, some still having activity. The results of the workshops are organized in 3 conceptual groups, unfolding a variety of reflections towards the reuse of vacant sites.

**Keywords** Reuse

**Keywords** mix

**Keywords** vacant

**Presentation pref.** Research Result

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**Date** / /

**Location**

# Abstract Registration No: 162

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 162

**Abstract code**

**Title of abstract** Spatial Projects to Cultivate Social Viability: Beylikduzu

**Author** UNSAL,  
Mimar Sinan Fine Arts University; Turkey; Tel: 05322350580, unsal.fatma@gmail.com

**Co-Author(s)** KAHRAMAN,

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** The district of Beylikduzu is stretched along the most Western Coast of Istanbul Metropolitan Region. The population of the district is approximately 250 000 and population prospect for the near future is almost the double of the current population, based on the population projections of the approved development and implementation plans. The district could have never experienced its natural growth practice due to its proximity to the wildly growing city of Istanbul. The fertile agricultural lands have been urbanized and the areas with a high risk of land slide have been developed. The organized industrial area, which has an employment volume of 15 000 workers, covers a significant part of the district. Additionally, the Ambarli Port, which is the largest container port in Turkey and one of the largest 50 ports in the World, with an employment volume of 2 000, takes place in the Southeastern edge of the district. The longest edge of the trapezoid shaped district is the 12km. coastal line. Despite of the rarely seen beneficial geographical position, the district has overlooked the coastal potential. The district is expanded between the Marmara Sea, two lakes and a major highway. Strangely enough, more than half of the population is living in the dormitory neighborhoods, which are attached to the highway. The short term rental housing, almost 5 000 units, has become one of the leading economic activity of the region and has a negative impact over the state of belonging to and the local identity of the district. The improvement of the transportation infrastructure and the accessibility of the district have paradoxically inhibited the proper development of the social services. The social profile of the district is quite diverse based on the high rates of migrated population from different parts of Istanbul and Turkey. However, the diversity is yielded as social groups addicted to consumption and social segregation rather than a lively urban environment reflecting the cultural richness. Despite the considerable length of the coastal line and fortunate climatic conditions, the social activities endorsing social cohesion and the efficient use of open/closed public spaces have never been mature enough to retain the wildly consuming groups imprisoned at the shopping malls. The political tendency of the district population has changed in the recent local election and the newly elected municipal government has started a chain of spatial projects in order to change the social life and the habits of using public places of the district radically. The spatial projects, focused around the north-south valley reaching the coastal line and extended the social activities towards the coast by creating new east-west axis in order to integrate the fragmented social pattern. One of the projects, is the "3 Villages/3 Piazzas/3 Universities Project". The project, which has been coordinated by the

**Keywords** Beylikduzu

**Keywords** Spatial projects

**Keywords** Social Viability

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 163

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 163

**Abstract code**

**Title of abstract** **Creating the city together. Citizens as actors of spatial policy – the case study of Gdansk, Poland**

**Author** JASKULSKA,  
Socjoteka s.c.; Poland; Tel: , marta\_jaskulska@wp.pl

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Do citizens have the right to decide about future of their city? Today there is no doubt about the answer. But there is still other question to discuss – how citizens can contribute to spatial planning in cities? The aim of this paper is to give an insight into citizen participation in spatial planning in Poland according to legislation, community needs and expectations and planning practice.  
Ralf Dharnedorf said that you need 6 months to change the law, 6 years to change economy and 60 years to build a civil society. In Poland democracy and liberal economy are settled now, but the process of building a civil society is still in progress. And the spatial planning is an arena of rapid changes and conflicts: public vs. private, greater good vs. income, deliberation vs. voting, representative democracy vs. personal democracy, individual cars vs. public transport, growth vs. development.  
The paper is to discuss some most vital conflicts focusing on spatial planning in Poland and attempts, formal and informal, to overcome them.

**Keywords** public participation

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 164

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 164

**Abstract code**

**Title of abstract** **Delft E Design - Bottom Up approach towards a sustainable existing housing stock**

**Author** HULSHOF, F.H.  
Hulshof Architects; Netherlands; Tel: 0653410580, ihulshof@xs4all.nl

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** Delft E Design - Bottom Up approach towards a sustainable existing housing stock in Delft with a cooperation of Delft designers, architects, scientists and house owners.  
Delft E Design, DED, is a cooperative of ten people/firms specialized in sustainable techniques, architecture and consultancy. DED is supported by Delft Technical University, faculty of Architecture, housing society Woonbron and the City of Delft. With De Witte Roos a program of sharing knowledge is active.  
With the city of Delft a so called "E-deal" is agreed on. With this the city submits a fund of 4 times € 25.000,- in a period of four years starting with 2014. The cooperating companies agreed to invest the same amount in time to start with, in order to develop a scheme in which the financial savings made possible can and will be invested by the house owners and tenants.  
Goal:  
DED aims to develop experiments with, and undertaken by, the owners and inhabitants of existing dwellings; houses, apartments, monuments and a variety in age. This is done by developing and practicing ways to enable people to establish an energy neutral house and if possible an energy producing house. With a small group a start will be made to show and interest more people in undertaking sustainable ways in living en using their dwellings. It is like making a testing ground, to demonstrate and try out physical interventions. Most important is to share experiences and to see how behaviour combined with techniques can change more with less. With four pilot areas defined there is a great variety of people and constructions, housing types and neighbourhoods to start with. Also the influence of the environment is considered.  
With these pilots a pool of ambassadors can be developed and the approach can spread, not only in the pilot areas as well as all over Delft and anywhere.  
Result:  
The result is two sided, one is an approach to achieve large scale user powered energy saving and production in the existing housing stock.  
The second is to realize 40% less energy use in 120 dwellings in a period of four years.  
Approach:

**Keywords** Energy design bottom-up

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 165

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 165

**Abstract code**

**Title of abstract** **The urban renewal of Medellín: a good local practice? Or an Image playback encouraged by international organizations?**

**Author** GIRALDO ROMERO,  
Universidade Federal do Rio de Janeiro; Brazil; Tel: 21965557266, marcelagiraldoromero@gmail.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** The dependence of countries that are called "developing" to global decision involves a new hierarchy of the western world (Rauta, 2002). In the context of the disclosure, circulation models, practices and urban policies, is questionable the originality of the initiatives of urban planning and management of cities, and the logic of intervention of supranational institutions such as the IDB, UN HABITAT or IMF among other multilateral agencies. The defining agents are not just national and programs and projects are not unique and different, besides being under function of the global economy. As stated Boneti (2007, p 14) "the definition of public policy is subject to the interests of global elites in the determination of own economic ties of the capitalist mode of production".  
In Latin America, circulation of urban policies, intervention models and "best practices" are a major feature of contemporary urbanism that needs to be addressed in depth. In recent years, the city of Medellín in Colombia has gone from being the symbol of violence and drug to be one of the cities that are referred to in the social and urban transformation, reaching a peak as a central axis in the World Urban Forum in Colombia in 2014 in which, multilateral organizations like the UN Habitat and French Cooperation Agency has been interested in Medellín transformation experience to the point of see it as a model that can be replicated, with an important role of architecture and urban planning in recent years. What lies behind what is called "Medellin Model "?  
For the Inter-American Development Bank -IDB- and the Medellín City Hall there was an "accumulated social debt" to the poor and peripheral areas of the city that did not have supporting institutions, justice, or equipment. The renewal process of the city began with the construction of subway opened in 1995 that changed the city's face in his path: adapted squares, public spaces and the "subway culture" of coexistence, respect and cleanliness as key to the success of the system.  
The so-called "Model " in Medellín, has considered similar aspects of other countries and cities like Barcelona or Rio de Janeiro, however, has been critical political support for urban renewal processes (continuous governments of four mayors between 2001 and 2015) which they had an apparent consistency of plans, programs and projects - especially in strategic projects of planning; sustainable public transport; urban projects in public space and interventions in the informal city (ORTIZ, C., 2013).  
The seventh session of the &lt;i>World Urban Forum&i> held in Medellín in April 2014, convened by UN HABITAT, Medellín was exalted as an "international example of transformation average social urbanism." [1] However,

**Keywords** Model

**Keywords** Medellín

**Keywords** International

**Keywords** Renovation

**Presentation pref.** Paper

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# Abstract Registration No: 166

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 166

**Abstract code**

**Title of abstract** **Transboundary Impacts of Urban Development in Punjab-Case Study of Lahore (Pakistan Punjab) and Amritsar (Indian Punjab)**

**Author** HAMEED,  
Center for Research and Dialogue; Pakistan; Tel: 3009190449, riversofhimalayas@yahoo.com

**Co-Author(s)**

**Topic** Maastricht: How to overcome national borders?

**Abstract text** The partition of Indian sub-continent in 1947 also divided Punjab in between India and Pakistan. The historically well known sister cities of Punjab- Lahore and Amritsar- located in close proximity to each other at a distance of 50 Kms also suffered heavily from this divide. The large scale bloodshed of minority population groups and consequent migration in and out in both cities unfortunately lead towards the discontinuation of historic cultural and socio-economic relationships in between the population of both cities.

The present day Amritsar is an intermediate city having 1.2 million population whereas Lahore is a large metropolis having 9 million population. Both cities still shared lot of commonalities in terms of the urban characters and economic base which mainly include distinctive cultural heritage, educational institutions, trade markets, and tourism. In view of the desire and need of both countries to normalize their future relationship, it is anticipated that both Lahore and Amritsar hold tremendous potential to revive its historic relationships and take mutual benefits from urban development process in the greater Lahore region. This research paper is aiming to explore that how both cities could develop coordination in regional planning, improving trade relations, exchange of students, and promoting cross border tourism and people to people contacts in between India and Pakistan.

Similarly, the paper also analyze the positive and negative impacts of large scale urban development of Lahore on its nearby border city of Amritsar in terms of benefiting from available metropolitan level urban infrastructure, quality of transboundary transportation networks, existing stress level on natural resources, the current quality of air/water pollution in the region, etc.

The research paper would also present an overall analysis on present state of transboundary urban agglomerations in these two bordering districts/cities of Punjab such as spatial analysis, urbanization trends, hierarchy of human settlements, quality of available urban infrastructure and facilities, socio-economic conditions of local population, etc. The research paper would come up with a set of recommendations that how both cities could re-establish the broken linkages of past and develop integrated regional development plan for the collection benefits of population of these border cities in particular and Punjab region in general.

**Keywords** Border Cities

**Keywords** Transboundary Impacts

**Keywords** Urban Development

**Keywords** Punjab

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 167

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 167

**Abstract code**

**Title of abstract** **Study on how the City of Nairobi, Kenya can re-invent itself to meet growing global expectations of an African city as well as increased local demands from her citizenry**

**Author** CAP, CC  
Naipolitans; Kenya; Tel: 721976972, constant.cap@gmail.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** The <b>City of Nairobi</b> plays various roles like residential, commercial, industrial, educational, tourist as well as being a major transportation hub. It also faces a growing disparity between the rich and the poor which threatens to create constraints in the effective fulfillment of these roles. Over 50% of the city residents reside in informal settlements with limited access to basic services like water, sanitation, security, lighting and education. The City is home to the headquarters of international and corporate bodies most notably UNEP and UN Habitat. It hosts the regional offices of Citibank, Diageo, Google, World Bank among others. The city requires an environment that can retain and attract more global partners while meeting the day to day challenges of her people across the class divide. The City recently launched its first masterplan in over 30 years. This was the result of observable evidence of uncontrolled growth within the boundaries as well as increased sprawl along the main transportation corridors. The study looks at key areas that are required in order help the city retain and expand its role as a global player while meeting the needs and expectations of its citizens. These are notably highly diverse groups, with diverse expectations and demands. The paper uses both qualitative and quantitative secondary research data to view the challenges that the city faces in meeting these demands and expectations. It studies the current situation of infrastructure, security, transportation, water and sanitation, environmental sustainability and the recent impact of global terrorism. It attempts to look at how the city can best create a platform that will cater for all interest groups with a vision of attaining sustainable urban development. With a lot of emphasis on current <b>land use management</b>, the study reviews the existing land use policies from land management, property development, infrastructure and public participation to see how they impact on the city's roles. It analyzes key priority areas like regulatory frameworks, land tenure, land supply and how they relate with regards to the majority poor versus the global bodies. It asks whether the current situations are creating <b>class conflicts</b> or whether the different groups are complementing each other. It also makes a comparative analysis on how other growing cities with similar populace and challenges have managed themselves. The paper states the importance of the city authorities prioritizing certain challenges that cut across the class divide like having an effective transportation system, emphasis on resource utilization like rain water retention as well as

**Keywords** City of Nairobi

**Keywords** land use management

**Keywords** class conflicts

**Keywords** pro-poor policies

**Presentation pref.** Paper

**Additional file**

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# Abstract Registration No: 168

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 168

**Abstract code**

**Title of abstract** **Hosts and guests in the historical cities today**

**Author** KHOKHLOVA,  
University of Liechtenstein; Liechtenstein; Tel: , viktor.khokhlova72@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Nowadays we could talk about the model of society which members are in constant movement. Within the high level of mobility people are in constant process of search – for themselves, for their place, for input (emotions, info, atmosphere, knowledge, new faces, ideas, money...) Therefore, here we deal with the sequence of places in terms of human life within the sequence of places in terms of city structure.  
Occasionally, many people constantly live in a second home. And their main destinations, apart from that which could provide them with desired money-bringing job, are that one where they discover something new. Old city cores attract people enormously with their strong individuality and originality. Old towns still considered as places which have power of space – magnetic nature of history. In the same time, maintaining tourist atmosphere, they are no more able to contain unique narratives. City is no longer can satisfy neither locals, neither visitors.  
By venturing into a historic context - the (medieval) old towns in Switzerland and Austria, - we ask ourselves what parameters are key to a sufficient future urban life. With tourist-oriented infrastructure old towns substituted their face and nature with fake one. Moreover, cities became divided into touristic one and local one. Visitors do not communicate neither with locals, neither with real city itself. Even that who stay in a city for years still consider themselves as temporal residents. As they are not 'invited' to be part of a city community by citizens and city government, as they have no right on the city, therefore they don't have an idea of contributing to city development.  
While re-thinking the trend towards tourist-oriented infrastructure, cities could benefit enormously by giving incentive to mobility for the population, inviting visitors to be active participator in city life and appreciating their contribution to the city development.  
In a way of constructing the correspondent space for the vibrant community, apart from responding to basic social needs, cities should answer to the need of feeling the responsibility and significance. Subversion model of the public spaces could work as community booster, which while providing people with new different experiences, activates new models of behaviour.  
The current project is tend to identify new models of social coexistence of 'hosts' and 'guests' in the old towns that support a future, sufficient lifestyle.

**Keywords** sufficiency

**Keywords** community

**Keywords** visitors

**Keywords** contribution

**Presentation pref.** Project, Strategy, Plan

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 169

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 169

**Abstract code**

**Title of abstract** Centralized to Localized: A Comparative Analysis of Land Use Controls in China and U.S.

**Author** YANG,  
; China; Tel: , tianren.yang@hotmail.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Land use control has long been used as policy tools to implement the urban construction. It is not only an important policy tool to promote the growth of local economy and guide the urban development, but also a fundamental approach for the central government to implement the macroeconomic control (UN-HABITAT, 2014). This paper compares the land use controls and planning process in China and the United States based on the understanding of the two different land ownership systems. Contrary to U.S., planning in China is mediated through a vertically integrated institutional framework. The unique urban planning system in China has been explored with emphasis put on the planning process, i.e. Urban System Plan (Regional Plan), Urban Comprehensive Plan, and Urban Detailed Plan (Zoning). Eminent Domain Law and Urban Growth were further analyzed in two countries as major case studies. Finally, the challenges China is facing with under the existing planning system have been concluded while opportunities and suggestions to reduce the urban-rural gap, promote localized legislation, and enhance public participation have been further put forward. As planning systems and land control laws continues to evolve in both China and US, we can see the tendency that the planning and legislative powers in both countries are playing more pivotal roles in the country's economic development. Looking at the marked differences with respect to land control practices, this paper has shown how eminent domain, zoning, urban growth boundary and planning process are administrated in China. At the same time, we also notice that in China, due to political, structural and institutional defects, the validity of land control laws and efficiency of city planning are being challenged by various emerging social issues. It still remains an open question whether or to what extent that China will move toward a Western-style growth management system, but there is no doubt that in order to maintain healthy growth, the introduction of public participations and transparent supervisions to the planning and legislation systems is needed and crucial.

**Keywords** Land Use Control

**Keywords** Planning Legislation

**Keywords** Zoning

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 170

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 170

**Abstract code**

**Title of abstract** **Co-evolutionary Development of the Grand Canal and City Region in Eastern China: Strategies and Approaches**

**Author** YANG,  
; China; Tel: , tianren.yang@hotmail.com

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** The Grand Canal, also known as the Beijing-Hangzhou Grand Canal in China, is the longest canal or artificial river in the world, furthering an indigenous and growing economic market in China's urban centers since the Sui period. However, flowing across the centers of quite a few cities in eastern China, the Grand Canal is facing with increasing human impacts, such as dam construction, deforestation and agricultural related activities. Pollution and recession of the areas along the Grand Canal becomes the major problem of its future development; shrinking waterfront is just like a crack inside city center. Since urbanization process is inevitable in distinct cities and towns along this river, there is an urgent need to introduce new management practices to revitalize the Grand Canal within its broader water system and urban context.

Based on the previous research on urban hydrology and water management in urban planning (e.g. Niemczynowicz 1999, Cook & Williamson 1999, Wong 2006), this paper discusses the co-evolutionary interrelationship between the Grand Canal and urban areas. Briefly, the ancient Grand Canal should be intrinsic motivation for urban future development rather than a burden of it.

This paper aims to find out the way to identify, preserve, manage and revitalize the Grand Canal in city center with all of its tangible and intangible qualities. The approach to managing the Grand Canal is holistic by integrating the goals of urban heritage conservation and those of urban social-economic development. This method sees the Grand Canal as an ecological, cultural and economic asset for the development of cities.

Mixed method approach is employed including GIS analysis of on-going spatial transformations of the Grand Canal areas, qualitative assessment of the values and current threats to the canal region with survey, and archival research on co-evolutionary methods of relevant canal cities. Besides, Six-step models are put forward to achieve a sustainable development between the river and the city region: (1) Representation model (data collection, GIS analysis, and etc.); (2) Process model (indicating the process and relationship between urban sprawl and canal spatial fragment); (3) Evaluation model (physical eco-simulation of the fringe areas based on CHAM Phoenix); (4) Change model (projection and intervention model of proposed change); (5) Impact model (social, economy and ecological impact); (6) Decision model (figure out pros and cons of alternative proposals)

Furthermore, an actual project in Cangzhou, a typical city under the effect of urbanization along the Grand Canal in China has been proposed as a demonstration and application of the strategies and six-step methodology to better

**Keywords** co-evolutionary development

**Keywords** the Grand Canal

**Keywords** city region

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 171

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 171

**Abstract code**

**Title of abstract** From Decree to Guideline: How to draw up the Jiangsu Historical Village Protection Planning Guideline

**Author** YAO, mrs.  
Jiangsu Institute of Urban Planning and Design; China; Tel: , wjxjxjxj@163.com

**Co-Author(s)** CHEN,  
DAI,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** The idea of historical village and town protection was claimed out quit early in 1985. However, after 17 years, the revised the Law of the Peoples Republic of China on Protection of Cultural Relics was added the legal context about protection of historical village and towns. In 2008, central government regarded the Decree of Protection of Historical City, Town and Village which aimed to stipulate a legal framework for these cities, towns and villages protection. In 2013, Ministry of Housing and Urban-Rural Development promulgated the Guideline of Historical City, Town and Village Planning that is first time to supervise making protection planning for local authorities. However, there is a great limitation for this national guideline because of the great difference of nature, economy and society in different zoning of China. Therefore, the realistic protecting planning work need a local guideline to solve local specific problems. Guideline of Jiangsu historical village (Protection) Planning (short in Guideline) was promulgated under this kind of background. Jiangsu is the most ancient area of China with the greatest number of China Historical City (11) and China Historical Town (27) of China legally. Comparing with successful of historical city and town protection and development, there is a less number of historical village in Jiangsu, until now, only ten Chinese Historical Village and three Jiangsu Historical Village are in Jiangsu legally. It is inseparable with Jiangsu urbanization background and faster industrialization in local village. Therefore, the conflicting between urbanization and protection for local village made deep pressure on Jiangsu Department of Housing and Urban-Rural Development to hand out the Guideline in 2014, in order to implement the national legal framework and enhance the local protection planning work. The article will introduce the main approaches of this Guideline in the view of author of this this Guideline and describe the connection between the legal framework and local requirement. There seven main approaches as follow: Firstly, the guideline set up the main context and standard for main drawing of planning. Secondly, the guideline coordinate the relationship between historical protection and village construction planning. Thirdly, the guideline requires the planner extremely emphasis on the contextual history research and evaluation on building. Fourthly, the guideline point out the main objects of the protection planning. Fifthly, meanwhile, the guideline demands the protection planning should show full respect on the willing of local residents. The planning should include processing of public participation. Sixthly, the protection planning should include some context of infrastructure which include transportation, civic facilities

**Keywords** Historical Village

**Keywords** Protection Planning

**Keywords** Guideline

**Keywords** Jiangsu Province

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 172

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 172

**Abstract code**

**Title of abstract** **Strategies for Contextualism in Urban Regeneration Practices: a Comparative Study between Hackesche Höfe and Tianzifang**

**Author** YANG,  
; China; Tel: , tianren.yang@hotmail.com

**Co-Author(s)** SHI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Contextualism is what most of the planners and designers will concern when talking of urban renewal project based on the masterplan level. But is masterplan a necessity in the pursuit of Contextualism? And at that point, is it necessarily a top-down method conducted by government and planners? Cases of Hackesche Hofe in Berlin (top-down) and Tianzifang in Shanghai (bottom-up) have been put forward and compared to identify the problems planners might confront in the implementation of Contextualism. Top-down and bottom-up strategies are both proved valid to achieve a successful urban regeneration in an existing old urban context. Top-down procedure could promote the implementation of the project effectively but lack story-making background, while bottom-up procedure focuses more on cultural preservation but is short of regional concerns. Based on these findings, strategies for contextualism in urban regeneration practices have been proposed and summarized in the aspects of mixed-use functions, incremental growth, building typologies, public-private relations, and public participation.

**Keywords** Contextualism

**Keywords** Urban Regeneration

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 173

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 173

**Abstract code**

**Title of abstract** **Bridging the Social and Spatial Divides in Metropolitan Areas: Linking Policy to Implementation- An Indian Perspective**

**Author** MITRA, SM ms.  
School of Planning and Architecture Bhopal; India; Tel: 9630404083, sheuli26@gmail.com

**Co-Author(s)** MITRA, TM dr.

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** This paper is part of a larger research which has as its objective the need to redefine the urban regional structure in a more socially and economically equitable manner, through alternative models of development, with emphasis on residential land markets and housing for all. Linking theory and policy with the role of administrative and technological infrastructure forms the core of the study.

The study is based in India, and for the empirical work, the case study of Kolkata Metropolitan Area (KMA) is undertaken. India as a nation has a total population of 1.21 billion, (Census of India, 2011), of which 31.16% is urban, translating to around 377 million people living in urban India. Further, recent studies have shown that most million plus cities are growing as multi-municipal agglomerations. According to the 2011 census data, the total population of the case study city of Kolkata, the population of KMA is a little more than 14 million, spread over 1851 sq. km. KMA comprises of three city corporations housing about 39% of the population. Additionally, there are 39 municipal towns, 91 census towns and a vast chunk of rural land housing only 9% of the total population. As is evident from the statistical figures, the complexities of housing such a large and varied demographic profile of population spread in different administrative units, gives rise to several implementation hurdles, leading to inequalities and fragmentation, both social and spatial, in the metropolitan region. In India, it is increasingly being observed that the housing policies are not being successful in meeting their intended objectives, thereby creating socially unacceptable housing scenarios in most urban areas. A 1993 World Bank Report on Housing markets (Housing: Enabling markets to Work) identified some 'emerging priorities for housing research'. Four broad areas of work were identified. They were inter alia, (i) collection and dissemination of best-practice information on effective housing policies, (ii) developing of practical tools based on research findings to improve the quality of policy analysis, formulation and implementation, (iii) improvement of the amount and quality of data available on the housing sector and (iv) expansion of substantive research on selected areas such as land and housing supply, etc. Since then work in these areas have increased and a recent study on 'Land Markets, Government Interventions and Housing Affordability' by Alain Bertaud, addresses change in research practices related to land and housing markets, with the objective of influencing government policies that can impact ground scenarios. The study results showed that ignoring the spatial dimension by local governments has led to most of the problems of distribution of land consumption&lt;i>&lt;/i>. Drawing from these references, the present study brings together the three realms of (i) administrative hierarchy (ii)

**Keywords** urban structure

**Keywords** equity

**Keywords** implementation framework

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 174

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 174

**Abstract code**

**Title of abstract** Reinventing A Philippine City through Vision 2020 Plan

**Author** QUINTANA MALUBAY, HJMQM ms  
UNIVERSITY OF THE PHILIPPINES; Philippines; Tel: 02 957 1505, hqmalubay@upd.edu.ph

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Serendipity and planning may seem contradictory. Yet this is one way to tell the planning story of Candelaria, a first class municipality in a first class province of the Philippines. It serves to illustrate how Candelaria can, in fact, rework and reinvent itself even as it is now already a productive city. Through Vision 2020, its five-year plan, this aspiration can meaningfully come alive.

The law mandates that each local government unit in the Philippines undertake a comprehensive land use planning process. Such imprimatur impelled Candelaria to rethink its working strategy for a new and enhanced planning policy direction. Its current track in terms of growth for industry dates back to the Second World War. Candelaria possesses clear impetus to update and redevelop where necessary. Though far from the claim of a post-industrial economy, it is manifestly an emerging one, a microcosm of the Philippine economy.

Like a phoenix rising from the ravages of war, Candelaria picked up the pieces and set itself up to become the "dessicated coconut capital" not just of the Philippines, but of the world. Coconut is called the tree of life. Each and every part of the tree has proven benefits to health. Dessicated coconut is processed coconut that finds its way into a myriad of goods ranging from food to cleaning products and everything else in between.

Through various approaches such as grassroots e-survey, technical transect, sectoral focused group discussions and charrette in the planning process, interesting alternatives came to fore. Vision and values, essentially on conservation and conservatism, philosophically underpin the comprehensive plan that stands to benefit industry, in particular, and the whole of Candelaria, in general. Mount Banahaw, a culturally significant landscape protected by law looms large in the planning process conducted. The exercise opened eyes, minds and hearts of technical participants in collaborative modes with the local stakeholders.

Pioneering concepts of a twenty-percent developable land in industry's identified locational quadrant point to compact development that speaks loudly of sustainability amidst the cacophony of political and economic pressure to open up "new land" for sprawled growth.

Realizations abound on lessons taught and learned collectively in the oblique and intermeshing roads of the planning process. When shared in a forum such as ISOCARP's, these can truly benefit most practitioners making honest efforts to achieve sustainability for this and the generations to come.

**Keywords** vision

**Keywords** land use planning

**Keywords** industry

**Keywords** mixed use

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 175

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 175

**Abstract code**

**Title of abstract** "From Bottom to Top":An example of diversification, self-sustaining and self-renewal in Tianzifang, Shanghai

**Author** SHEN,  
; China; Tel: , tangerine702@foxmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Economic development and economic restructuring are promoting the urban renewals in every city center area. Different from the traditional renewal mode, the bottom-up mode is more significant with its "small-scale, organic, progressive" features. As an example of such mode, Tianzifang is a monument of urban self-renewal in Shanghai, China.

This paper analyses the regeneration process of Tianzifang, summarizes main characteristic and difficulties at its each stage, and expounds the mechanism that pushed forward the regeneration effort. The principal contradiction in the process was between the demands stemming from the post-industrial transformation of Shanghai and the policy and institutional vacuum in the regeneration of Lilong housing areas, such as regulations that restrict residents' ability to carry out self-renewal. This paper argues that the urban sub-district offices in China, plays a key role among others in the regeneration process, because it holds the executive power delegated from the municipal government and it solicited the support from various interest groups such as residents, artists, business owners, urbanist, preservation scholars, and media to break the institutional limitations and to promote the regeneration progress. However, because the new regime had not taken full shape after the old one was broken down, the conflicts between residents and business owners still continued, which may restrict further regeneration efforts in Tianzifang area.

Based on the research of the cooperation between residents, artists, business owners and the government, this paper analyses the related factors from property confirmation, system evolution, and the rent changing, then summarizes the experience of the self-renewal in Tianzifang area. As it is believed the Tianzifang renewal model has the value of being a reference case of spontaneous self-renewal for other old town areas, at last, this paper extracts experience and lessons from the bottom-up mode and presents the strategies of the spontaneous self-renewal in old city center areas.

**Keywords** Self-renewal

**Keywords** Tianzifang

**Keywords** Bottom-up mode

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 176

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 176

**Abstract code**

**Title of abstract** COOPERATIVE HOUSING PROJECT

**Author** BACHARYAR, WB  
DeCoBa; France; Tel: 33695951576, bacharyar2002@yahoo.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** &lt;b&gt;COOPERATIVE HOUSING PROJECT FOR 10,000 UNITS&lt;/b&gt;&lt;b&gt; &lt;/b&gt; The Directorate of Urban Planning and Housing in the Former ministry of Public Works to day ministry of Urban affairs in Kabul , Afghanistan launched a competition for a project to build 10,000 dwelling units in a Cooperative System of habitat because that time the regime in power in Afghanistan proposed a cooperative project is timely for them. &lt;b&gt;OBECTIFS OF THE PROJECT&lt;/b&gt; The Urban Planning and Housing Department had no funds to build housing mainly for official employees and needy populations. To resolve this need the Housing cooperative contest has been organized . For this project engaged a strategy designed - Each employee after paying ten percent of housing prices had the right to acquire a lodging with a payment withdraw from his salary every month during 20 years - 20% of lodgings was reserved for low income group populations with the help of the State &lt;b&gt;COMPETITION &lt;/b&gt; The The coopeition deadline has been set at two months. Five teams were formed and I immediately made the following team:  
I started to draw a sketch Lay out plan and composition of housing plans apartments and buildings including the various volumes and elevations. Two weeks after all the sketches were finished and the team and me have to put everything on the scale and make models. Drop the last three weeks we worked day and night to finish the deadline of the project report. We arrived at the end of the project shown in the following page. The Cooperative Housing project was to : - Establish a summary plan of topography and taking pictures of the construction site located in Parwan 2 a neighborhood along Salang Wat . - Design the Lay out plan distribute all 10,000 homes in five neighborhoods around a secondary center and the main center in the middle of the project . - Provide all the infrastructure of roads, water, sanitation district heating etc. Cults and public buildings, Administrations, Schools, clinics etc. According to the standards for a population of 30 000 inhabitants - Foresee a large whole in the shape of a horseshoe or straight spaced so that green spaces occupy the interior and the car park are related to roads outside - Draw especially along the avenue of Salang Wat buildings from 9 to 12 floors with a beauty perspective of the city in designing hotels and offices on the ground with pavement businesses – Propose the height of the buildings in the five boroughs is 4-6 levels - The apartments have a balcony with the minimum size for economic reasons and they are divided into 2, 3, 4 and 5 rooms with 60% of 3 rooms - making models showing the composition of urban areas and volumes of buildings in their heights in their colors . - Prepare a report of the description and the estimated cost of project

**Keywords** Planning

**Keywords** Housing

**Keywords** Construction

**Keywords** Coop Financing

**Presentation pref.** Case Study, Realised Project

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 177

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 177  
**Abstract code**  
**Title of abstract** URBIS Decision Support for Integrated Urban Governance

**Author** LUDLOW, DC  
UWE; United Kingdom; Tel: , david.ludlow@uwe.ac.uk

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** <b>URBIS Decision Support for Integrated Urban Governance</b>  
<b>&i>David Ludlow</i></b>, <b>&i>(UWE, UK)</i></b>, <b>&i>Tomas Soukup</i></b> (GISAT, Czech Republic)</p><p>The challenges for the management of cities and city-regions in addressing the economic and societal dynamics facing Europe and Europe's cities today is evident in the complexity and interconnectedness of the global and pan-European drivers of change and their associated socio-economic, environmental and territorial impacts for urban environments. Integrated urban management processes emphasising horizontal integration across the sectoral agencies at the local level, and vertical integration between government agencies from city to EU level is identified as critical to the management of the city-region in relation to the key political objectives defined at both local and EU levels. The clear need for enhanced intelligence to support inter-agency collaboration and decision-making on territorial development as a central feature of integrated management is identified as a prime opportunity for URBIS solutions. Accordingly this paper presents initial findings from the EU funded URBIS project (ICT PSP 2014–17) investigation of vacant land potential in urban areas, and the opportunities for previously developed land or brownfield to support urban regeneration safeguarding greenfield sites. URBIS delivers assessment methodologies and tools to provide accurate up-to-date intelligence on urban vacant land opportunities that is comparable across European cities to support the definition and implementation of sustainable planning and governance strategies in cities and city-regions throughout Europe. The background to this innovative research and city pilot development are growing pan-European concerns with land taken for urban use, which annually converts almost 1000 km2 of agricultural or natural land into artificial areas, as part of a wider European land degradation process. This land take process is driven by urban sprawl and infrastructure development, for example when new urban industrial or commercial areas are built on highly fertile agricultural land, rather than recycling abandoned or underused artificial sites. Land use efficiency is today a prime political objective at both European as well as city level, and the EU Land Communication aims to establish “zero net land take” across the EU by 2050. Central to the delivery of this policy is accurate intelligence on the availability and supply of previously developed “brownfield” land, as a key component of land-use decision making, maximising the net socio-economic benefits from land-use without degrading natural capital.</p></div><div data-bbox="38 669 268 683" data-label="Text"><p><b>Keywords</b> urban sprawl</p></div><div data-bbox="38 688 349 702" data-label="Text"><p><b>Keywords</b> previously developed land</p></div><div data-bbox="38 708 343 722" data-label="Text"><p><b>Keywords</b> EU Land Communication</p></div><div data-bbox="38 728 379 742" data-label="Text"><p><b>Keywords</b> planning decision support tools</p></div><div data-bbox="38 748 226 762" data-label="Text"><p><b>Presentation pref.</b> Paper</p></div><div data-bbox="38 767 138 780" data-label="Text"><p><b>Additional file</b></p></div><div data-bbox="38 785 161 798" data-label="Text"><p><b>Extra information</b></p></div><div data-bbox="38 840 129 853" data-label="Text"><p><b>Presentation</b></p></div><div data-bbox="38 858 100 872" data-label="Text"><p><b>Session</b></p></div><div data-bbox="38 877 198 890" data-label="Text"><p><b>Time</b> -</p></div><div data-bbox="38 895 213 908" data-label="Text"><p><b>Date</b> / /</p></div><div data-bbox="38 914 104 927" data-label="Text"><p><b>Location</b></p></div>

# Abstract Registration No: 178

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 178

**Abstract code**

**Title of abstract** **The Convivial Regions in the world**

**Author** BACHARYAR, WB  
DeCoBa; France; Tel: 33695951576, bacharyar2002@yahoo.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** &lt;b&gt;THE CONVIVIAL REGIONS IN THE WORLD&lt;/b&gt;  
Regions as decentralized territories exist in France and worldwide at the end of each government can better exercise its power locally and run a number of its projects more effectively. The administrative divisions of the regions are the work of the central government of a country but they do not often reach the satisfaction of citizens in each region due to lack of resources.  
A new concept in the region is emerging: the convivial regions. This new conception of the region is a desire of people who want to participate actively in the progress and development of their region. Convivial region is defined in terms of the historical cultural, geographical, and socio-economic development of a region could exceed the current limits of the region and would be more extensive. Thus, according to our research division metropolitan French regions will increase from 22 to 13 which could have more economic impact by reducing budget too inefficient and costly administrative structures. This new division of 13 regions, I proposed to the Prime Minister of France for its implementation. Which fortunately is being done.  
Convivial region stems from the will of the peoples of the region accounts for them against the central power structure more appropriate. The inhabitants of this region part from the original design are more concerned and want to participate in more activities in the region  
In a democracy there is no 100% in favor of a proposal or a particular political view, but from a broad participation and full consultation with local residents, the success of a large majority participatory willingness of people are better served in a Convivial Region. Today people like to present themselves as Alsatian, Breton, Corsican ... then as french. Later, a day will come when people will arise as citizens of the great convivial regions like American, European, African, Asian and Australian (north, south, east and west).  
The convivial regions approach may apply in other countries of Europe and the world and it could lead to a division of the world in convivial regions. Such a study was decided at a meeting of the International Society of City and Regional Planners (ISOCARP) in Paris following the World Congress of the ISOCARP Istanbul in 2008. The result of this study is as summarized in this report and requires further study. The division of the world into 15 convivial regions is obtained by considering all the structures of international organizations as a first step acquired in the direction of a peaceful agreement and multilateral cooperation between countries. In some areas of the world do not yet exist an international

**Keywords** Regional planning

**Presentation pref.** Research Result

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# Abstract Registration No: 179

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 179

**Abstract code**

**Title of abstract** **The Impending Revolution in Urban Planning Practice: Intelligent and automated, but will it be garbage in, garbage out?**

**Author** GOLDIE, E.S. mr.  
Abu Dhabi Department of Municipal Affairs; United Arab Emirates; Tel: 055 915 8139, stephen.goldie@am.ae

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** UN population forecasts translate into a need to build three complete new cities the size of Brisbane every month for the next thirty-five years. Mostly in the massive arc stretching from northern Africa through the Middle East, and across all of Asia to Oceania.  
Current planning systems struggle to produce quality plans for new urban areas at anything like that rate. Notwithstanding geographic information systems, on-line lodgement and word processing, plan making techniques and approvals processes have barely changed over the last hundred years: start with a metropolitan planning strategy, convert this to local statutory 'land use zoning' plans, prepare detailed master plans for new or regenerating areas and then pass these to surveyors and civil engineers for implementation (engineering design, procurement and construction). But each step takes two to five years. Typically, planning takes something like ten years from initiation to a significant level of development on the ground, but only if each plan in the chain is good enough to achieve political support and be implementable. If not twenty years is still a 'good' result.  
After the planning is done and the infrastructure is underway the planning approvals process kicks in, a process so fraught with complexity and value judgements that development application delays are the bane of every architect and developer. In some places all aspects of urban planning and design are subservient to the statutory process, when it should be the reverse.  
The one advantage of this slow grind is that it allows for extensive community, peer, political and judicial review: a net of safeguards against dangerous and inappropriate development.  
However, to house an additional 3 billion people in cities by 2050 administrations seeking to manage urban development and population growth in a resource efficient and environmentally sensitive manner will increasingly turn to recent innovations that are already being deployed piecemeal around the world, e.g.:

- Daily satellite imagery;
- Drones;
- Big data, powerful algorithms and deep learning;
- Transect based planning;
- Form based codes; and
- Automated applications approvals software.

**Keywords** urban planning

**Keywords** big data

**Keywords** transect planning

**Keywords** approvals software

**Presentation pref.** Paper

**Additional file**

**Extra information**

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# Abstract Registration No: 180

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 180

**Abstract code**

**Title of abstract** **Towards a better understanding of plan making and implementation for residential intensification: case Study of Auckland, New Zealand**

**Author** LIU, W  
School of Architecture and Planning; New Zealand; Tel: , wendylaw31@gmail.com

**Co-Author(s)** HAARHOFF,  
BEATTIE,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** In 2010, the central government of New Zealand decided to amalgamate the previous seven local councils and a regional council into a single unitary local body. The subsequent released urban region's growth management plan, the Auckland Plan (2012), is a key vehicle for developing an integrated approach to managing growth. The Auckland Plan aims to support economic opportunities, increase housing supply and choice, deliver social benefits and manage environmental effects using a variety of tools. This plan is aimed at implementing a compact city by concentrating the larger part of future development in, and around, existing transit centres, and seen as a model for Auckland to become 'the most liveable city in the world'. Turning that vision into reality requires the use of a board range of growth management strategies and planning policies, particularly through the yet to be released Auckland Unitary Plan (that gives legal effect to the Auckland Plan). The Unitary plan will replace the previous Regional Policy Statement, four regional plans, and seven district plans when it becomes effective in 2016. It will be the rule book on how to manage and develop the natural and built environment, using zones and zone standards, and a standard set of objectives, policies, methods and rules.  
Although the Auckland Plan provides a wide ranging strategic context and tools to achieve its aims, the Unitary Plan, strategic plans, particularly from top to down, do not guarantee plan implementation. Partly, this is because these plans do not necessarily deliver the outcomes sought, as there is often a dislocation between the planning levels. To attain the goals to achieve 'quality compact city', residential intensification strategies must prevail over the metropolitan and local plans simultaneously, to be successfully. However, it appears relatively little is known about whether this approach of plan-making would achieve the necessary planning interventions to integrate the regional and district plans to achieve urban intensification. This article explores the process of plan development, plan making and implementation frameworks, so as to explicate the objectives and processes involved, and consider the extent to which this will facilitate decision making processes to realize the anticipated intensive urban development.

**Keywords** integrated planning

**Keywords** plan implementation

**Keywords** plan making

**Keywords** urban intensification

**Presentation pref.** Paper

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# Abstract Registration No: 181

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 181

**Abstract code**

**Title of abstract** Region integration research based on the industrialization of cultural resources——Taking Huai-salt industrial district in China as example

**Author** NIU,  
; China; Tel: , cailijun\_nt@126.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Huai-salt industrial district is located in the northern coastal area of Jiangsu province, and it is the one of the four greatest feudal salt production areas in China which can maximize supply almost 70% of the country salt. As a result of that, Huai-salt directly determines the ancient regional urban system. The cities in Huai-salt industrial district (Lianyungang, Yancheng, Nantong, Huaian, Taizhou, Yangzhou) are facing the cultural, economic, ecological and other practical problems caused by the recession of traditional salt industry. Concerning this issue, proposing the Culture-Network Theory about the characteristics of Huai-salt industrial district – an innovative regional space integration method based on the industrialization of cultural resources. Firstly, the concept and the transformation of Huai-salt industrial district are introduced, and also the development of the urban system of the district is analyzed. Because of the constant eastward-moving of the coastline during the past 2000 years, the urban system of Huai-salt industrial district changes into four different space forms: Yangzhou and Taizhou integrating production and distribution area together; the industrial district was expanded to the eastern part and Huaian, Nantong, Taizhou administered the town production cluster on the west of the Fangong sea wall; the industrial district continued to expand to the northern and eastern part, and Yangzhou, Taizhou, Huaian administered the town production cluster on the both side of the Fangong sea wall and northern of Huaihe River area; coastal town production cluster rise to a cooperative way with the administering cities. Due to the policies and developing focus differences between different periods, the links between cities and towns were also constantly expanding and changing, which finally contribute to the artificial efficient water regional cooperation network. Secondly, the space elements are systemized based on urban morphological theory. And three main characteristics are summarized: space relevance, texture homogeneity and culture homology. Thirdly, to realize the integration of regional culture, three steps will be taken: creating both regional culture core (by developing Yangzhou, Taizhou and Huaian as the culture core) and industrial core (by developing Lianyungang, Yancheng and Nantong as the new industry core); framing the regional network via utilizing traditional water-traffic corridors; promoting regional economic development with Pro-Poor Tourism mode. Eventually the cooperation network with production, learning, research and tourism was formed with the characteristics of large dispersion-small centralization. Aim to explore a method for culture innovation, social pattern transformation and urban sustainable development in Huai-salt industrial district.

**Keywords** Region integration

**Keywords** Huai-salt industrial district

**Keywords** cultural resources

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 182

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 182

**Abstract code**

**Title of abstract** Architectural and planning aspects of tourism and recreation development in Kazakhstan

**Author** ABILOV, A.Zh.  
Kazakh National Technical University after K.I.Satpaev; Kazakhstan; Tel: 77272577137, khojikov\_an@bk.ru

**Co-Author(s)** KHOJIKOV, A.V.  
YASKEVICH, V.V.

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Kazakhstan has a high potential for both development of domestic tourism and attraction of foreign travelers to visit the country. However the tourism industry is still undeveloped in Kazakhstan. The share of the tourism industry is only about 0,3% of GDP. There are many reasons for that, but the main one is the quality of the recreational infrastructure. Nowadays the quality of services provided at the most of the hotels does not meet the international standards. It's necessary to create alternative approaches to design, to locate, to build and to arrange functioning of tourism facilities and that provide the Kazakhstani tourism industry with the possibility to reach the international level of development in a short time.

The issue must be solved at least at three different scales of planning. The highest scale is the level of regional territorial planning level. At this level it is crucial to consider assignment of architectural and planning aspects of formation and development of territories having a recreational value. It's necessary to take into account such factors as climate and socioeconomic conditions of development, to carry out an assessment of territories, according to its recreational potential and capability of tourism infrastructure development. The greatest attention should be given to analysis of environmental conditions - sustainability of ecological systems to carry out the planned recreational loads. The second scale is the level of district planning. At this level, it is important to solve concrete tasks of planning as the placement of recreational facilities and to provide recommendations on their typology and nomenclature in line with architectural and planning criteria for territorial development: zoning according to the type of recreation and tourism (e.g. long- or short-term tourism, sports tourism, heritage tourism etc.). The planning activities of this level also include provision of the recreation areas with all necessary infrastructure: transportation, road, energy systems and etc. The last scale is the level of local planning. At this level it is crucial to solve some specific targets of planning of recreational facilities and architectural design of tourism complexes in line with the overall planning of recreational areas that were recommended to develop by district and region level planning projects.

As a result of research, the authors of the paper are going to provide some recommendations concerning the planning and architectural design of recreation territories in Kazakhstan. The proposals will cover all above mentioned scales of planning from special models until concrete design of the projects and they will be based on the concepts of sustainable development and green architecture).

**Keywords** architecture

**Keywords** recreation

**Keywords** tourism

**Keywords** Kazakhstan

**Presentation pref.** Paper

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# Abstract Registration No: 183

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 183

**Abstract code**

**Title of abstract** DESIGNING FOOD SENSITIVE CITIES

**Author** KABIR, SK  
Avantgardes; Bangladesh; Tel: 01711677299, arch.jabin@gmail.com

**Co-Author(s)** ISLAM,

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** During the last few decades, there has been a major shift in the world's population towards urban areas and it is estimated by UN (2014) that more 66 percent of the world's population will be living in the cities in the 2050. Cities rarely have the self-provisioning capacity to satisfy their own food supply and are largely dependent on production from remote landscapes. With the rising number of urban population, few arable lands are available in cities for local food production as those lands have been replaced by housing, business centers, industries, roads and other built structures in order to accommodate the growing number of population. This desertion of cultivable land threatens the ecology of agro-ecosystems impairing the state of soil, water and air and reducing biological diversity in urban landscapes. The impervious concrete roofs and roads tremendously contributes to the increasing urban heat island effect as well to climate change. Added to this, the concrete surfaces generates more and more polluted storm water runoff, checks ground water recharge and disrupts the natural water cycle. One of the prime cause of food price spike in the cities is the associated transport cost and fuel price hike. This food transport to cities from remote landscapes causes more carbon emission. Also, in many cities, the manufacturing and the IT industries allow attractive job opportunities that with time has topped out their country's agriculture economy and encouraged rural urban migration. People now living in the dense cities have little or no connection with the natural food production. How sustainable food systems in the urban landscape can surmount these challenges is the primary concern of this paper. This scholarship looks into different case studies of urban agriculture practices through design and policies- from different cities of the developed and the developing countries on how their authorities-both public and private- are working toward these challenges. Studying those individual and discrete case studies, the paper presents a framework for integrating food production in cities that supports ecologically intelligent and design inclusive spatial responses to the challenges and opportunities for feeding the city's growing population. Added to that the paper will exemplify some effective strategies, new innovative approaches, solutions and tools that can be translated into practice for the architects, urban designers and planners as well.

**Keywords** food security

**Keywords** urban agriculture

**Keywords** urban farming

**Keywords** edible cities

**Presentation pref.** Paper

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# Abstract Registration No: 184

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 184  
**Abstract code**  
**Title of abstract** Shiraz small residential Gardens  
**Author** DANESHMANDIAN, chizfahm  
; Iran; Tel: , mahsa\_rezonans@yahoo.com  
**Co-Author(s)** FATTAHI,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Since ancient times Shiraz is known for having beautiful Gardens, worldwide famous as Persian Gardens. Its Gardens mostly remain in tow forms of large and small scale Gardens. The large scale Gardens are those typically known in the world as Persian Gardens, which are listed and nominated in UNECO's world heritage sites. The small ones are those located within heart of small buildings, Known as courtyard houses. Today's, public and private sectors and their strategic plans are mostly focused on large scale Gardens. They are mostly used as Garden museums in Shiraz. However in this paper we would like to change the focus from large scale to small scale Gardens. This is mostly done to retain and increase Green space area not only in the city as large Garden but also to distribute them within each private building. Measure the Green spaces in unite of square meters per capita in Shiraz is about 18, excluding the private gardens and green areas surrounding the city's heights. Include this areas we have 37 square meters per capita, which is 12 square meters per capita more than world standard area. To reinvent the idea of revitalizing small Garden within courtyards, we encounter many problems such as the city populating growth, development limits, lack of suitable land for construction, economic issues, the new trends of high-rise buildings, land speculation and particularly reducing the private courtyard and inefficiency of government regulative laws/legislations. To do so, we try to study and comparatives tow areas of Shiraz with two different characters. The first is in traditional center of Shiraz famous for its small courtyard Gardens. The second is in Maaliabad famous for its modern high-rise buildings. Our results show the different impacts of each areas and how the different in their green space distribution. We believe our method as innovative plan for city to save the region.

**Keywords** small Gardens

**Keywords** renovation

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 185

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 185

**Abstract code**

**Title of abstract** **Emerging urban patterns in Bangalore Metropolitan Area- case for urban planning based on inclusive and social co-operation**

**Author** SRINIVASAN,  
Ides consulting private limited; India; Tel: 9845294870, urbgops@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Bangalore Metropolitan area ( 1279 sq.km) is fifth largest city in India and is often referred to as the Silicon valley of India. The city has witnessed rapid growth since the 1950. The various Planned initiatives since the outline development plan - 1968 to the current Revised Master Plan 2015, has consistently attempted to describe the city structure and propose land uses for control and regulation. The paper in brief reviews the salient aspects related to the implementation aspect of the planned initiative and describes the key urban issues that need to be tackled. Bangalore has a city has interesting social and cultural context with cosmopolitan outlook with diverse communities, religions, occupations. The city has a large youth population base involved in the various economic activities. The urban plans demonstrate the theoretical and the abstraction of the structure and has proposed simplistic recommendations for growth and management. A review of the initiatives along with the ground realities in a few select planning districts of the city reveal interesting emerging patterns - a structure and distinct morphology of varying densities based on connectivity and existing settlements. The paper highlights the emerging structure. While the emerging structure has enabled the organisation of the neighbourhoods, existing settlements informal developments , its co- existence with planned initiatives require integration and re-thinking of the urban plan making process. The urban plans are seen as technical documents with little co-operation of the other service provisioning authorities and are removed from the local aspirations of the citizens. It is not still clear how the Citizen involvement and participation can be fully integrated in the plan and the implementation process. The reaction to the urban issues such as land use development, congestion, parking, mobility has been based on the use of procedural plans and a discussion on the use of fiscal and control instruments without necessarily factoring the social context. The author has selected a few examples where the local resident population has taken up initiatives for both planning and management in a limited way. Based on this, there is a case made to expand the role of the citizenry and utilise the social capital for planned initiatives. The implementation rate may be enhanced through the deployment of social capital while using the emerging patterns to the city advantage.

**Keywords** Urban structure

**Keywords** Master Plans

**Keywords** Social capital

**Keywords** implementation

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 186

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 186

**Abstract code**

**Title of abstract** **Pattern of Multiple Plans Integration — Study of Shunde Planning System Construction**

**Author** DU,  
China Center for Urban Development; China; Tel: , paper\_piccud@163.com

**Co-Author(s)** ZHOU,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Since the policy of reform in 1978, national and local governments within China have created a large number of different plans in order to promote development and conservation. According to the statistics from the Urban Planning Society of China, there are 83 kinds of statutory plans that have been made by the government. On a country-wide level, the most significant among dozens of plans included the five-year plan for national economic and social development that originated from the Soviet planned economy, the master plan, the general land use plan created by China with the purpose of arable land conservation, and the environmental protection plan. Conflicts with parallel spatial planning have become one of the major dilemmas for local Chinese development. The local government and private developers are often confused as they are presented with multiple plans that are administered by separate governmental agencies. These plans are backed by different sets of legislations, bearing diverging objectives and standards, and carry conflicting incentives and restrictions within the same spatial area. In 2014, the central government of China advanced a conceptual objective called "Multiple-Plan Syncretized", which encouraged local authorities to explore suitable planning approaches. The objective of this study is to establish a coordinated planning system in Shunde, an area within Guangdong province, which was one of the first pilot counties to experiment with Integral Plan in China. In the first section, by analyzing the goals, feasibilities, and contradictions among existing plans under current circumstance, one local integrated plan is identified as the guideline for other plans. In section two, based on the local integrated plan, obsolete and unnecessary plans are curtailed and incorporated into a few statutory plans. The contents of these statutory plans are further adjusted to reduce contradiction and repetition. In section three, a regulatory plan is established to implement zoning administration through the local integrated plan. In section four, an annual evaluation and adjustment mechanism is designed to allow the planning system to improve itself promptly and effectively. In the final section, suggestions on how to streamline and combine planning administrative procedures are offered in order to simplify building permits.

**Keywords** planning system

**Keywords** integrated plan

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 187

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 187

**Abstract code**

**Title of abstract** Three Modes of Urban Renewal in Shanghai

**Author** SU,  
Shanghai Yingyi Urban Planning and Design Company; China; Tel: , sudoublesu@163.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** In 2014, Shanghai proposed the "Zero-growth" land use strategy which marks a great change that the connotative development mode taking the place of the used sprawling mode of urban development. When the traditional industries move away or upgrade, new city functions are embedded to active the region and accelerate the urban renewal. By now there are mainly 3 developing modes.  
The first is the entirety renewal mode which mainly take place in some large continuous industrial parks. Taopu district in northwest Shanghai is used to be a chemical industrial area. As the old industries moving out, the district faces an opportunity of transformation. A new regulatory plan is compiled based on a systematic function research and a whole urban design in order to create a smart city. The government will take the priority in future land purchasing, storage and grant according to the plan.  
The second is the transformation mode of state-owned stock industrial lands. The government issued in 2014. The measures established a development mechanism which the government lead the orientation and the original holders of the land take the charge of development. The original holders can change the land use by filling the price difference. The can also increase development strength to some extent on condition that they can satisfy the needs of public service, municipal facilities, environmental conservation and traffic capacity.  
The third is the partial renewal mode of commercial lands. In 2015, the government issued &lt; The Measures for the Implementation of Urban Renewal Planning in Shanghai (on trial)&gt; which mainly aimed at the renewal of commercial lands in central city. The key point of the measures is to encourage increasing public open spaces and public service facilities in central city especially in old city. A regional evaluation and a renewal planning should be taken to estimate what kind of public spaces or facilities should be added. According to the amount of the spaces or facilities the proprietors afford, a certain proportion of FAR awards or height adjust are permitted. Some pilot projects, such Xujiahui area (a sub-center of Shanghai), are now carried out.

**Keywords** Urban Renewal

**Keywords** Three Modes

**Keywords** Zero-Growth

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 188

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 188

**Abstract code**

**Title of abstract** **The Coordination between the Master Planning and the Regulatory planning in China: a case study of Taicang Yangtze River-Mouth Resort Master and Regulatory Planning**

**Author** CHEN,  
Jiangsu Institute of Urban Planning and Design; China; Tel: , realatp@msn.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** There are four planning tiers to cover Chinese land-use planning from macro to micro level in Chinese planning legal system, which are the urban-rural system planning, the urban master planning, the Regulatory planning and the Site Planning. In these four kinds of planning, the Urban Master Planning and the Regulatory Planning is the most important planning for local government, especially for prefecture tier and county tier, because these two kinds of planning are direct way to show the power and willing of local government on urban constructions under current legal framework. Usually, the Master Planning concerns the city/county development strategies and spatial development structure, meanwhile the main civic infrastructure institutes will be confirmed in this tier. The Regulatory Planning used to detail the spatial and economic requirement by the Master Planning, it is a direct tool for urban construction by local authorise. The main tasks of the Regulatory Planning are controlling land development intensity and set site of civic infrastructure under the Master Planning framework. Recently, some local authorities incorporated the urban design into the Regulatory Planning to control the architectural building style. Therefore, a vital responsibility of the Regulatory Planning is feedback the situation of Master Planning implement and adjusts the Master Planning partly by legal framework. The coordination requirement was found in making out the Taicang Yangtze River-mouth Resort Regulatory planning as well. Taicang was an important port city in China history. Along with declining of the Port, Taicang looked for an economic transition via the port regeneration. The Taicang Yangtze River-mouth Resort has come out under this background, which was concerned as the key for leading whole area regeneration. Therefore, the Jiangsu government, the top tier of Taicang government, implemented the Taicang Yangtze River-mouth Resort Master Planning in 2013 and are making out the Regulatory Planning in 2014. The main conflict between the Master Planning and the Regulatory Planning connected into two aspects. Firstly, the boundary of planning area had changed three times. That not only shows the change of strategy of resort by the resort administration committee, but also was the result of gaming between Taicang government and the committee. For local government, county level, it used to concern about the whole development of area. Especially on the resort, the local government not only seek economic reward, but also looked for a transition of economic structure that led by tourism. Therefore, the local government preferred to put old town and some wet-land into the area of the resort. However, the committee is a kind of urban investment company, therefore, it concerned less developing difficult for keep financial health.

**Keywords** The Master Planning

**Keywords** The Regulatory Planning

**Keywords** The Regulatory Planning

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 189

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 189

**Abstract code**

**Title of abstract** Re-Imagining Mumbai's Port Land - A People's Perspective.

**Author** BHADSAVLE, mr.  
Youth for Unity and Voluntary Action; India; Tel: 9730472726, mayuresh.b@yuvaindia.org

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** In last few decades, the prominent ports all over the world have been fundamentally restructured that has altered the relation between the port and the city. The economic and technological changes at global scale – reflecting at local level and leading to massive changes – have left a clear mark on the cities' images, representations and the condition of people living and working around ports. These transformation processes in port cities have so far been influenced by grand visions of urban planners, urban geographers and economists and has concentrated on long term infrastructure development, position of ports in national economies and physical results of urban restructuring. Even though these processes have created economic dynamism and have brought about significant development, the issues of consequential inequality and socio-spatial injustice have not really been addressed. In the interconnected world in which we live, Indian port cities are very much part of this global processes of change. Major ports of India in general and the Mumbai Port in particular have been the cynosure of policy circles and think tanks for the last few months. The discussions have centered on proposed restructuring of major ports and redevelopment of surplus port land. With a coastline spanning 7516.6 km, India's 12 major ports are a significant part of this interconnected web of international trade. These ports are owned by central government and own 2.64 lakh acres of land across the country. Mainstream discourse states that land utilization has not been optimal and has often resulted in lesser returns. The Mumbai Port owns a significant portion of this land bank, and has been under the scanner in terms of its development potential for nearly two decades. Mumbai is ranked as a global city and its port is the largest major port in the country and the fourth largest port in terms of tonnage handled. However, since the 1980s there has been a premeditated decline in port activities – largely accruing from global technological changes in port operations. Mumbai's port has seen waves of attempts at redevelopment beginning as far back as the 1980s. The most recent attempt at revitalizing the port has began in June 2014. The Union Ministry of Shipping constituted a Committee (Mumbai Port Land Development Committee) to prepare a road map for the development of the eastern waterfront and port land. The envisaged development, driven by large scale urban waterfront development schemes, takes into account real and imagined interests of globally mobile investors but it does not take into consideration the issues of the workers and life & livelihood linkages the port and its ancillary industries have created over nearly a century. When the central government is reimagining Mumbai's Port land, the local urban body- Municipal Corporation for Greater Mumbai – is preparing futuristic development plan of Mumbai for next 20 years and the technology driven smart suburbs / cities are also being

**Keywords** port city

**Keywords** urban planning

**Keywords** governance

**Presentation pref.** Paper

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# Abstract Registration No: 190

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 190

**Abstract code**

**Title of abstract** **Biking builds equity, Case Study of Detroit and Amsterdam**

**Author** MOHEBBI,  
University of Cincinnati; United States of America; Tel: 5135781355, mohebbmi@mail.uc.edu

**Co-Author(s)** VAN DEER KLOOF,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Mehri Mohebbi, M. Arch.\* & Angela van deer Kloof\*\*  
&it; AAUW Research Fellow, School of Planning, DAAP, University of Cincinnati, OH.&it;it;it;  
&it;it; Mobility Consultant, the Mobycon, Delft, the Netherlands.&it;it;it;  
"There is no friendly, welcoming place to walk," my mother stated upon hearing about my work on the social interactions of racial/ethnic minority women in the Detroit Metro Area. This comment highlights an outsider's view of the metro area's livability. Although there are many welcoming spots, they are overshadowed by abandoned lots and disconnected social patches. Despite of all distorted images of Detroit in the media and public eyes, this city is blossoming by cooperative local initiatives supported by federal and private sectors. The paper talks about how a local initiative defined as a coalition of grassroots organizations has changed the livability of a city and created accessible urban neighborhoods for racial/ethnic minorities and low-income population. It is a new approach in urban revitalization, as a combination of physical rehabilitation and long-term cultural change, such as innovative place-making ideas promoting a sense of community among minorities. It could depict a clear image of urban life for visitors, integrate diverse populations throughout the Metro Area, and create the foundation for trusting locals and providing them with the tools to plan their city. The case study for Motor City is Detroit Greenway Coalition. Since 2007, the Detroit Greenway Coalition and its members have influenced the urban life of Detroit tremendously by creating more opportunities for social engagement of racial/ethnic minorities and promoting active lifestyle in the Detroit Metro Area. The case study of Amsterdam, as the "Urban Bike Riding Capital of World Cities" represent a well-defined urban structure which employed biking as a tool to create more opportunities for cultural exchange and social interaction among different groups. These two examples, a bankrupted city with extensive social and economic issues and a multicultural well-defined urban system, will show how cities could promote social viability by encouraging physical activities, and the extent to which these urban interventions could influence the social equity by creating urban platforms for face-to-face interaction among distinct cultural groups.  
Keywords: &it;it;Equity, Biking, Social Cohesion, Otherness, Cycling.&it;it;it;

**Keywords** Equity

**Keywords** Biking

**Keywords** Social Cohesion

**Keywords** Otherness

**Presentation pref.** Case Study, Realised Project

**Additional file**

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# Abstract Registration No: 191

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 191

**Abstract code**

**Title of abstract** A systematic approach to regenerate neighbourhoods with an activity-based approach

**Author** TAHERI MOOSAVI,  
University of Manchester; United Kingdom; Tel: 07796504586, seyedehsomyeh.taherimoosavi@manchester.ac.uk

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** People-based intervention to regenerate communities has been replaced by an area-based intervention to incorporate physical renewal and community engagement in the regeneration process in the UK context. The research on the success of this movement has shown that the relationship between those interventions and any associated outcomes are rarely linear. Simultaneously, oppositions to area-based regeneration argue that these interventions have mainly contributed to the movement of poor people to other deprived areas. The complexity of relationships between spatial aspects of neighbourhoods and community should be addressed with a new perspective. Furthermore, community exists in the relations among people and implies communication and connection in its modern discourse. Hence, my paper focuses on exploring and understanding the dynamic aspect of contemporary community as an expression of communication with its environment. It assumes that the communication of the physical and socio-economic environments generates &lt;b&gt;activity scenarios&lt;/b&gt; which simultaneously create and use neighbourhood places. I modelled activity participation of the residents of a neighbourhood in Manchester, UK, with an activity-based approach using statistical models and GIS. The case study is one of the top 1% deprived neighbourhoods in England and has secured public funding for its regeneration since 2013. The modelling process was initially envisioned to record the underlying structures and mechanisms of the activities that point to the interaction between people and place. The outcomes provide analyses of the following areas: &lt;b&gt;first&lt;/b&gt;, the activity choices of individuals and how these choices are linked with the socio-demographics of residents; &lt;b&gt;secondly&lt;/b&gt;, how current local agencies and the existing physical environment provide opportunities and restrict the residents' participation in the local activities and consequently the communication of the residents; and &lt;b&gt;thirdly&lt;/b&gt;, the future activity-based scenarios of change as a result of the neighbourhood regeneration proposal submitted to the Manchester City Council. At the end, an activity-based framework is proposed which enables the qualitative analysis of regeneration planning statements, community consultation reports, institutional programmes and policy documents. The framework then outlines the method of integrating three mentioned quantitative results with the qualitative data, and the formation of activity scenarios. In this paper, it will be shown how this framework enables local agencies, authorities, service providers and regeneration teams with regard to improving their services, promoting social integration of residents in neighbourhoods, and linking neighbourhoods with its wider context.

**Keywords** neighbourhood regeneration

**Keywords** activity-based approach

**Keywords** complexity

**Keywords** activity-based framework

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 192

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 192

**Abstract code**

**Title of abstract** Interaction between national planning and local spatial plans in Greece

**Author** BERIATOS,  
University of Thessaly; Greece; Tel: , beriatos@otenet.gr

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** According to the Greek constitution the policy for spatial planning at all levels (urban and regional, national) is a competence of central administration. Local authorities are only competent for the implementation of the planning policy and the relevant spatial plans. However, they have a significant contribution to the formulation of this policy by their proposals during consultation processes as well as by their involvement to the elaboration and supervision of planning studies. They also play an important role during the stage of implementation of the plans and relevant projects. On the other hand, by a new reform regarding territorial reorganization, which took place five years ago, the size and the competence of first tier local authorities changed significantly. As a result, there has been a series of problems, in relation to the scale and specifications of local spatial plans, which led to a less efficient planning process and consequently had an impact on the program concerning the elaboration of such plans, still in progress. The paper is attempting to investigate the possibility of elaborating a new program of urban and regional plans within the framework of the new planning legislation and in relation to the existing territorial and administrative system as well as to the current socio-economic situation. In particular the paper focus on the experience acquired by the implementation of territorial restructuring and the operation of the new territorial entities (1<sup>st</sup> tier local authorities). Furthermore, there is a critical approach of the recent reform at local level, in an attempt to measure to what extent there is a compatibility between administrative and spatial – territorial structures. Finally the paper tries to examine the interaction between local regional and national planning in order to make the appropriate suggestions for improving the over-all efficiency of planning policy.

**Keywords** Spatial Planning

**Keywords** Local level

**Keywords** Local authorities

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 193

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 193

**Abstract code**

**Title of abstract** **Beyond Plan B - economic and spatial arguments for a change of strategy**

**Author** SOBOTA,  
Cityförster A & U; Netherlands; Tel: 0624738041, martin@cityfoerster.net

**Co-Author(s)** THOELE,  
ROTTMANN,

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Over the past 3 years the research project 'Beyond Plan B' has investigated the relationship between spatial projects and economy. Initiated by an interdisciplinary team of economists, geographers, architects and urban planners in the context of structural crisis, Beyond Plan B aims to bring together knowledge and expertise to facilitate a debate on options how to strengthen the economic resilience, the spatial qualities and the governance of regions. The research was based on an initial analysis of 30 stimulus projects and strategies with a spatial impact and an aim to improve the position and resilience of regions. Projects range from the American New Deal and Tennessee Valley Authority of Theodore Roosevelt, China's Great Leap Forward, Guggenheim Bilbao and Transrapid up to only indirectly spatial projects such as the Crisis and Herstelwet in the Netherlands, the German EEG (Renewable Energies Law). Our aim was to identify underlying strategies and reasons for success or failure. The study focuses on the development and resulting conclusions for the Rhine regions. A study on the topic of Core & Periphery investigates the spatial reality of the economically loaded debate around a Core Europe and a Peripheral Europe. Unsurprisingly the study discovers that the Rhine can be seen as the core region of Europe in many different layers. Yet this core is not one solid mass but is a polycentric porous structure. Depending on the definition of what is a core, this field can be interpreted and contextualized differently. Amongst others for example the utmost strength of the core zones along the Rhine (London included) is its advanced state of ubiquity. A spatial data analysis on global and regional investment relationships entitled 'Rhinecon' then contributed to the discussion by introducing 7 statements about possible spatial-economic strategies for the area and revealed potential for an integrated marketing and acquisition strategy to protect its preferred destination status, for example as being China's biggest global investment destination but also in identifying future development potential growth in Renewable Energy, Healthcare, Textiles, Chemicals and Pharmaceuticals! The project research was accompanied and formed the basis for a series of essays and interviews with experts from the spatial discipline, economics and government. In these for example Prof. Frank van Oort reflects on the myths and realities about some actual regional policies and identify six challenges evident for spatial-economic strategies. The interviews and also the discussion during a final symposium with four partner regions, namely Region Rhein-Neckar, Region Köln/Bonn, Regionalverband Ruhr and the Dutch Deltametropool are summarized and compared in regional profiles showing similarities but especially also strong differences in approach to similar topics and open up various

**Keywords** projects

**Keywords** regions

**Keywords** investment

**Keywords** europe

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 194

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 194

**Abstract code**

**Title of abstract** Social change from the Solidarity to urban movements - Design Thinking approach in co-producing city of Gdansk

**Author** KAMROWSKA-ZALUSKA,  
Gdansk University of Technology; Poland; Tel: , dzaluska@pg.gda.pl

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Lets' remake the question from title of workshop and go a step further! Ask how to react, when political system, which have been creating for many years not only economy (and industry) but mentality of society as well, move away? How to react when regime has formed people unwilling to change their neighbourhood, who critic and demand but do not seek solutions? Then, how to respond, when, as a result of this transformation, social polarisation increase and neglected unwilling areas rise up. It is a common problem in whole city but extremely urgent need to come up with remedies/solutions occur in historic center.  
All this questions come to the mind not only when looking at Gdansk and its' center but all postsocialist cities. Still there are people trying to overcome destructive influence of former political system which left a lot of abandoned places and helpless people.  
In this time of former regime the ray of hope, unique in world scale and opposite to attitude mentioned above, was Solidarity Movement. It was born in Gdansk Shipyard. Its phenomenon lay in the fact, that, in atmosphere of social stagnation, ordinary people got together, according to civil resistance, and fight with communistic regime for universal human values: workers' rights and social change. Nowadays, after almost three decades of transformation from leading industry to symbol of fight for human rights, still inspire Gdansk society for change for better future in very diverse way. Through this new meaning of that traditional industry and taking in to consideration of post-communist mentality background of society, new generation of inhabitants built their own understanding of social movement for better life. Following this direction, trying to answer questions mentioned above, young group of inhabitants of Gdansk, representing different professions and knowledge, focused on one of examples of spaces for immediate improvement: interiors of urban quarters of Main Town.  
This part of Gdansk was rebuilt after II world war destruction as a housing estate. Communistic propaganda claimed, that flats were dedicated to workers of the shipyard – traditional industry of Gdansk for the centuries, but finally district was settled by the people of different professions including workers. The main idea of reconstruction was to restore the historic, hanseatic character and provide a modern quality of live: airy, green, sunny space for living. Today's interiors of urban quarters are representative for this approach. They were planned as wide, open, common spaces for its dwellers. As long as the majority of the flats belongs to the local authority housing, backyards used to be kept in good condition but situation has changed since political transformation in Poland, 1989. Today most of them are devastated,

**Keywords** bottom-up revitalization

**Keywords** co-production of space

**Keywords** Design Thinking approach

**Presentation pref.** Paper

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 195

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 195

**Abstract code**

**Title of abstract** **The Leverage of Spatial Projects to Low-density City Region: Case Study of Jiuquan and Jiayuguan Cities in Northwest China**

**Author** LI, miss  
; China; Tel: 15209290404, 915120812@qq.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Spatial projects accelerate the developmental elements aggregation for city regions and help to form city suitable spatial structure with different density and patterns. Furthermore, they enhance regional economical vitality and promote the land value. Especially for the agglomeration and conurbation city, the construction and implementation of spatial projects contribute a lot to accelerate the process of regional integration and form the regional polycentric structure. Jiuquan city and Jiayuguan city, which located in the Hexi corridor in Gansu province in Northwest China and are the dominant cities with population of built-up area 436,800 and 235,500 separately, is 18km apart on the space. Relatively compact structure form had been established in inner-city areas through several decades of development with immediate fringe area characterized by low-density. Since the 21<sup>st</sup> century, with the increase of population and the layout of industry projects, two cities present the trend of extension approaching to each other. In 2009, the development strategy of economic integration of Jiu-Jia city region was proposed by the Gansu province to enhance the coordination development on planning, transportation, project construction, public service facility etc.. In recent years, the construction of spatial projects increase and the fringe areas between two cities develop gradually. But the stage of industrial development, and the features of nature environment and the humanities background of the oasis city in the northwestern China where Jiuquan and Jiayuguan sit distinguish from those in the eastern areas of China, so the types, mechanism of action and effects of space projects different from city in Eastern China. This motivates authors to do this research. In this paper, the authors explore the leverage of spatial projects to low-density outskirts region of Jiuquan and Jiayuguan city, and investigate the mechanism of action of spatial project to the region and the project implementation in terms of project types, project economic efficiency, land use change, the improvement of the residents' employment and living conditions through the site visit and residence behavior survey in neighboring areas between Jiuquan and Jiayuguan. The aim is to guide the reasonable development in this area, and promote the compact, mixed and sustainable development of the city region through understanding the mechanism of action of spatial project on the economic development of the areas with low density.

**Keywords** Leverage

**Keywords** Spatial Projects

**Keywords** Low-density City Region

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Location**

# Abstract Registration No: 196

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 196

**Abstract code**

**Title of abstract** STATUS OF THE TEMPORARY SETTLEMENT IN THE ECONOMIC ZONE

**Author** PAVLOVIC,  
Urban Centre "Urbanizam" Novi Sad; Serbia; Tel: 021 4802 108, biljana.pavlovic@nsurbanizam.rs

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** Long-term social and economic crisis gives the rise to questions about the responsibilities of middle-age generation for the insufficient of activity. The architect-urbanist have to reconsider the own role in paving the economic development of the city; to offer a vision of progress that goes beyond the responsibility for the partitioning of the planned area. Here are described the urban analysis, pointed to small steps, to push the economy forward and create new jobs. During the preparation of the new Urban Plan of Novi Sad, it was analyzed the area (52 ha) between the oil refinery, cogeneration plants and dikes along the Danube, where the city water source is located. In the center of the area, the village is situated (8 ha, 1800 inhabitants, 380 dwellings), formed by the city officials in 1958. as a temporary settlement, with the conditions for rescue and leave the flat soon. Reasons for the establishment of settlements were relocation of the main irrigation canal and removal of industry to the periphery. Officially valid planned use of the land is protective green belt for the area. But, the realization of resettlement is delayed; air pollution and high groundwater were arose. The resort is equipped with all necessary infrastructure and supporting facilities (schools, community center, market, bus lines, church). The village is unhygienicly and illegally spreading to the source, by attacking the abandoned land. For decades, residents expected to be moved due to environmental pollution, lack of housing and cramped feeling of the village. Aware that resettlement requires significant financial resources, part of the citizens' representatives are agree to keep the settlement, to provide growth with the expansion nearby, and to improve the relationship with the city center. With regard to illegal land occupation in the region threatens the water sources, the analysis deals with the consequences of multiple scenarios for the status of settlement. Investigated are: historical development, existing state, status in the series of urban plans, strategic impact assessment; demographic and health characteristics, expectations, sociological aspect of the dislocation; ownership structure, well-developed land; attitudes of relevant institutions; assessment of funds needed for the resettlement and payment of the market value of land and buildings; minimum space requirements for resettlement. Tested are: protection measures in the field of water infrastructure, leveling the field to the protection of groundwater, the time limit exploitation of existing sources, measures to prevent the negative impacts. The expert team concluded: settlement was exposed to unfavorable effects of the oil complex and expansion threatens the water source. Options for solution:

**Keywords** endangerment

**Keywords** evaluation

**Keywords** options

**Keywords** collaborative planning

**Presentation pref.** Research Result

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# Abstract Registration No: 197

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 197

**Abstract code**

**Title of abstract** Closing the loop: How food localisation contributes to the sustainability of settlements

**Author** ALLAERT,  
; Belgium; Tel: , hello@katoallaert.com

**Co-Author(s)**

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** Food systems currently account for 29 per cent of global carbon emissions. The majority originates in food production, but the share caused by processing, distribution and disposal is growing. To address this, food systems are examined using the approach of food localization. The research questions are: How can food localization contribute to the sustainability of settlements? How can a sustainable food system be implemented?  
A thorough review of academic and professional work on food systems and sustainability clarifies that benefits of local food systems go beyond reducing emissions: food localization has a positive effect on health and well-being, the local economy, the environment and connections between people and food.  
A case study of five local food systems uncovers distribution and disposal as weak links regarding sustainable food localization. To address this gap in research and close the loop, a toolkit of design principles is developed and applied to four projects sites, distinguished by urban form, within the urban-rural region around Antwerp (Belgium). At the core, a compact solution for a gardening shed, transformable into a workshop space, is designed. In the fringe, objects guiding people to local food are planned. In the periphery and the rural hinterland, a network of food distribution and disposal is proposed around a transport hub, in the latter combined with tourism facilities. On the regional level, existing infrastructure like railways and cycle highways is used to handle distribution and disposal of local food.  
The designs represent solutions for a general problem, not a site-specific one. The toolkit of design principles offers straightforward methods for implementing sustainable local food systems. By using the concept of closing the loop, a holistic perspective is secured. The implementation of food localization is an exemplar of strong sustainability as it sparks off a wide array of benefits for people and the environment.

**Keywords** sustainability

**Keywords** food systems

**Keywords** urban rural dynamics

**Keywords** regional planning

**Presentation pref.** Research Result

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**Presentation**

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**Location**

# Abstract Registration No: 198

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 198

**Abstract code**

**Title of abstract** **Industrious Flanders and Brussels – the Northern area case**

**Author** ZAMAN,  
; Belgium; Tel: , jan.zaman@gmx.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** For almost two years, Flanders and Brussels are cautiously starting to cooperate on territorial challenges. The cross border northern area, with old industrial estates, the airport, new vacant offices and old villages, is the testing ground. In the cooperation we will assemble a territorial development program. The first phase consisted of confronting local and regional stakeholders with different types of research by design and student work. This paper will focus on work done by students of CassCities (London Metropolitan University), 1010 architects + urbanists, Artgineering and Studio associate Bernardo Secchi – Paola Viganò. Ideas and concepts can help convince stakeholders to embrace the wonderful life in the Brussels northern area, making sure that industrial and production activities can remain side by side with housing and leisure in mixed industrial estates, along highstreets, or in old villages. RuimteVlaanderen works together with CassCities (Mark Brearley) in two student workshops and two open summer schools. The topic is 'how to make the industry visible', and they work together on the northern area. In addition to this tree brilliant research by design teams (1010au, artgineering, studio 015) were asked to work independently on the same area. Intermediate results were presented and discussed with stakeholders, to feed and nurture the 8 framework actions of the territorial development program. The aim is to show how we can incorporate the urban fringe into the vibrant city of Brussels. This will not happen by demolishing and reconstructing large areas, but through accepting the value of what is there, by nurturing the possible and defining what is missing. Careful looking, embracing lucky finds and stimulating everyone to accept and promote urban production seem to be key to success.

**Keywords** urban regeneration

**Keywords** productive city

**Keywords** urban industry

**Keywords** territorial development

**Presentation pref.** Case Study, Realised Project

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**Presentation**

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# Abstract Registration No: 199

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 199

**Abstract code**

**Title of abstract** Spatial, mobility and energy planning: a cross-sectorial and actor-relational approach

**Author** PAPA,  
; Belgium; Tel: +32488059890, enrica.papa@ugent.be

**Co-Author(s)** BOELENS,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** The complex reciprocal influences of the spatial pattern of human activities and mobility patterns on energy consumption have been the subject of a great deal of theoretical and policy research: the nature and availability of energy resources have always influenced spatial distribution of activities and mobility behaviour, and vice versa. At the moment many questions arise with regard to the conditional (f)actors of this triple interrelation, because of some structural changes occurring such as the depletion of fossil fuels and the climate change, a transition towards more sustainable and equitable transport systems and the on-going economic crisis. Another important changing condition is the shift from a high centralized and fossil fuel based energy system to a more decentralised and renewable one which give the spatial dimension a crucial role in the allocation and utilisation of energy sources. Some cases of integrated spatial and energy policies are developed within the "Energy landscapes" approach (Normann and de Roo, 2011) and include for example energy domestic production or (self-) governance "community energy" initiatives (Avelino et al. 2014). Policies that integrate mobility and energy sectors regards solutions for the optimization of energy in the transport sector and include for example energy saving technologies for the automotive industry or tools to support transport systems users reducing their energy footprint (Gautama et al. 2014). Moreover, even land-use and transport integration is often evocated as a solution towards sustainability. Nevertheless most of the current energy policies are not integrating the space and the mobility fields at the same time or are putting these into practice by sectorial measures. Because of these separated knowledge and research domains, in planning practice the multi domains and cross-sectorial dimension of the issue is often neglected. With a view to the shifting social circumstances, this paper reflects on how to integrate the spatial-mobility energy domains also focusing on the role of the planner in the energy transition. To give answer to these questions, this study presents a framework of approaches and applications developed in the last 15 years, understanding how the crossovers between the domains of spatial, mobility and energy planning have been faced and have recently evolved, in order to identify intersecting issues and not yet covered themes. The research demonstrates that only in few and more recent studies and applications the full integration of the three domains is covered, with still a not integrated perspective. Starting from this, the study proposes that to make the shift towards integration between space, mobility and energy a new planning approach is needed. Planning should address the multiplicity and fuzziness of different actions in time and space concerning discursive, collaborative, informal and post-policy planning, as well as relational geography, multi-planar, non-linear and actor-relational approaches (Boelens, 2010; Boelens and de Roo,

**Keywords** low carbon planning

**Keywords** energy sensitive planning

**Keywords** actor-relational approach

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 200

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 200

**Abstract code**

**Title of abstract** **The role of County Integrated Urban Development Plans (CIUDP) in supporting Programme Based Budgeting in the newly created counties of Kenya.**

**Author** MACHARIA, W. ms.  
Centre for Urban Research and Innovations; Kenya; Tel: 0733220565, wanjiku.w.macharia@outlook.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text**  
Project Objective  
The project development objective of the pilot project is to build capacity of County Urban Boards and Town Committees at the County government level to prepare programme based budgets anchored on the County Integrated Urban Development Plans (CIUDP) that have been prepared in a participatory manner for a sample city, municipality and town.  
Rationale  
Under the new Constitution of Kenya 2010, the period 2012 to 2016 is the transition phase for the devolution of identified functions from national government to county governments. It is anticipated that the county governments will be able to competently perform functions devolved to them by 30 June 2016. The new Kenyan Constitution saw the scrapping of local authorities and the creation of county government and the consolidation of ministries from 44 to 18. New structures have also been legislated to manage urban areas and cities referred to as Urban Boards and Town Committees that require significant capacity building to carry out their function that was previously done by the Municipal Authorities. The Constitution creates two levels of government, namely the national government and the county governments and assigns functions and allocates resources to these two levels of government through an independent constitutional office called the Commission on Revenue Allocation (CRA). As a result the urban areas and cities can only be conceptualised as being part of a county, performing functions delegated to them by the county governments and using resources allocated to them by their respective county governments. The County Government Act 2012 obliges the county government to plan for the county and no public funds can be appropriated outside a planning framework developed by the county executive committee and approved by the county assembly.  
Urban areas are acknowledged as the engine for economic growth and the Urban Area and Cities Act 2013 provide the legal framework underpinning the obligation of the county government to prepare Integrated Urban Development Plans and that every city and municipality to operate within the framework of integrated development planning which form the basis for development of all other plans required for proper functioning of an urban area.  
The CIUDP should support the Urban Boards and Town Committees at the county level to quantify the cost of managing urban areas to facilitate the allocation of adequate funds from their respective county government to support programmes geared towards economic growth and development of the county.  
Developing adequate planning and budgeting capacity at the county level is crucial in supporting the Commission on

**Keywords** Development

**Keywords** Plans

**Keywords** Institutions

**Keywords** Finance

**Presentation pref.** Project, Strategy, Plan

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**Location**

# Abstract Registration No: 201

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 201

**Abstract code**

**Title of abstract** **The Cost of Poverty**

**Author** MSWANKILE, M.W mr  
Department of Cooperative Governance and Traditional Affairs; South Africa; Tel: 0312041785,

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** &lt;b&gt;Author: Mswankile Zithutha&lt;/b&gt;  
&lt;b&gt;Employer: Department of Cooperative Governance and Traditional Affairs&lt;/b&gt;  
&lt;b&gt;Mswankile.Zithutha@kzncogta.gov.za&lt;/b&gt;  
&lt;b&gt; &lt;/b&gt;  
&lt;b&gt;Title: The cost of poverty&lt;/b&gt;  
The travelling costs incurred by some people when accessing secondary and tertiary facilities, services and places of work is unsustainably disproportionate to the amount that a standard middle-income home in South Africa according to StatsSA[1] is spending of the income that it generates. These costs can be in the form of money spent trying to access the areas of employment, the CBD for tertiary and secondary service and the time that is wasted which should have been used productively in other things. I realized when I was conducting land use survey in Umzumbe Municipality that some people are located far away from facilities and services to an extent that they are required to pay large amounts of money for transport and sometimes spend the greater portion of the day trying to access health or other government facilities or to buy groceries and far less on the actual usage of the service on offer and this is the height of inefficiency. In this paper, the case study of Umzumbe Municipality where people travel long distances for facilities and services will be used and eThekweni Metro where the same phenomenon is experienced by those who have to cross many barriers and buffers in order to gain entry to places of economic activities. The paper seeks to investigate and provide case studies whereby a reflection of the burden people carry due to spatial inequalities. The paper also seeks to provide planning instruments that can be used to ensure that such unnecessary costs as the ones mentioned above are minimized. In this paper Geographic Information System maps will be used to show the cost of accessibility.  
&lt;b&gt;250 Words&lt;/b&gt;  
[1] Stats SA Statistical Release – Income and Expenditure of Households 2010/11, page 7.

**Keywords** Costs

**Keywords** Accessibility

**Keywords** Production

**Keywords** Time

**Presentation pref.** Paper

**Additional file**

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# Abstract Registration No: 202

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 202

**Abstract code**

**Title of abstract** **Planning strategies for regional urban development: Lessons from the blossoming Brainport Eindhoven region and the declining Parkstad Limburg region.**

**Author** LIEROP, MJHM van  
; Germany; Tel: 017675675386, marjovanlierop@gmail.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** European urban regions are confronted with a rapid economic shift from an industrial to service-oriented to knowledge-based digital era. Due to this shift, cities increasingly form economic regional epicentres which compete with each other for people, businesses, and resources. However, not all cities manage to compete and to cope with the economic transformation with economic and demographic stagnation and decline as results. Yet, as Europe's population ages, demographic stagnation or decline is a phenomenon that many urban regions face regardless of their economic health (European Commission, 2011). These challenges requires new planning solutions that are not necessarily focused on growth, but can help urban regions to stay economically viable and attractive for its inhabitants (Schatz, 2010).  
In recent decades, also spatial planning underwent transformation. Planning responsibilities have been reduced and decentralized to more regional and local scales (Roodbol-Mekkes & van den Brink, 2014). In the Netherlands, the once renowned national planning has almost diminished and by the credo "decentralization if possible, central government if necessary". Spatial development has become a responsibility for regional and local authorities. Additionally, planning is no longer a "governmental activity, but shifted towards governance where non-governmental parties are included in the planning process and take over responsibilities" (Kempenaar, et al., in press). Such a changed planning arena needs to re-invent new spatial strategies in collaboration with other stakeholders to cope with the economic and demographic challenges urban regions are facing.  
To investigate which strategies have been developed within the altered planning arena to cope with the challenges, data was collected from two case study regions in the South of the Netherlands. The Brainport Eindhoven region was chosen as a case for economic and demographic growth; and Parkstad Limburg as case for economic and demographic decline. For both regions, key stakeholders were identified through a stakeholder network analysis, and interviewed. The 28 interviewees were from local, regional, provincial, and national governments as well as non-governmental organisations and companies. The semi-structured interviews were recorded, transcribed and analysed through a process of coding (Georgaca and Avdi, 2012).  
From the interview analysis, 52 planning strategies were extracted and described. These strategies were further divided and described in relation to its application for economic development, demographic change, or both. These results were then discussed in the light of familiar and current planning strategies for economic development and demographic

**Keywords** regional planning

**Keywords** economic development

**Keywords** demographic change

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 203

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 203  
**Abstract code**  
**Title of abstract** Rejuvenation of the Productive Area in the City: E4 Subzone of Delhi  
**Author** SINGH,  
; India; Tel: , gargisingh.in@gmail.com  
**Co-Author(s)** N/A,

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Productivity is one of the main drivers for growth of a city. It plays a crucial role in its economic and social development. Good planning strategies usually go haywire due to its partial/non-implementation and lack of political will, which leads to some unwelcome social and environmental consequences. Society, economy and environment are closely intertwined. A productive city must balance these three aspects for a sustainable development and to ensure quality of life of the city. Administrators, planners, implementing authorities many-a-times inadvertently overlook this relationship which consequently lead to undesired results and stymie the social and economic growth of the city. The undesirable mix of land uses, especially the small scale industries producing noxious fumes and creating nuisance in congested residential areas have been a major concern for many a developing countries and India is one of them. One such case is of the establishment of non-conforming industries in residential zones in the city of Delhi. The three master plans of Delhi (1962, 2001 and 2021) have recommended the segregation of conforming and non-conforming industrial uses and detailed the relocation strategies, yet its implementation remains a major issue. The case study area, Delhi subzone E-4 (planning zone), is in a transitional stage as the functional industrial units of the area have been allotted plots for relocation in designated industrial sector on outskirts of the city; but due to slow pace of policy implementation and infrastructure development, the industrial mix still exists in residential zone. The socio-economic setup is the major factor for the existence of these industries as it is a primary source of livelihood for many families living and having moved in the area and its vicinity. Moreover the lack of proper implementation of relocation strategy and exorbitant cost of commute, the unskilled labour force prefers to stay in the city and is not willing to travel to the industrial zones which are located on the city fringe. Owing to the presence of non-conforming industries, this subzone has deteriorated in terms of physical and social environment. The area is subjected to smoke, noise, odour, obnoxious gases and illegal flow of untreated effluents and dumping of industrial waste. To make the matter worse, fire incidents and chronic diseases are constantly on the rise in the area. Due to these flourishing industrial units, the ancillary non-conforming activities have also mushroomed in the area, causing further nuisance due to the incompatibility of the land uses. Delhi has over 20 such pockets. These transitional areas are often neglected and thereby continue to deteriorate the quality of life. A sustainable approach needs to be adopted so that the small scale compatible industries can exist without

**Keywords** Industries

**Keywords** Environment

**Keywords** Socio Economic

**Keywords** Quality of Life

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 204

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 204

**Abstract code**

**Title of abstract** Stakeholder Participation in Urban Planning and Management: Case of the Ocho Rios Redevelopment Plan

**Author** HUNTER,  
European Research Academy; Italy; Tel: 3499487761, garfield.hunter@eurac.edu

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Predominantly, urban and regional planning professionals in Jamaica have traditionally utilized top-down "scientific rational" planning approach to urban and rural spatial development. In this approach, planning experts prepare re/development plans using scientific methods and analytical techniques. They trust, confide and believe in these methods and approaches. This results in an urgency to implement development projects under tight fiscal constraints and limited resources available to engage in public consultation. The Urban Development Corporation (UDC) in Jamaica was established in 1968 in order to arrest the increasing trend towards overpopulation in urban centres, which resulted in a burgeoning of urban decay, unemployment, construction of illegal and substandard housing, and environment degradation. The need to ameliorate these challenges and create vibrant, livable and viable urban centres, which can spur economic development led to the creation of "designated areas" under the UDC Act. This act gave the corporation special planning and financial autonomy which enabled it to use whatever method that will ensure balanced urban development and at the same time remain financially viable. Therefore, the UDC must select projects which are economically feasible, capable of providing impetus for growth, and socially beneficial to a community. The UDC's intervention in Ocho Rios began in the 1970's when the city was experiencing growth in haphazard development due to the expansion in the tourism sector. However, the top-down scientific rationale model was utilized and this resulted in the lack of buy-in from stakeholders. This in turn, led to further unplanned development in the city. The UDC became cognizant of the growing number of cities who were adopting participatory approaches to planning, due to the widespread recognition that technocratic approaches have been largely ineffective in dealing with the challenges of urbanization. Drawing on new approaches for participatory planning, from the local to city level, with international case studies such as the UN-Habitat-supported Urban Management, Sustainable Cities and Localizing Agenda 21 programmes, for the new redevelopment plan, the UDC took a different approach. Starting from 2011 the corporation took a new bottom-up model with high priority given to stakeholder participation in the new Ocho Rios Redevelopment Plan. This research aims to explore this new approach and its benefits that resulted in the development of the Ocho Rios Redevelopment Plan. The study relied on research data analyzed from qualitative methods utilizing multi-level workshops and focus group discussions, semi-structure interviews, cross sector partnerships, long term action

**Keywords** Stakeholder Participation

**Keywords** Redevelopment Planning

**Keywords** Bottom-up/Top-Down

**Keywords** Planning Process

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 205

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 205

**Abstract code**

**Title of abstract** City redevelopment around the new Hamad International Airport (DOH), Doha, Qatar

**Author** LEDWON, SL  
Ministry of Municipality and Urban Planning; Qatar; Tel: 74463977, ledwon@isocarp.org

**Co-Author(s)**

**Topic** Schiphol: How to connect in a globalising world?

**Abstract text** Qatar, which is one of the fastest growing economies in the world, has developed significantly over the last decades. The capital city – Doha – is growing very quickly and therefore it is experiencing both the challenges and opportunities that for other cities it took centuries to endure. With the largest gas field in the world, Qatar is leading the list of gas-exporting countries. Apart from that the ambition is to lead the region in sports, education and research. Currently a lot of investment is developed in order to prepare for the 2022 FIFA World Cup. Although Qatar did not yet succeed with the bid for Olympic Games, there are also expectations to host this event here. There are many interesting developments in Doha. For the 2022 FIFA new stadiums and sports infrastructure is being built. It is also supplemented by new parks. Metro is under construction and it will cover most of the urbanised area. New districts – such as Lusail City – are planned to expand the urbanised area and accommodate the expected growth of population. There is also development of Education City, with a whole new district being built. Road network is both extended and redeveloped. This rapid growth has also created demand in terms of air traffic. Doha International Airport was an international, commercial airport until 2014 when the new Hamad International Airport (DOH) was opened. The old one was overcrowded with 12 million passengers per year, while the new one was able to operate at the capacity of 29 million passengers per year on the opening day. The new location is more to the east and farther from the city than the previous one. There is a plan to demolish the old airport and redevelop the land as the Al Sahan City. The new location of Hamad International Airport allows for better access with new road network and to somewhat minimise the negative effects on central Doha. It is more disconnected from the city. This discontinuity, with the lands of the former airport to be redeveloped, creates new possibilities and challenges for development. There are many interesting projects located around the airport in the pipeline. First of all new metro connection is planned that would activate this area. A vast area is to be developed as Qatar Cultural and Sports Hub. The waterfront connection is planned with a new extension of Corniche – which is the primary water edge pedestrian public space in Doha. There are pedestrian and cycling paths planned. Another concept was to connect the airport with West Bay financial centre, which is located north and separated directly by a circular bay. This was conceived as a straight road connection with an underwater tunnel. It could be extended further to the new Lusail district. All the above projects are meant not only to accommodate the aspirations of the country, but also to consolidate and join

**Keywords** Qatar

**Keywords** airport

**Keywords** redevelopment

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 206

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 206

**Abstract code**

**Title of abstract** **Socio-spatial notions of justice and the materialization of mechanisms to reduce inequities of cities in urban laws of Colombia and Brazil**

**Author** PEREZ MORENO,  
Universidade Federal Fluminense - Rio de Janeiro - Brazil; Brazil; Tel: 965557267, oscareperez@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The paper analyzes what socio-spatial notions of justice and concrete mechanisms to reduce inequities of cities in urban laws of Colombia and Brazil. For this, the historical background is analyzed. Additionally the characteristics, the instruments and the central role given to the socio-spatial justice and the reduction of inequities in the Territorial Development Act of Colombia (Law 388 of 1997) and in the City Statute in Brazil (Law No. 10.257 of 2001) are studied. As background is the appropriation of space within the current capitalist system in countries such as Colombia and Brazil.

The paper studies the importance of studying the socio-spatial implications of the design and implementation of urban planning instruments in the current capitalist stage and its distinctive role to keep trying to change the socio-spatial inequalities present in cities that are strongly influenced by the capitalist system. Considering this, the article offers the reinvention of urban planning through study of the potential that urban planning have to materialize socio-spatial notions of justice from the design of mechanisms that reduce social inequalities, promoting the collective construction of cities. This scenario justifies the interest of this article to examine the notions of socio-spatial justice and the realization of mechanisms to reduce inequities of cities in urban laws of Colombia and Brazil. Considering that, these countries have significant experience in designing and implementing this type of mechanisms, being an important source both for empirical analysis as to the theoretical contributions that paper aims materialize.

The paper is made from two approaches: a deductive and other inductive. At first, it analyzes the central role given the central role given to the socio-spatial justice and the reduction of inequities in urban laws of Colombia and Brazil and cover up the theoretical foundations, the historical background and characteristics of the mechanisms developed to this purpose. In the second approach, are studied in general some results of the implementation of these mechanisms in Bogotá and São Paulo.

**Keywords** Urban Planning Instruments

**Keywords** Socio-spatial justice

**Keywords** Reduction of inequities

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 207

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 207

**Abstract code**

**Title of abstract** Optimising Green Infrastructure to Cool Built Environments: a Case Study of Taipei Basin

**Author** SHIH,  
; Taiwan; Tel: +886227781475, shih@mail.mcu.edu.tw

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Green Infrastructure plays a critical role in providing multiple ecosystem services in urban areas and their cooling effect is considered as a mitigation strategy for urban heat island effect (Gill et al., 2006). The temperature in urban greenspaces and their immediate surroundings is found to be lower than that in non-vegetated areas (e.g. Bowler et al., 2010; Tan and Li, 2013). Such a mechanism providing better thermal comfort in cities is important to improve human well-beings (Gill et al., 2006) and might have potential to reduce greenhouse gas emission by lower the need of using air-conditioners (Ca et al., 1998). Substantial studies have proved the cooling effect of greenspaces and described the cause of its variation (e.g. Chang et al., 2007). However, less is known regarding the scale of the influence beyond the boundary of greenspaces; as a result, specific planning recommendations of greenspace distribution and design have been not able to be made (Bowler et al., 2010).  
In order to shorten this knowledge gap, this study examine the performance of cooling effect within a distance of 50 meter and 100 meter from greenspaces; and explored important features of greenspaces and surrounding matrix to generate the difference in cooling intensity in the surrounding areas. By an empirical study of Taipei metropolis at the Taipei Basin, five greenspace factors, including greenspace size, shape, and NDVI, as well as the matrix factors of NDBI and tree proportion, were applied to evaluate with the decay rate of cooling effect of 40 urban greenspaces. The result shows that greenspaces were on average 5.5 Celsius cooler than the hottest area of Taipei. The mean landscape surface temperature (LST) in the immediate surrounding areas was highly correlated with that of a given greenspace. On average, the LST of the surrounding area of greenspaces increased 0.67 Celsius and 1 Celsius respectively at the distance of 50m and 100m from a given greenspace.  
The cooling intensity were affected by all greenspace features at a significant level. Increasing greenspace size and vegetation density (trees) with a more compact and simple shape as well as tree proportion in the immediate surrounding areas within 50 meter from a given greenspace can enhance cooling performance in the surrounding built environments. Yet, the increase of the built-up intensity in the underlining matrix can reduce the cooling services delivered by greenspaces. For optimizing existing green infrastructure in Taipei for better cooling effect to built-up areas, this study suggests enlarging greenspaces with a more compact shape; enhancing the coherence of small greenery areas; increasing tree coverage in existing greenspaces; and planting more trees on adjacent areas of greenspaces.

**Keywords** Climate Change Adaptation

**Keywords** Urban Heat Island Effect

**Keywords** Green Infrastructure

**Keywords** Urban Green Spaces

**Presentation pref.** Research Result

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 208

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 208

**Abstract code**

**Title of abstract** **Wind power deployment in urbanised regions: towards a comprehensive approach for renewable energy and spatial planning.**

**Author** NABIELEK,  
TU Vienna; Austria; Tel: , pia.nabielek@tuwien.ac.at

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** &lt;i>As a consequence of international Energy and Climate policies, regions in Europe are increasingly confronted with a new planning task: large-scale implementation of wind power. `Wind power zoning plans` have to serve two purposes at the same time. They should ensure a locally acceptable development of wind power plants on `suitable` locations while enabling a good pace of implementation. With these diverging purposes in mind, this research looks at the performance of regional concepts of wind power zoning with regard to mid-term (2020) and long-term (2050) growth perspectives and local concerns of environmental-landscape impacts. Conclusions are drawn from a comparative analysis of two city regions that have similarities concerning land-use patterns and energy potentials yet contrasting approaches to assign wind power zones: concentrated development of large-scale wind farms on urban hinterland (Vienna region) versus in-fill strategies of different turbine types on built-up areas and alongside transport axes (Rotterdam-The Hague region). &lt;/i>  
&lt;i>To draw conclusions on the performance of the region`s `wind power-zoning plans`, the following lines of comparison are pursued:&lt;/i>  
- &lt;i>Which mid-term (2020) objectives and long-term (2030, 2050) prognosis of wind power growth do exist?&lt;/i>  
- &lt;i>How do the `wind power zoning plans` relate to regional-specific planning systems and aspects of conflicting interests of landscape quality and land-use?&lt;/i>  
- &lt;i>How do the current designated zones for wind power address possible technological and societal innovations and long-term wind power growth perspectives?&lt;/i>  
&lt;i>The analysis shows that the planning approach to assign wind power zones can be strikingly different in European regions. The Rotterdam-The Hague region has assigned large-scale wind power zones on industrial areas and alongside transportation routes. By contrast, in the Vienna region, the combination with infrastructure is widely constrained by strict distance regulations. Instead, wind power zones are concentrated on open, agricultural land. Although both zoning plans address the aspects of conflicting interests of land-use, the Rotterdam-The Hague approach is more comprehensive in the matter of landscape preservation.&lt;/i>  
&lt;i>Both regional zoning plans are currently focused on mid-term policy objectives. Looking beyond 2020, wind power is expected to continue to grow. To avoid implementation problems, on the long term, comprehensive regional

**Keywords** renewable energy

**Keywords** urban regions

**Keywords** governance

**Keywords** wind power

**Presentation pref.** Research Result

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 209

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 209

**Abstract code**

**Title of abstract** **Trans-boundary Urban Development Cooperation as the New Global Growth Engine: The Research on Mechanism of Sino-Singapore Cooperative City Building Practices**

**Author** CHEN,  
Research Institute of Urban Design, Southeast University; China; Tel: 15996210815, chenhaining\_chn@163.com

**Co-Author(s)** WANG,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** In the unprecedented urbanization, globalization and informatization trends nowadays, cities are no longer developing by traditional means with limitations of locality and capacity. More and more trans-boundary urban development cooperation actions have become the contemporary new global engines of urban growth in a wide range all over the world. Meanwhile, the legend story of urban development by Singapore as a world famous gorgeous garden city in the past fifty years has witnessed the magic exploration and practice on the way towards sustainable urban development. However at the same time, with enhancement of territorial trans-boundary connection and with rapid social and economic development in developing countries like China, Singapore has been able to bring " technology and management capitals" to its outer world. Till today, the relevant parties from both countries have built or put in process four influential urban building projects in various parts of China cooperatively in the past decades which include: i) Sino-Singapore Suzhou Industrial Park, ii) Sino-Singapore Tianjin Eco-city, iii) Sino-Singapore Nanjing Eco High-tech Island, and iv) Sino-Singapore Guangzhou Knowledge City. The pattern of the cooperative way in building cities has already opened a new chapter in global urban growth and urban development, while let each party involved in think out of the box, learn from each other and stand together in aims of a better urban future. The paper elaborates the mechanism in trans-boundary urban development cooperation, especially in those four cases with cooperative city building practices. In the same time, the paper unfolds a discussion on the concept of "sustainability" on such kind of cooperative ways in building cities with the purpose of win-win construction. The implications from the mentioned four Sino-Singapore cooperative projects, as well as whether the similar cooperative way of city building model can be promoted to a wider region are also discussed in the paper.

**Keywords** trans-boundary urban

**Keywords** global urban growth engine

**Keywords** Sino-Singapore cooperation

**Presentation pref.** Paper

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# Abstract Registration No: 210

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 210

**Abstract code**

**Title of abstract** **Urban Transformation of Deprived Neighborhoods in Metropolitan Regions: The Cases of Greater Manchester and the Ruhr Metropolitan Region**

**Author** SKODRA,  
IMIBE; Germany; Tel: , julitaskodra@yahoo.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Urban transformation is a complex process influenced by different forces and challenges specifically in metropolitan regions facing structural change. Displacing industrial production has positive impacts on the environment and residents' health regarding air, water and soil pollution; nevertheless there still remain socio-economic and demographic challenges as well as deprived physical environment that can have significant influence on the quality of life. Unlike other population groups, low-income people have little ability to move away from their deprived living environment, although it may have negative influence on their health, resulting in increase of environmental inequalities. Regeneration efforts, highly dependent on financial means, in the wake of economic slowdown present another challenging issue, especially in deprived neighborhoods, which carried the burden of the exploitation by the industrial development. Throughout the last century urban regeneration has undergone different phases, from the post-war reconstruction to 'holistic' approaches and urban renaissance at the end of the century. In recent years new tendencies strive towards the integration of regeneration policies and sustainable urban development focusing on an integrated approach in planning and implementation phase. The Leipzig Charter on Sustainable European Cities (European Commission 2007) with special attention to deprived neighborhoods emphasizes the importance of integrated urban development, economic stabilization and education. Focus is also on upgrading the physical environment, improvement of public open spaces, compact structure for energy-efficiency and improved urban transport in and between cities. In addition, the report &lt;i>Cities of Tomorrow&lt;/i> (European Commission 2011) highlights the importance of compact urban form and quality of urban environments as well as flexible urban governance and strong metropolitan regions that enable good accessibility to services. The purpose of this study is to explore social, economic and environmental factors that may have contributed to the successful urban transformation in the metropolitan regions. Therefore, two most-similar cases of cities, Gelsenkirchen in the Ruhr Metropolitan Region in Germany and Salford in Greater Manchester in the UK were chosen to be compared. Both cities undergone industrial expansion and are currently in the process of structural change, however differ in terms of their regeneration outcome. This comparison helps to identify and understand mechanisms that lead to an improved physical and social environment as an important condition for reduction of environmental inequalities. Besides comparing visible changes in the built environment, social and economic aspects, regeneration programs such as "New Deal for Communities" (Salford) and "Socially Integrative City in NRW" (Soziale Stadt NRW, Gelsenkirchen) are also

**Keywords** transformation

**Keywords** metropolis

**Keywords** environmental justice

**Keywords** economic growth

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 211

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 211

**Abstract code**

**Title of abstract** **Housing Cooperative Movement as an Alternative Way of Thinking, Planning and Designing Residential Neighborhoods**

**Author** HUGUENIN,  
Universidade Federal de Goiás; Brazil; Tel: , arquiteto.huguenin@gmail.com

**Co-Author(s)** GHILARDI,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The Uruguayan Cooperative model for housing arose from new paths that constituted Uruguayan civil society during the decade of 1960. Such model widespread through Latin America and eventually reached Brazil during the Decade of 1980, within the new Brazilian democratic context. The end of dictatorship period and the opening of Brazilian politics brought on new key actors, who, in leading urban social movements struggle for housing, tried to reset their repertoires of action, adding to the requirements postures a set of designing propositions for production of urban environment with effective participation of civil society. Movements for decent housing began to support self-management and mutual aid with a focus on housing designing projects, where direct participation of community members involved the giving up individual choices in order to build up an alternative formulated for and by the collective. From the early 1980s, experiences that took places in different cities in Brazil showed some of these &#x201c;Right to the City&#x201c; ideas and principles. The municipality of São Paulo, in 1992, was the first to design housing cooperatives public policies addressed to low-income population. Eventually, in 2004, the Brazilian Government created the Crédito Solidário - &#x201c;Credit Supportive Program&#x201c; - that was the first national program addressed to the financing of decent housing to social movements active in Brazil. In 2009 came up at national level the program &#x201c;Minha Casa, Minha Vida -&#x201c; &#x201c;Entidades&#x201c; - &#x201c;My Home, My Life - Entities&#x201c; - expanding the volume of financial resources to low-income population housing cooperatives. This program is carried out by an NGO's that organizes low-income families to manage the entire production process of housing and "neighborhooding", which means: from the conception of physical-space designing, through the production work to the social and urban management of the new neighborhood. A national housing program in a wide country as Brazil leads to multiplied and varied procedures according to local cultures. However, recent researches on social habitat production in Brazil - in which we were researchers - demonstrated that some practices had been extremely successful in designing cooperative neighborhoods. One example is the pilot project &#x201c;Parauapeba&#x201c;s, managed by &#x201c;Fundação Bento Rubião&#x201c; - &#x201c;Bento Rubião Foundation&#x201c; - in the State of &#x201c;Pará&#x201c; in the northern region of Brazil. The project involves 500 families that currently are actively participating in social and urban architectural project designing. &#x201c;Parauapebas&#x201c; is a city of almost 200 thousand inhabitants located in the &#x201c;Carajas&#x201c; region, which houses the largest iron mine in the world. The city has a very specific demographic, economic and social dynamics. In a context of political apathy, in which families are not used to

**Keywords** cooperative housing

**Keywords** self-management

**Keywords** social movement

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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# Abstract Registration No: 212

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 212

**Abstract code**

**Title of abstract** Center Redevelopment of Productive City Based on System Coupling and Function Optimization

**Author** YANG,  
Southeast university,china; China; Tel: , yjqseuud@126.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Being at a time of unprecedented global urbanization and an important rapid development period, old productive city is meeting a readjustment of physical and humane space, city center redevelopment and renewal increasingly become one of main problems of current city development and construction. Therefore, it is very necessary for us to expand some new theories, approaches and technologies on urban renewal. This project, in view of the complexity, indeterminate and dynamic characteristic on urban renewal, researched the internal mechanism and objective law on old city spatial structure. Firstly, in order to reveal internal mechanism and trend of old city center transformation, this research analyses the process of the urbanization, pursues the evolution rules of the interrelated urban renewal factors under the background of globalization and rapid urbanization, points out the contradictions in urban renewal. Secondly, attempt to analyze evolutionary pattern of city center system involving industry, location, structure and organization, based on experience of international urbanization process. Thirdly, a comprehensive analysis model will be made to assess city center redevelopment planning, which consists of selecting objective, evaluating environment carrying capacity and redevelopment potential. Fourth, some critical issues in city center redevelopment by the principles and methods of internal system coupling and function optimization, such as adjustment of structure and function of urban central district, mutual coordinate between center and sub-centers, urban traffic optimization, historic conservation and sustainable development, under the influences of the rapid global urbanization. Meanwhile, it also attempts to study the principle, method and procedure of city center redevelopment planning. In the end, it will select the typical city center of Chinese productive city as an example to introduce in detail the overall urban strategies in practice, summarize the significance of holistic urban strategies. All of the results will improve the theoretical system of city center redevelopment, strengthen the scientific, technical and operational of planning, and promote old city center renewal comprehensive and sustainable development.

**Keywords** city center

**Keywords** global urbanization

**Keywords** productive city

**Keywords** urban renewal

**Presentation pref.** Research Result

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# Abstract Registration No: 213

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 213

**Abstract code**

**Title of abstract** Shared Amsterdam - Affordable Housing Through Cooperative Urbanism

**Author** KABALI, H.K  
IDE Bangladesh; Bangladesh; Tel: 1711404291, hema.priya07@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Dutch housing organizations ensure that more than 2.4 million households have access to adequate and affordable housing aimed at improving the quality of life for the low and middle-income communities. While the proportion of affordable housing has continued to remain a national priority in the Netherlands and is the highest in Europe, the owner occupancy rate is still below the set European standards due to the absence of middle-income dwellings for rent, home-ownership or cooperative housing, unoccupied surplus accumulation by housing associations and unaffordability of social dwellings[1]. Further, housing demand and supply varies between cities due to spill over effects with changing urbanization and metropolitan restructuring in the Ranstad Region, including unavailability of affordable housing, unstable housing markets, and lack of diversity in housing stock. The objective of this paper is to analyze affordable housing models and participatory planning ensuring the involvement of citizens towards the transformation of the city they live in and in doing so, present key findings towards building of a shared city. The McKinsey Global Institute (2014) defines affordable housing on the basis a financial threshold module based on the share of the income devoted to housing, a standard module for what constitutes socially acceptable housing servicing selected income groups and income threshold module targeted at households that need housing assistance[2]. Given the increased demand for affordable urban housing due to growing shortage based on migration and income trends, McKinsey contends that by 2025 1.6 billion people or 440 million households will either be 'financially stretched by housing costs' or be living in 'crowded, inadequate and unsafe housing.' To mitigate these outcomes, McKinsey has proposed four strategic approaches utilizing incremental market-based housing interventions to create value while reducing costs in a sustainable way; First, unlocking land supply to open up opportunities for affordable housing (smart, transit oriented development etc.); second, deploying an industrial approach to construction and housing quality; third, improving operation and maintenance measures to minimize operating expense and sustain asset values and fourth, alternative financing options to support a healthy housing market and participatory design and planning that benefits the target groups[3]. The paper studies the morphological development of affordable housing in Amsterdam and compares with case studies that position affordable housing for the vulnerable groups across European housing sector including four countries (Austria, France, Germany, The Netherlands). It then seeks to apply McKinsey's approaches and examine existing urban practices on the percentage of available housing stock, position of subsidies across investors, housing type

**Keywords** Affordable Housing

**Keywords** Social Mix

**Keywords** Public-Private Partnerships

**Keywords** Strategic Spatial Planning

**Presentation pref.** Paper

**Additional file**

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# Abstract Registration No: 214

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 214

**Abstract code**

**Title of abstract** FDI in Port Cities and Non-Port Cities

**Author** NYAMAI, DNN n  
Institute of Housing and Urban Development; Netherlands; Tel: +31637528603, dorcasnthoki@gmail.com

**Co-Author(s)** WALL, RSW s

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Ports are strategic in connecting different continents across the globe and acting as gateways to the hinterland. The advent of the container in the late 1960s increased competition among ports resulting in the expansion and movement of the port further from the urban core into a more suitable location. The port has attracted numerous foreign direct investments due to the economies of scale. Current trend shows that ports are becoming just a part of the supply chain system as a result of shipping companies having the power to choose where to locate. This may mean that the Foreign Direct Investments (FDIs) in port cities are preferring brownfield as an entry mode of choice of the ports. Research is required on the type of investments in the port cities in comparison to non-port cities and the implication of such investment on the development of the port and its city.

**Keywords** Foreign Direct Investments

**Keywords** Port Cities

**Keywords** Non-Port Cities

**Keywords** Competitiveness

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 215

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 215

**Abstract code**

**Title of abstract** **New Development Path for New City Construction: An Case Study on Sino-Singapore Tianjin Eco-City in China**

**Author** WANG,  
Jiangsu Institute of Urban Planning and Design; China; Tel: +86 15651680176, wangurbanplan@foxmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The development of Chinese urban construction is slowing down with economic transformation and upgrading. Nowadays, the urban planning is converting from the initial increment development to the current stock planning. Meanwhile, the new city construction started to focus on the intrinsic quality and sustainable development, other than speed and scale of construction. The paper focuses on the development of Sino-Singapore Tianjin Eco-city. Sino-Singapore Tianjin Eco-city is a flagship cooperation project between Chinese and Singapore governments. The project started from 1999. Based on a piece of undeveloped saline and alkaline land, the Eco-city site is located 40 km from Tianjin city center and 150 km from Beijing city center. It is located within the Tianjin Binhai New Area – one of the fastest growing regions in China. The goal is to develop the Eco-city over 10-15 years. The city's version is to be a thriving city which is job-housing balance, environmentally-friendly and resource-efficient. The city has taken shape at present. The start-up area has completed by the end of 2013. However, it has not reach original expectations in terms of city development. Based on previous researches on the start-up area, the paper analyses key elements of Sino-Singapore Tianjin Eco-city in comprehensive planning and implementation of planning. This paper also predicts and interprets the four stages of the future development of Sino-Singapore Tianjin Eco-city, i.e. "Living"; "Industries"; "Business"; "Redevelopment". Compared with new cities constructions in Hong Kong, Paris and Masdar City, the paper predicts the potential risks of the development of Sino-Singapore Tianjin Eco-city. In the last part, the paper concludes that Sino-Singapore Tianjin Eco-city cannot realize its version according to current developing path. Then the paper put forward suggestions for developing Sino-Singapore Tianjin Eco-city: develop living, business and industries at the same time. The paper seeks for new path of developing new cities.

**Keywords** New city construction

**Keywords** Sino-Singapore Tianjin Eco-city

**Keywords** urban planning and implementation

**Presentation pref.** Case Study, Realised Project

**Additional file**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 216

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 216  
**Abstract code**  
**Title of abstract** **Nomocratic governance and cooperative urban planning**  
**Author** SLAEV, d.  
Varna Free University; Bulgaria; Tel: 898573336, slaev@vfu.bg  
**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The key problem in urban planning, as in any other form of social planning, is the need for people to cooperate. There is a major difference between individual planning and social/group planning – a difference, which is usually missed by planners. Clearly, individual planning serves the interests of the individual. In contrast any social system (a group of two or more individuals) requires cooperation and the proper form of planning is nomocratic planning, which implies a special social “technology” (Hayek 1973, 1976, Moroni 2010). Even if planners are aware of this requirement, developing a relevant system of nomocratic planning is particularly difficult.  
Applying property rights analysis is the best approach to investigate these issues and the problems faced. Property rights determine the goals and the methodology of planning. In a system of one individual all property rights belong to the individual and it is his or her interests that are served and, respectively, he or she determines the goals of the activities. In turn, these goals determine the methodology: the sub-goals, the measures and tools for their achievement. Individual planning is thus strictly rational; it follows a clear hierarchal structure and is top-down.  
In a social system property rights belong to more than one individual and all who own property rights are entitled to some results of the common activities. Thus it is impossible to define a single structure of goals, sub-goals, measures and tools of achievement. Therefore, the first and main goal of group/social planning (planning in any group of more than one individual) and its main challenge is the allocation of entitlements. All participants in the system should have their say about the goals and the mechanisms of interaction. This is done by establishing rules and regulations.  
Establishing rules and regulations is, in fact, allocating property rights, i.e. entitlements to manage the process of interaction and to use or consume the results. This is an extremely difficult and inefficient process, but it is the only option in any form of group/social planning. Nomocratic planning may be defined as social planning when the allocation of property rights is done purposefully and through relevant democratic procedures. Even then group/social planning faces major difficulties such as agency problems, problems of public choice, the tragedy of the commons and other similar issues. Nevertheless, nomocratic governance is the only possible mechanism to manage common/public resources and solve the issues mentioned.  
In urban practice the principles of nomocracy mean that plans should not seek to impose specific planning solutions concerning private properties. The only relevant tools of urban planning are the tools of nomocracy: zoning regulations (used only to avoid nuisance), taxes and fees and the development of infrastructure.

**Keywords** cooperative planning

**Keywords** nomocracy

**Keywords** property rights

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 217

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 217

**Abstract code**

**Title of abstract** Development Strategic Choice on Constructing International Harbor Urban, Tianjin

**Author** LIU,  
; China; Tel: , vcbd62cc@163.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Tianjin is a traditional industrial urban. The prosperity of Tianjin thanks to harbor. The harbor is one of the largest comparative advantage and strategic resources of Tianjin. Tianjin harbor and Tianjin urban is co-prosperity. In order to become an international harbor urban, Tianjin has made three levels measures. The first is the strategic choice to participate in the world economic cooperation. It is planning Tianjin Free Trade Area, into the "One Belt and One Road" as the national development strategy. One Belt and One Road is the Silk Road Economic Belt and the 21st Century Maritime Silk Road .The aim is that the three world economic center includes North America, Western Europe, East Asia to connect into the integration and shape the new pattern of the world geo-economy. It is creating the mutually beneficial and win-win benefit community for relevant countries. Tianjin Free Trade Area as the golden intersection of land and sea on the One Belt and One Road will be relying on the Asia-Europe continental bridge connection, improving the multimodal transport system, enhancing the entrepot trade services along the countries and regions. The second is the strategic choice of driving regional economic development. Tianjin harbor construct the inland anhydrous port areas to built anhydrous ports network cover the entire North China, Northwest and Northeast, It is getting through the green channel to sea for the surrounding areas, and strengthen the cooperation with surrounding areas and the interior. The third is the strategy choice on promoting the coordinate development of the harbor-city. On the one hand, the twins strategy, in order to reduce the pressure on the development of the center city, to speed up the construction of Binhai New Area Core and promote the Binhai New Area as a new economic growth pole of service and stimulate the development of regional. On the other hand, dual harbors strategy, in order to expand the scale of Tianjin Harbor and alleviate the pressure of the original harbor, to construct the new harbor area and enhance radiation driving functions of the Tianjin Harbor for the cities and the region.

**Keywords** development Strategy of

**Keywords** the Free Trade Area

**Keywords** the inland anhydrous ports

**Keywords** the twins strategy and dual

**Presentation pref.** Project, Strategy, Plan

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 218

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 218

**Abstract code**

**Title of abstract** Horticulture in the city-centre, a 21st century urban code

**Author** VAN LEEUWEN,  
Kokon architectuur en stedenbouw; Netherlands; Tel: 0104117180, r.v.leeuwen@kokon.nl

**Co-Author(s)** JENSE,

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** Horticulture in the city-centre, a 21<sup>st</sup> century urban code  
Just over half of the population on planet earth is living in cities, a percentage which is growing continuously. Each year, worldwide, 60 million people move to the city. One of the side-effects of this ongoing urbanisation is the ever growing distance from the city inhabitants to their source of food production. For example in Istanbul, Turkey, the average distance a tomato travels from it's origin to it's consumer amounts to 575km. As a result food prices rise and pressure on the environment increases. One of the big challenges of the years to come is to create a society in which city and food production are each others allies and benefit from their mutual presence. Advantages of production-consumer proximity are numerous. The environment will profit, the amount of imported goods will sink, prices will sink, employability and food safety will increase.  
Big part of the challenge in integrating production and consumption lies in the field of city planning and city design. 'Kokon architecture and urban planning', based in Rotterdam, The Netherlands, has been working on a vision on how to develop 'complete' cities where the food production is a natural part of the cityscape. This vision is represented in a 21<sup>st</sup> century urban Code.  
The Code suggests that urban areas should be closely related to agricultural areas. The denser the city, the denser the agricultural typology. In this respect we propose to enhance the circular way of thinking in a fractal model which on the one hand provides for natural growth of cities, but also and explicitly preserves a close proximity between agricultural and urban areas. The food comes from nearby, whether the city is small or big.  
One of the premises for a successful integration of agriculture in the city is the need for innovation and intensifying in agriculture. A production with high added values is required. This is where horticulture comes into play. The agri-food and horticultural sector is compelled to manage the little arable land available very effectively. New techniques make it possible to stack crops and to increase the revenues per square meter significantly. Horticulture has become a high-tech business, and will become an ever more important factor in getting food and people in closer relation, both fysically and mentally. In maximizing the full potential of horticulture and in delicately implementing it into new and existing citystructures, the urban design component plays a key role. Connecting the new nodes efficiently in the urban system, making them a visible and evident part of the cityscape requires new building typologies.  
We are convinced that even for the predicted 9 to 10 billion people that should be fed in the near future, we can grow

**Keywords** urban design

**Keywords** urban planning

**Keywords** horticulture

**Keywords** proximity

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 219

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 219

**Abstract code**

**Title of abstract** Collective imaginations for everyday realities: City building through 'creative' cooperation

**Author** CHOPRA,  
; India; Tel: , divyac26@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The disparity between planning objectives and ground realities of cities especially in the Indian and Asian context following the 'master planning' approach has resulted in creation of disjointed pockets of development dominated by non-descript urban form catering to selected social groups and ignoring a large population of those in the margins. Thus, creating a need for focused attention on the missing link that could develop critical synergy between planning visions and 'the everyday'. While the prevailing development process seems to be distanced from the everyday city and its need, detaching itself from the changing dynamics of urban life, interestingly the everyday city has found (or is finding) ingenious ways to address its multiple polarities of negotiated existence, which often define and characterize the spaces that they inhabit. It is at this scale that a strategy for mediation incorporating multiple local aspirations through a 'creative' urban development framework needs to be dovetailed with the existing planning process while envisaging a new urban future. A perceptible shift that allows the inclusion of divergent viewpoints engaging not just policy makers, planners and urban designers, but also environmentalists, sociologists, economists, geographers, historians, artists, etc.... on a common platform along with the voices of citizens could contribute towards the formulation of a more inclusive discourse to address contemporary social and environmental concerns. What is of significance is the connect that multiple stakeholders could establish with the city spaces, bringing forth into public domain, dormant issues of everyday existence. Engaging the community, as a collective creative resource in this process of cooperative city building is ardently required, whereby citizens come together to create and build their spaces, not just manage them. These co-design collaborations through local place-making initiatives would foster association and attachment to the city while entailing a sense of ownership and belongingness of the community with their created living environment. This paper articulates the need for collective engagement and conversations as a significant aspect of the 'creative' and cooperative city building framework, using public art as a communicative tool for dialogue and co-design of physical space. These two significant components can be viewed as an extension of the prevailing planning process to realize developmental objectives and community aspirations at the everyday level. A creative tool like 'public art' could be seen as an extended mechanism for collective engagement and conversations on urban futures. Intervention through public art as a medium of communication and outreach could result in new forms of civic engagement for an open dialogue between the city and its citizens. Similarly, co-design collaborations could be seen as a connection between city level

**Keywords** Creative resource

**Keywords** Conversations

**Keywords** Public art and Co-design

**Presentation pref.** Project, Strategy, Plan

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**Location**

# Abstract Registration No: 220

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 220

**Abstract code**

**Title of abstract** Creative workshops

**Author** GENTIAL, OG  
Urbaplan; Switzerland; Tel: 0216199090, o.gential@urbaplan.ch

**Co-Author(s)** ANDERSEN,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Urbanism is a creative practice. The constantly increasing number of actors and the shortened timeframes jeopardize the time of creativity and in return the time needed for creativity involves to extend the project process and to restrict the number of people sitting around the table. Therefore it is important to reconsider our methods. The traditional practice in many design situations in Switzerland and in Europe in general consists of the implementation of processes such as competitions, competitive dialogues, etc. Driven by panels of experts typically composed of professionals of urbanism and architecture as well as representatives of the project holders, these processes have the obvious interest to bring out a series of contrasting, creative and ambitious visions of a situation by submitting the same question to several teams. They develop their proposals along processes that normally last - from their initiation to their final conclusion - between nine or twelve months. However, these kind of methods raise two critical issues related firstly to the control of the content – in that extent that the projects selection is delegated to a panel of experts, and secondly to the control of time. Moreover, because of its formalism, we lose the opportunity of a truly dynamic and real-time confrontation of everyone's ideas. Finally, the calendar of a competition or similar process engages the project leaders to "wait" for the results and their validation before continuing their reflections which will then be integrated into formal procedures, legal plans, regulations, etc. However, it is difficult to "freeze" the current projects for such a long period. Alternatively, the project leaders could be attributed to a single private office the mission to develop a coordinated vision on the same site of intervention. This office would be responsible for defining the constraints and the opportunities of the site, and then would prepare several alternative development schemes that would come out with an overall strategy. If it has the merit of simplicity and rapidity, this alternative is questionable because it would deprive the projects developers of the benefit of a creative ideas confrontation, which is undoubtedly essential to the emergence of an ambitious vision. A third way is possible. It aims to combine the efficiency of a direct commission and the benefit of the confrontation of ideas in a competition. The creative workshop allows both to open the debate on the challenges of the site in question, to focus the discussion on a significantly shorter period of time while preserving the decision control by direct association of projects leaders in the whole process. In this manner, it combines vision and pragmatism. The creative workshop is based on the search for ideas immediately debated to bounce and make evolve them quickly. It includes several groups of actors involved to varying degrees along the process (design group, critical group,

**Keywords** collaborative

**Keywords** workshop

**Keywords** process

**Keywords** uncertainty

**Presentation pref.** Research Result

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**Presentation**

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**Time** -

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# Abstract Registration No: 221

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 221

**Abstract code**

**Title of abstract** **A research on the construction of dynamic tour system in the Grand Canal(Hangzhou section) based on visual perception and visualization**

**Author** JIN,  
Southeast University; China; Tel: 13951029583, jinxin@seu.edu.cn

**Co-Author(s)** WANG,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** The canal is the artificial watercourse, which is used to connect water transportation between regions and waters. Besides shipping, it's also equipped with other urban functions, such as irrigation, flood diversion and drainage, water supply and so on. Canal construction in China has such a long history and the Beijing-Hangzhou Grand Canal is longest canal in the world. The Canal landscape shares visual features of large scale and continuous viewing. After the Grand Canal has been placed in the World Heritage List (2014), the governments and citizens started to focus more attention on its landscape functions. Under the promise of sustainable development, reducing the waste of energy resources, the main question this research intends to explore is how to construct the canal's dynamic tour system considering the visual perceptions of tourists and citizens in different motion states. We choose the Hangzhou section of The Grand Canal as the research object. Based on the differences in horizon, sight distance and visual angle when people are in different motion states (such as by bike, boat, walk and car), we introduced the concept of visual attention and then set up correlation matrix to get the diversity of people's perceptions in different motion states. Through field research, we divided the Hangzhou section of the Grand Canal into 13 segments to research and analyze for constructing the dynamic tour system. This paper utilized the visualization as a mean of expressing and research, through which we transformed the photos and images into abstract data and then built mathematical model to do further data analysis and process. After that, the data and the analysis result are transformed into analysis graphics, which is easier to understand. In conclusion, we optimized the dynamic tour route and system of the Grand Canal and proposed the improvement strategies for different segments in urban spatial form, visual corridor and other aspects.

**Keywords** visual perception

**Keywords** the Grand Canal

**Keywords** dynamic tour system

**Keywords** visualization

**Presentation pref.** Paper

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**Presentation**

**Session**

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**Date** / /

**Location**

# Abstract Registration No: 222

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 222

**Abstract code**

**Title of abstract** The Distinct Ways to Construct Our City Today

**Author** LI,  
; China; Tel: 18601213647, 1458396002@qq.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** 1 Changing world: With the 50<sup>th</sup> anniversary, the urban planning also sees speedy changing in this era, mobile internet is transforming the world -- people and city, people's ideas, behavior, life style and even the operation mode of the city. Therefore, to explore the challenges and barriers with urban design and renovation we are facing now is very urgent. 2 Innovation barriers: Tracing back to old time or seeing its historical remains, we even found in architecture without architects, settlement without its planners, where their buildings and the village is the most beautiful, the most practical. Today through mobile Internet technology, city residents from different areas, different countries can be brought together online and offline, for communication across time and space, this is the new city full of energy. The largest resource of city is people, the greatest damage is also from people. What we should take care is, sometimes, they are some experts, the biggest obstacle to innovation and development. Especially when they can't permit the indeed innovation. The right way is to promote the progress of our time, create brilliant city with the most adaptive way. But how? 3 Changes from idea and operation level: Dynamic programming. We talk about dynamic in the past too, dynamic on what level? Facing specific problems, real-time analysis and research, dynamic decision making beyond the overall research reasonable framework, maximizing flexibility and adaptability in practice and balance all aspects benefit, is the first element of the vibrant city. Some of the past experience are still applicable, those already can't adapt to the development of the time, become obstacle power to the development of power. 4 Innovation and renovation: Both from top to bottom and from bottom to top, together with the design and operation mode to construct the city: City decision makers have to deal with how to balance the interests of local residents as well as the city's responsibility as a metropolitan in this process. For such developed cities in Europe as Brussels, the competition is the talent competition, eventually applied talents, need active creative space, the city supports and encourages innovation, renovation and creative atmosphere. Any city is not lack of such space, both elegant historic district and dilapidated brown field, can be transformed into an area full of vitality and creative blocks. Creativity depends on the residents' education, the cultivation of the capability and love, each small force superimposed together, there will be a new trickle, this is the era of mobile Internet technology advocate user innovation, mass innovation, from a professional science laboratory, personal kitchen, assembly laboratory, community, can be modified according to the reality of application innovation breakthrough. We can form a study group of people in different areas with interest, solve a series of problems, participate in the development and operation of the enterprise and different level of the construction of city,

**Keywords** barr

**Keywords** dynamic programming

**Keywords** innovation and renovation

**Keywords** optimization and integration

**Presentation pref.** Paper

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**Presentation**

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**Date** / /

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# Abstract Registration No: 223

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 223

**Abstract code**

**Title of abstract** Sustainable Urban Waterfront Development in Port-Cities

**Author** NIEMANN, beate  
University Wismar; Germany; Tel: , beate.niemann@hs-wismar.de

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** The urban waterfront is a place of extremes. The great wide open sea in all its natural beauty and biological diversity on one end, and the dense man made city full of hustling people, noise and pollution on the other. Within the numerous challenges that the contemporary city is facing, urban waterfront areas have developed their own mechanisms and answers. The urban waterfront is commonly serving as well visible landmark that may stand tall and proudly represent its city or entire region. At the same time it clearly has to deal with consequences of global warming and aim for sustainability speaking of energy, ecology, economy and social order.

In addition, the cities on the waterfront often have a still functioning port, which is the economic basis for growth and development for centuries. To avoid a weakening of the ports and to retain their importance for the regional economy, it is necessary to derive a long-term development vision and to initiate stable growth. However the ports cannot be seen in isolation; they must be considered within the urban fabric.

Furthermore, in times of the continuous transformation of urban structures in terms of growth and shrinkage, sprawl and the compact city, adoption and individuality, the only possibility for planners to cope with these circumstances while considering steadily changing parameters, is a strategic design approach. This means developing concepts based on variety, flexibility and stability at the same time: the intactness – or wholeness – referring to the existent context as well as the openness for future trends.

Within the context of these challenges – the urban waterfront as an icon of the city, the port economic backbone and the entire city in constant change – cities have to remain competitive within the inter-urban competition. One approach to achieve this objective and in particular to generate economic and social security is the spatial development of the urban fabric. Here specific strategies are pursued to develop the waterfront, the port and the city in sustainably.

But what specific content included such strategies? How can requirements and objectives of sustainable development be combined successfully? How can watersides revalued in an attractive way? Which new uses can be placed at the waterfront or near the harbor? To gain answers to these questions, global case studies and reference projects will be analyzed and critically scrutinized. Of crucial importance is the derivation of recommendations for the future development of the port-city with international charisma.

**Keywords** Economic transformation of urban

**Keywords** Strategic approaches

**Keywords** Urban identity

**Keywords** Sustainability of urban

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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# Abstract Registration No: 224

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 224

**Abstract code**

**Title of abstract** **Digitized community memory, a tool for citizen inclusion. Social cohesion potentials in the catchment of the Hosszúréti-creek, Hungary.**

**Author** SZILÁGYI-NAGY,  
HfWU Nürtingen-Geislingen; Hungary; Tel: 203700715, anna.szilagynagy@gmail.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** How can we inherit traditionally evoked community memory to the digital generation of nowadays to support belonging and identity? How can technology contribute to transmit and share personal impressions and support community cohesion and better decision making? This article discusses possibilities of ICT tools to express personal feelings, emotions and memories attached to our everyday environment and the way it unites and network segregated communities for a common goal. A specific focus is given to the potentials of open data (1) empowering citizens to take action and strengthen belonging to the place; (2) helping professionals to revitalize places; (3) and supporting decision makers to come to better decisions regarding future development. Digital technology enable us to reach new information that we could not reach before helping urban planners, designers, landscape architects and other professionals contributing to the future of our cities to take advantage of available or generated open data types and to develop new methods and tools for better urban design. Looking on various data visualization tools and techniques - ranging from face to face facilitated community design till virtual platforms and participatory mobile sensing - this article follows the dataflow from the individuals to the professionals. Designers are considered to be interpreters in this virtual context with the special challenge to channel people's observations, emotions and experiences and to translate them into design elements and potential starting points of interventions. With this the article fosters opening new gates for citizen engagement and participation in urban planning and design through the contribution of individual perceptions and impressions of the site. With the conclusions in hand, this article examines the potentials of using digitized community memory to build social cohesion among people living in different administrative units of the Hosszúrét catchment in Hungary where discrepancy from the local landscape and values are typical tendencies among the commuting society of the suburb. Tools to overcome on obstacles of creek revitalization will be examined to give a stake to the people living in the area to propel bottom-up approaches and support the demand to empower inhabitants to reclaim back lost commodities and reconsider landscape dynamics shaping the area.

**Keywords** ICT

**Keywords** community memory

**Keywords** urban planning

**Keywords** citizen engagement

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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# Abstract Registration No: 225

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 225

**Abstract code**

**Title of abstract** **Planning as the Technology of Politics – To be used or misused  
The case of Albania**

**Author** TOTO, RT  
Co-PLAN, Institute for Habitat Development; Albania; Tel: 0692060167, rudina\_toto@co-plan.org

**Co-Author(s)** SHUTINA, DS

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Since 1990, the institutional environment of Albania could be defined as “turbulent”, due to a mixture of freedom-after-oppression, lack of institutional experience, social underdevelopment, and individual pragmatism. The socio-economic aftermath of the shifting political regime was misbalanced with the institutional response. People obtained an individual utility enhancing approach, resulting on a massive internal migration and major transformation of the urban-rural structure. Public institutions were not able to respond with the same pace, either to meet housing needs, or provide employment opportunities. The quick establishment of large informal settlements on agricultural and natural land around major cities was a major consequence. These “extremely organic” developments happened in absence of planning instruments, processes, and proper institutional guide.

The 1<sup>st</sup> planning legislation in Albania was adopted in 1993 and revised in 1998. It considered planning as “a set of rules for location of buildings on land”. It remained in force for 10 years and was revised annually to adapt to the contextual changes, mainly to the quickly spreading informality. However, it never succeeded to either prevent, or correct its effects. A main reason was the failure of the legislation and institutions to recognize the core role of private property in spatial planning. A “land development behavior” was carved, where land owners (in absence of land taxation and other regulatory, or taking instruments) were soliciting 30-50% of the development profit. Moreover, development was plot-based, resulting into dense residential construction and lack of related public infrastructures. In 2009, the Government adopted a new territory planning law, whose principles and instruments aimed at attacking all negative phenomena portrayed in urbandevelopments so far. It also tried to align with EU approaches and objectives set as of 1999, through the ESDP. The law, drafted with foreign technical assistance, failed to gain acceptance by developers, community, landowners, politics and public servants. It was mainly so, because it introduced a rather “revolutionary approach”, which once again found institutions (public and private) unprepared to swallow it, let alone digest it. It was modified severely till 2013 and regularly contested. It was abolished after parliamentary elections (2013). The Government approved a new territory planning and development law in July 2014. The latter has not been implemented yet, as the bylaws are on hold, till local elections (June 2015) take place. The lack of legislation stability in 6 years has slowed down tremendously the land development processes, providing pipeline opportunities to those having stronger links with politics.

This paper will analyze the Albanian planning odyssey from an institutional (private and public), legal and instrumental

**Keywords** planning

**Keywords** politics

**Keywords** institutions

**Keywords** development

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 226

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 226

**Abstract code**

**Title of abstract** Reinventing the nature of social housing. The case of Community Land Trust Brussels

**Author** AERNOUTS,  
Vrije Universiteit Brussel; Belgium; Tel: , nele.aernouts@vub.ac.be

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** The re-emergence of community-based housing initiatives in response to the current social-economic climate is a worldwide phenomenon. Whether organized in an informal, self-build, cooperative, activist or participative way, a multi-layered crisis has led to a stronger engagement of civil society in the production of housing. This also holds true for the Brussels Capital Region in Belgium, in which a protracted housing crisis gave rise to the establishment of a community-based housing organization. The organization develops collective housing projects for underprivileged groups. Its legal structure is based on the Community Land Trust formula, which entails a legal separation between dwelling and land. Community Land Trust Brussels (CLTB) also determines its own priorities, such as a coproduction between employees of the organization, future inhabitants, local residents, and professionals involved in the planning process. As such, inhabitants are not only perceived as clients, but also as 'specialists' of their own dwelling environment.

Although several programs have been installed in Brussels' social housing associations to democratize decision-making processes, this active participation of inhabitants in the development of housing projects is a relatively new approach in the Brussels Capital Region. Also with regard to the legal structure, which is strongly intertwined with the democratic decision-making process, Community Land Trust Brussels diverges from existing planning procedures in housing.

Drawing on action research during the development of one project of CLTB, the paper reveals that this participatory nature of the housing organization offers a promising path for the creation of socially resilient dwelling environments for low-income groups, while highlighting future challenges, related to its limited role in fighting the housing crisis, obstructions in the existing planning system and financial support requirements. Herewith, this contribution will not only focus on the strengths and difficulties of the established of such organization, but also highlight the innovative nature of it, inspiring and molding existing planning practices.

**Keywords** community-based housing

**Keywords** resilience

**Keywords** participation

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 227

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 227

**Abstract code**

**Title of abstract** **TERRITORIAL UPDATING OF CONTEMPORARY REMAINS: (Re)defining permeability in the change of use of post industrial sites and its relation to the urban fabric**

**Author** TAMAYO,  
Univ. Architecture La Salle Barcelona; Spain; Tel: 609592231, patriciatamayo.arq@gmail.com

**Co-Author(s)**

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** As societies change rapidly, our knowledge about the way we create and use space is continuously evolving. The built environment, related to a multitude of different cultures and social networks, is in the process of constant transformation. This has contributed to the creation of new industrial areas in peri-urban areas amongst other phenomena. As a result of this, the dislocation of industrial and productive areas, together with increased real estate pressure on the existing urban fabric and a current economic instability, lead to policies involving &lt;b&gt;the conversion of post-industrial properties&lt;/b&gt; have becoming a critical issue in contemporary architecture and urban design. Due to the prime location and optimal connectivity of former productive buildings or properties within the urban fabric, many of these areas can potentially revitalize neighbourhoods, which explain why many of them are converted into public facilities. But a conflict arises when these existing industrial structures, designed to accomplish a specific use of private nature, are now adapted for public purpose, demanding &lt;b&gt;different needs of permeability and public-private relationships at an urban scale.&lt;/b&gt; Different aspects of brownfields have been studied in the past, but the key role of space in enabling social interaction in the change of use and its relation to the urban fabric remain unexplored fields of academic inquiry and professional practice. The focus will be to redefine the public space in the framework of this change of use, aiming on the necessity of carefully considering in-between spaces and the &lt;b&gt;notion of collective space.&lt;/b&gt; The methodology is based on reviewing the theoretical framework from N. John Habraken and Bill Hillier to Aldo Rossi, as well as referring to Ali Madanipour and Kris Scheerlinck among others, and analyzing and comparing diverse cases in different contexts, aiming to detect architectural and urban strategies that define the transformation processes and simultaneously shape the discourse about the relationships developed via disused industrial properties, which are defined by a multitude of parameters like &lt;i&gt;density, accessibility or permeability, proximity or distance regulations, adjacencies, orientation, scale, property structure or urban porosity&lt;/i&gt; able to foster an urban hub and become a lever for social cohesion and development. The strategies detected connected to different cases studies considering the location of the industrial building is as follows:  
(1) In an existing consolidated urban fabric, like &lt;i&gt;Drassanes in Barcelona, Spain or the Art District in Incheon, S.Korea.&lt;/i&gt;

**Keywords** collective space

**Keywords** post-industrial space

**Keywords** change of use

**Keywords** regeneration

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 228

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 228

**Abstract code**

**Title of abstract** **Planning for Sustainable Water and Energy: A perspective from housing and urban development policy making in Mexican cities.**

**Author** DEMERUTIS, JDA  
University of Guadalajara; Mexico; Tel: 33 3616 1971, juan.demerutis@cuaad.ug.mx

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** During the last 10 years, several references and guidelines for sustainable urbanism have been issued all over the world (Beatley, 2000; Farr, 2007). In addition, UN Habitat program has defined a baseline about the quality of human settlements in terms of sustainability (UN-Habitat 2009) and the role of the planner in the &lt;i&gt;status quo&lt;/i&gt;. As the world population settles predominantly in cities, urban planners should implement new tools to improve sustainability performances of urban areas in general, and in water and energy in particular. This paper aims at proposing planning tools to improve water and energy sustainability in Mexico, and as a result, propose arguments to discuss ways to improve performances of public policy in other regions of the world. The focus of the study is on housing through community building, under the premise of looking for compact, denser cities. The proposed planning tool comes in the form of a local government initiative to certify "Green Development" as a response to large water and energy consuming developments. Implementation of the tool considers that inefficient housing development patterns compromise water and energy sources in the territory, and implementation of &lt;i&gt;carrot and stick&lt;/i&gt; approach in policy making could modify developmental behaviours, and therefore saving resources. Certification allows developer to apply for fiscal incentives such as building permits exemptions and property tax discounts. Certification also acknowledges energy production transition from fossil fuel to cleaner technologies in order to address climate change and reduce carbon footprint; as well as considers concepts such as Low Impact Development, Sustainable Urban Drainage Systems, and Water Sensitive Urban Design in order to save water. The unit of analysis is the community development within a municipality, as a result the certification applies to the development and the developer. The paper concludes with content guidelines for a certification system which is intended to be implemented by local governments.

**&lt;b&gt;REFERENCES&lt;/b&gt;**  
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Farr, D. (2007). &lt;i&gt;Sustainable Urbanism: Urban Design with Nature.&lt;/i&gt; Hoboken, NJ: Wiley.  
LEED-ND. (2009). &lt;i&gt;Green Neighborhood Development: LEED Reference guide for Neighborhood Development.&lt;/i&gt; Washington, DC: LEED-ND.  
Novotny, V., Ahern, J., & Brown, P. (2010). &lt;i&gt;Water Centric Sustainable Communities: Planning, regrofitting and

**Keywords** Green Development

**Keywords** Green Certification

**Keywords** Water and Energy Sustainability

**Keywords** Mexico

**Presentation pref.** Paper

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 229

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 229

**Abstract code**

**Title of abstract** **Revival of the urban governance in Tunisia?  
A reading in the post-revolutionary actors and legal provisions.**

**Author** DRISSI,  
University of Tunis; Tunisia; Tel: 98 92 04 83, drissiezd@yahoo.fr

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** One of inextricable dilemmas of the Tunisian State is to realize, on one hand, a territorial equity by reducing the imbalance between the littoral and the internal regions, and on the other hand to reach the crucial goal of the national project planning to make of the capital an international metropolis. Country planning and in particular the urban policy held attention of public authorities since the colonial period and continued after the independence in 1956 by beginning policies of organization and spatial planning to remedy the urban problems and the territorial disparities. However the reality and the studies underline the limits of the policies and the spatial models implemented to redress the situation. This is the way the socio-spatial injustice and the absence of a participative approach are considered as the triggers of the Tunisian revolution further to the events arisen between December 17th, 2010 and January 14th, 2011. This revolution is a relevant revelation of the failure of the territorial project and the policy of the city planning where the State, almost only, chose orientations and procedures fixed on a national, regional and local scale to organize the use and even to assure the coherence in the location of the big projects, public equipments and urban areas... The present paper tries, at first, to study the governance of tunisian cities by a strongly centralized State (pre-revolutionary phase). Indeed, the nature and the privileges and the precise means of local authorities were very insufficient in terms of legal skills, financial resources and human resources. The second shutter will attempt to scrutinize the new constitution of January 27th, 2014 to verify if its capacities really establish a project of territorial reform based on a mode of multilevel governance. We think especially of the new powers and the skills given to local authorities to make of them major poles of the decentralization and more local and participative democracy. In the last resort, we shall try to raise the problems which could appear in the application of this management policy through the bottom in a context of democratic post-revolutionary transition. Besides the fragility of the political system characterized by the ascent of the ideological and social cleavages, the ambiguity of the text is another variable which comes to complicate the task. Indeed, the conception and the writing of the constitution for the period marked by differences on the political scene let appear provisions which can create and feed even regional and ethnic tensions and disrupt the democratic process.

**Keywords** Tunisia

**Keywords** City

**Keywords** Centralization

**Keywords** Governance

**Presentation pref.** Case Study, Realised Project

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**Presentation**

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# Abstract Registration No: 230

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 230

**Abstract code**

**Title of abstract** Urban Density and Consumption of Energy: Measuring Urban Heat Island for Different Cairenes Urban Form

**Author** IBRAHIM,  
Cairo University; Egypt; Tel: , abokhalek@yahoo.com

**Co-Author(s)** ALGAZZAR,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** Over the years, a number of researchers have reported that urban development has a great impact upon the local climate of a city and hence consumption of energy. The link between energy consumption and urban form is highly considerable. The tendency of high-density urban form affects the release of heat as long-wave radiation at night, reduces wind speeds and inhibits cooling by convection which ultimately impacts on thermal comfort. Despite that, attitudes towards dense urban environment are diverse. Some people acknowledge the merits of high density and advocate urban compaction for energy efficiency, whereas others criticize the drawbacks and argue strongly against it. Energy has become a common current and future challenge for the urban development in Egypt especially when coupled with the implications of climate change. Longstanding attempts have been made to define the energy efficiency principles but little is known about whether the high density is a good parameter for a sustainable urban form or not. Cairo city is presented in this paper as having diverse areas at different levels of density. The paper hypothesizes that the high dense Cairenes district is much better than the lower ones in terms of urban heat island intensity. Measuring land cover and gross urban density and find their impacts on surfaces temperature is the purpose of this study. The methodology adopted for this analysis is the commonly practiced remote sensing techniques utilizing the characteristics of sensor measurements of the reflected sunlight according to the surface conditions. This paper therefore extends the soundness of the available literature for an elucidation for the link between urban density and heat island. This is mainly based on a critical comparison between different cases from Greater Cairo Region. An appraisal sustainable framework is produced for testing this issue according to a theoretical base and a critical feedback from the local experts.

**Keywords** Urban heat island

**Keywords** Energy efficiency

**Keywords** Urban density

**Keywords** Thermal comfort

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

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**Location**

# Abstract Registration No: 231

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 231

**Abstract code**

**Title of abstract** Towards a sustainable food network for the Rotterdam - The Hague Metropolitan Region (MRDH) in 2030

**Author** SPOELMAN, J  
Buro Ja; Netherlands; Tel: 0031-6 42151031, janneska@buro-ja.nl

**Co-Author(s)** NEFS,

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** The call for more transparency in our food production network, more regional and organically produced food combined with new food trends and a growing world population will have produced a major change in our food production by the year 2030. New food production technologies will have been introduced and all these changes will have asked for an adaptation of our food distribution network. Can we, by creating scenario's based on the analysis of the current situation, design new food hubs? Can we help to develop a sustainable food network and inspire the MRDH to set an agenda for a regional food policy?

A food region is an interesting area to focus on. Recent researches of foodnetworks focus merely on the national or world scale on the one hand and on local initiatives and their influence on their surroundings on the other hand. The same goes for policy that has been developed in the Netherlands, so far. The scale is local ( municipalities like The Hague and Rotterdam) or national/ world ( national government). Therefore the intermediate scale of a food region is highly interesting since at this scale both the local and the global influences come together.

The MRDH is a young administrative institute which has become operative in January 2015. One of its main goals is to improve conditions for establishing businesses. As for now, it still needs to prove itself as an institute that can help to contribute to the spatial en socio-economical development of the region. In the MRDH region the harbors of Rotterdam and the greenhouses of the Westland meet with local initiatives like 'Rotterdamse oogst' and the 'Fenix Food Factory'. This research aims to inspire the MRDH to set an agenda for a regional food policy which might, in return, help the MRDH to reach their goals. How can we help to set such an agenda?

First of all by mapping the current food network and the recent adaptions and changes that have been made to this network in the last 5 years. A food network can be subdivided into food hubs (or) nodes and food flows. Food flows describe the road our food travels from node to node, whether by air, water or road. These means of transport may change but won't have such a large impact on the food network as do the nodes themselves. The food nodes or food hubs are places where different actors meet; producer, trader, distributor and consumer. The hubs have a direct influence on their surroundings, spatially and socio-economically. They take up space and are designed to accommodate the food network. This is why this research focuses exclusively on the food hubs.

This research will visualize the current food network of the MRDH region by mapping current food hubs. Based on this information, food trends, new food producing techniques, local and national policies and interviews with major actors in

**Keywords** food hub

**Keywords** mapping

**Keywords** MRDH

**Keywords** food trends

**Presentation pref.** Research Result

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 232

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 232

**Abstract code**

**Title of abstract** **Co-operative Planning, Urban Design and Management  
Comparative Analysis of A Case study Related to Multi-party and Inter-disciplinary Approaches and Interventions of Slum Areas Upgrading**

**Author** HAMMOUDA,  
Faculty of Engineering ,Helwan University; Egypt; Tel: 01222264011, rawiahamouda@yahoo.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** City scape is inherently heterogeneous, especially in big cities and metropolitan regions, where different historical and timely variant layers intermingle together in limited space with high density. This case applies in big historical cities such as Cairo, Istanbul, and Damascus. In some areas of these cities , significant and cultural/architectural heritage, distinctive central location, slum dwellings , deteriorated infrastructure and services, informal and substandard marginal economic activities, poverty, dense population and traffic flows...etc., all "coexist" and entangle together in one complex. Approaching and managing effective interventions for upgrading these problematic areas mandates resorting to and participatory approach, in which different actors, players and interest groups are involved with high stakes. This includes local administration, heritage conservation authority, local community representatives, private sector...etc. The success of any intervention is critically linked to interdisciplinary thinking and multi-party dialogue, interaction and cooperation.  
The objective of this paper is to investigate and exhibit a specific mode of thinking and urban design that could encompass all the different – and conflicting – variables of the situation. The method to achieve this objective is conducting a kind of comparative analysis of some selected case study (project) that dealt with such situation. The main focus and the central case will be a project which the author fully participated in the planning and design process, and where the processes of heritage conservation, area upgrading, and community development have been symbiotically integrated in the urban design process.

**Keywords** Heritage Conservation

**Keywords** Slum Areas Upgrading

**Keywords** Community Development

**Presentation pref.** Paper

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**Presentation**

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**Time** -

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**Location**

# Abstract Registration No: 233

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 233

**Abstract code**

**Title of abstract** Working Waterfront Newtown Creek

**Author** GUSCHL, L.B.  
We Love The City; Netherlands; Tel: 0645368306, larissa.guschl@gmx.de

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Newtown Creek, Brooklyn, New York City, used to be one of the most vital industrial maritime hubs of the 20<sup>th</sup> century. Oil distilleries, shipyards, foundries, industrial food processors, fabric and paper mills settled along the river's edge. Today the industrial harbour area is characterized by ecological hazards and a shift away from manufacturing and wholesale. The shift represents a larger city-wide and regional trend. However, the combination of relatively cheap land, reliable vehicular access to the regional highway system, and proximity to dense residential and commercial markets keep the port area competitive. While industry will become cleaner and greener in the future, it will be important to maintain as much of the business context for industrial use. The synergy between ports and cities can strengthen professional services and information based businesses which lend themselves to more dense urban environments and do not require large parcels of land in order to operate. Hence, port-city synergies can evolve into a model of a 21<sup>st</sup> century maritime hub. Consequently, how can we influence urban policy to keep urban industry in the centre of the city? Secondly, the port area performs primarily as a working waterfront. There is however, some interest in securing more public access to the industrial used water edge and the water itself. Balancing the provision of open space and recreational use for nearby neighbourhoods with the needs of expanding industry and commercial operations will be a key concern when planning the port's future. The research question is how to re-activate the urban & working waterfront and simultaneously create an adaptive and resilient city-port area which is securing more public access to the water edge. Meanwhile the project has to reconsider the social dynamics and changes and address a new framework which considers the diversification of jobs and new demands of the inhabitants.

**Keywords** Port economics

**Keywords** Adaptive design

**Keywords** Delta urbanism

**Keywords** New York City

**Presentation pref.** Case Study, Realised Project

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 234

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 234

**Abstract code**

**Title of abstract** **Moving beyond the physical, the competitive capacity of Port Said city and port**

**Author** ABDEL GALIL,  
Arab Academy for Science, Technology and Maritime Transport; Egypt; Tel: , rania.agalil@gmail.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Technological, geographical and socio-economic factors have dictated the relationship between city and port growth. In response to international markets and technological changes, new urban patterns have emerged, yet local conditions of accessibility, population distribution and knowledge transfer have a great influence on the expansion of port services and its integrative nature with the city. The matter of integration is rather problematic as the port-city interface is considered a zone in transition; conflict, cooperation and change. In the city of Port Said, the interface is marked by conflict of transportation and competition for space for residential versus port activities whilst the port is expanding to be more capacious as a national project to relief Egypt of its economic struggle. The relationship is affected and in part controlled by economic and political conditions at various scales. Port Said presents a mega logistics port, placing it second after Yanati port (China). It is one of the important harbours in Egypt for export, import and refueling ships passing the Suez canal water way. It has more than 650 thousand inhabitants, making it the third largest urban governorate in Egypt in terms of population size. Bordered by the Mediterranean in the north, Manzallah Lake in the south west and the Suez Canal in the East, the city has little in the way of expansion. Despite scoring in the top five governorates in the National Human Development Index and having some of the lowest negative indicators in terms of illiteracy and unemployment, Port Said is not realizing its potential in terms of physical and social attributes and in terms of its competitive advantage in world ports. It struggles between being a port city and it's potential to be a world port city, yet all state plans focus on physical attributes and projects for canal and port expansion, neglecting important economic networks and knowledge infrastructure. The paper analyses current plans for the city and the port which have received large funds from the public as a national mega-project and an investment that holds promising returns. The paper argues for a holistic approach taking into account current and future maritime business services' capacity, human resources' skills, knowledge management strategies and competition with regional and global ports.

**Keywords** competition

**Keywords** interface

**Presentation pref.** Paper

**Additional file**

**Extra information**

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# Abstract Registration No: 235

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 235

**Abstract code**

**Title of abstract** A New Planning Culture - Cooperative Planning Processes– Case Studies in Vienna

**Author** TILLNER,  
Architects Tillner & Willinger; Austria; Tel: , s.tillner@tw-arch.at

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** &lt;b&gt;Introduction&lt;/b&gt;  
The paper will analyze recent cooperative planning workshops that have replaced planning studies and masterplans in Vienna since 2011. Before, whenever a zoning change was required, the planning department either contracted a study or launched an invited urban design competition, depending on the size of the area. Since 2011, Vienna has experienced a change of its planning culture from a closed to an open process – cooperative planning workshops are publicly announced and applications are reviewed by an independent jury. This transformation occurred on one hand for political reasons, on the other hand due to international trends. While the openness and transparency of these new procedures are generally viewed positively and considered as a progress, the results vary widely, sometimes they produce a solid base for the following competitions, at other times they lead to controversies or are criticized for their weak quality, mostly due to inadequate time allowance for the planning process, occasionally only a few days were reserved for complex sites, at other times, too many stake-holders were involved in the process.

&lt;b&gt;Cooperative Planning Case Studies In Vienna&lt;/b&gt;  
Currently, in the City of Vienna, as in many other European cities after Stuttgart 21 and after the financial crisis in 2008, urban planners and architects can no longer conceive a comprehensive masterplan for an urban area and then hope to see it implemented as planned. The era of long-term master-planning has ended and is being replaced by a more open system that addresses flexibility for future changes of developments. Participatory processes that are inclusive for various groups, i.e. administrative authorities, stake-holders, community members, politicians, have become a popular alternative to traditional planning methods. In these processes the planners retreat into the back-ground, they are invited to develop creative ideas in interdisciplinary working-groups and discuss them continually. The advantage of this process lies in the inclusion of all parties, the amicable and open atmosphere in which all issues are discussed before the planning process starts, while the potential disadvantage of this type of process is the disappearance of an authorship and a sense of responsibility. In Vienna, several recent planning projects that were organized as “cooperative workshops” were intended to lay the ground-work for the zoning plan, but ended with no clear results, therefore causing controversies in the following architectural competitions. In this paper this new trend is analyzed and illustrated with several successful and some controversial projects in Vienna: Neu Leopoldau, ¼ 2, Stadtpark. The fact, that the stake-holders and the property owners are part of the planning process has often compromised the objectivity

**Keywords** Cooperative planning workshop

**Keywords** transformation of planning culture

**Keywords** comparison of varied results

**Keywords** inclusive discussions / necessity

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 236

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 236

**Abstract code**

**Title of abstract** The role of higher education in regional development in transition economies

**Author** PASCARIU,  
Univesity; Romania; Tel: 0744689109, pascariu@isocarp.org

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** The paper aims to demonstrate the leverage effect in regional development of academic institutions in transition economies based on the Romanian case mainly, but also on the experience of other new European Union member states from Eastern and Central Europe. Starting from a research about the territorial insertion of universities in Romania, developed during 2008-2010, which shows the important role played by the higher education after 1990, to counteracting the effects of economic restructuring and financial crisis, the author expand the analysis to recent years, by correlating the evolution of the research and educational sector with the regional development policies within the framework of the last programming period. The analysis takes into account the changes that took place at legal and institutional levels in the educational field as well as at the changes in the labour market demand and economic sector that went through a remarkable and rapid shift from primary and secondary to tertiary sector along the last 15-20 years. In spite of certain difficulties to efficiently adjust the supply of academic product to the demand, the educational centres proved to be the major regional nodal points to attract and absorb European Cohesion Policy Funds for the last 5 years. The 2011 new Education Law encouraged universities to become besides main knowledge centres, also the most active hubs in various research fields and potential poles for smart growth and competitiveness. The paper will present the dynamics in regional development in Romania and some neighbouring regions with a focus on the evolution of the major urban centres and their metropolitan areas and will develop and present a comparative analyses of some of the main capital cities in Eastern Europe using some previous studies of the author. Besides the statistical analysis, the paper will emphasise the knowledge and creative comprehensive capital as part of the larger concept of territorial capital and will discuss the means by which territorial planning strategies and policies may increase the role of education and research in achieving the main targets of EU Territorial Agenda and of the 2020 Strategy. The paper will also analyse some contradictory effects of regional growth due to the role of major regional cities which concentrate the most important educational and research infrastructure and human resources and look for alternative solutions to achieve a more balanced and sustainable development through the concept of "educational clusters" and decentralisation of the major regional hubs of knowledge. The paper presents in the end a proposal for such an educational cluster in the interdisciplinary field of territorial development as a joint action of three different higher education schools from urban planning, geography and public administration which is to be located in the Central Development Region in Romania near the city of Sibiu.

**Keywords** regional development

**Keywords** higher education

**Keywords** smart growth

**Keywords** educational cluster

**Presentation pref.** Research Result

**Additional file**

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# Abstract Registration No: 237

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 237

**Abstract code**

**Title of abstract** New urban policy Russian cities: Top-down federal planning vs. municipal initiatives

**Author** SARAPULOVA,  
UFA CITY DEPARTMENT OF URBAN PLANNING; Russian Federation; Tel: , olga.sarapulova@gmail.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Currently most Russian cities are on the edge of reinventing the policy of long-term strategic and spatial planning. Instead of inherited from the Soviet past top-down approach new practice of stakeholders involvement to the process of planning become important contribution to the future development of the city. However there are a lot of challenges that Municipalities meet in their desire to implement participatory planning. New Federal Law for strategic planning, on the one hand, creates the framework for long term planning in modern Russia. On the other hand, there are a lot of methodological problems such as implementation of social and economic plans to the spatial opportunities, citizens engagement, management of agglomeration that still have not managed what gives an opportunities to the local Administration to find their own proper solution. Nowadays Ufa City Administration works on the Strategy for the city until 2030. The document will include social, economic and spatial aspects of development. The main challenge for Ufa as for most post-socialist cities is to increase the effectiveness of its territory that will obviously lead to economic growth and attractiveness of the space. This task may be solved by reorganization of industrial zones and development of built-up areas with new dense development. However, the concept of "compact city" meets huge resistance of landlords and the local community. The first ones consider implementation of limits for construction in the Green Field as a threat to the financial profitability of their investment, while the second ones are not ready to accept the new "cramped" conditions, accusing the Administration of legalizing the infill development. As a response to outlined challenges the team of authors works on creating parametric model of the city that become a base for new urban policy for The city Administration in two dimensions – as a formal instrument for planning in the format of The land use plan and as a tool for informal planning in the format public source with open data that will explain consequences from all urban planning development. Theoretical part of this article is based on analysis of documents and regulatory legal acts for federal, regional and municipal level in combination with wild investigation of exciting research in the field of transition from top-down approaches in urban planning to participatory planning made by most inflectional Russian Institutions and experts. However wild work experience in Department of City and Urban Planning and access to communication with decision-makers on municipal level bring deep understanding of real urban realization of theoretical approaches in practice.

**Keywords** strategic planning

**Keywords** compact city

**Keywords** parametric model

**Keywords** reinventing planning

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 238

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 238

**Abstract code**

**Title of abstract** Feeding the booming metropolises: An approach towards food sustainability

**Author** SHUKLA, SS mr.  
Maulana Azad National Institute of Technology; India; Tel: 9479637585, shuklasankalp2@gmail.com

**Co-Author(s)** ADITI, AA ms.

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** With the coming up of industrialization, the world has observed the birth of urbanization; the genesis of new towns and the boom of the previous existing cities. The number of million plus urban agglomerations which was slightly more than 200 across the world in 1980 has rose to more than 500 by 2015. The last few decades have seen significant changes in the land cover across the borders. The green forest cover has reduced giving space to the agricultural fields and the sprawling conurbations. The acres of land under agriculture has fell about 8% over a period of twenty years between 1990 and 2010 in the United States. Albeit industrialization has induced the growth of new settlements, it has also been responsible towards the decay of others. On one side the expansion of the concrete jungles is reducing the percentage of agricultural land, while on the other this is reducing the rural population. The falling job opportunities in the villages compel the inhabitants to face towards the metropolises to get a source to earn their living. The migration trends of China depict an excessive rise from about 40 million inhabitants in 1985 to nearly 140 million inhabitants in 2003. This has led to the development of the urban challenges, which most of the cities across the world face today. There are more people living in cities now than ever and the population growth is expected to maximize in the urban areas. According to the United Nations, by 2030 nearly 5 billion people will be living in cities particularly in Africa and Asia. Today, 50% of the world's population lives in cities and around 250 million people amongst them do not have enough to eat. Feeding the urban communities is already emerging as a challenge for a variety of reasons. Some of the common reasons being the spread of these communities which tend to be far-far away from the food production centers. The cost of supplying them with food is very high economically in terms of storage, conservation and transportation and the supply chain, with all its intermediaries which eventually deprives producers of a decent share of the profits. The usage of pesticides and preservatives is not really nature-friendly and shipping foods to cities by the usage of horrifying amounts of fossil fuel is too expensive. An average product travels 2,400 km before reaching the spot where it will be bought. There are some areas in cities where physical and financial access to healthy foods is not guaranteed and people lacking awareness turn to fast-food centers and restaurants. This situation is unlikely to improve with the upcoming boom of urban population. Feeding the cities in a socially, economically and environmentally acceptable way by ensuring the food safety of these populations is becoming one of the great challenges of the future. Sustainable food is a fundamental human right and it's high time when we need to adopt a new strategic vision of land-use planning, to sustain the cities for this basic need of life.

**Keywords** Sustainability

**Keywords** Metropolis

**Keywords** Urbanization

**Keywords** Agriculture

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 239

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 239

**Abstract code**

**Title of abstract** Creative Istanbul: A vision (im)possible?

**Author** ENLIL,  
YILDIZ TECHNICAL UNIVERSITY - Faculty of Architecture; Turkey; Tel: 5323849336, zeynepenil@gmail.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** Creativity, creative sectors, cultural industries, culture-led regeneration have lately been buzz words for those who have been concerned with reviving the deprived economies of de-industrialized cities. Examples set by cities such as Bilbao, Barcelona or Glasgow has set up expectations for a cultural turn in urban redevelopment. Many cities from around the world attempt to pursue cultural policies and urban strategies geared to make them vibrant urban centers attractive to capital as well as to the workers of global economy that is increasingly based on knowledge, innovation and creativity. Istanbul is no exception to those cities, striving to gain a competitive advantage with an attempt to re-structure its economy.

Yet, there is a growing acceptance that policies and strategies that are successful in one city cannot easily be exported to another and that every other city is a unique case. In addition, there is an increasing concern that culture-led regeneration policies can lead to schemes that are nothing else other than property-led redevelopment under a cultural guise. Bearing these two fundamental issues in mind, in this paper I attempt to analyze the opportunities and challenges in Istanbul of a cultural turn in urban policy that seems to have gained an additional impetus since the time when the city gained the status of European Capital of Culture for 2010. There is no doubt that with its many layers of history and rich heritage, Istanbul offers significant potentials to act as incubators for creative sectors and cultural industries to flourish. But is that enough?

The analysis offered in this paper is based on a recent research mapping the cultural economy of Istanbul. Using both quantitative and qualitative data and in-depth interviews, the findings indicate that creative sectors and cultural industries both at the production and consumption ends tend to cluster in the central area of Istanbul we name as the "cultural triangle." The rest of the metropolitan area with a population of over 13 million is just a largely impoverished landscape of creativity and culture. Hence, I argue that any attempt without proper policies to overcome this gap between the center and periphery will be an effort in vain to make Istanbul a socially just and culturally viable, creative city.

**Keywords** creative city

**Keywords** mapping

**Keywords** regeneration

**Keywords** Istanbul

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 240

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 240  
**Abstract code**  
**Title of abstract** **Creative Stakeholder Engagement: The Curatorial Model**

**Author** VICKERY HILL, AVH  
BUUR; Belgium; Tel: 0486884861, adrian@colina.com.au

**Co-Author(s)** KAETHLER, MK  
KAMPELMANN, SK  
GENTILE, CG

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Desiring to make sense of the multi-vocality, complexity, and the adaptive nature of planning processes, we seek to explore different roles for negotiating bottom-up social processes found in participatory planning initiatives. Key amongst these is the notion of the <i>curatorial</i>, what the curator Maria Lind (2010) understands as "...a way of thinking in terms of interconnections: linking objects, images, processes, people, locations, history and discourses in physical space like an active catalyst generating twists, turns and tensions." She describes it as consisting of signification processes and relationships, and as a 'presence' that strives to create friction and push new ideas. The curatorial mediates, acts upon, shapes, re-positions, and translates. It involves working in both the material and immaterial, carefully selecting the <i>right</i> process or presentation while continually being part of the process and employing reflective feed-back loops. Her definition draws attention to the curatorial as a position that is perpetually <i>in-between</i>, <i>a mediator and translator of material and immaterial processes and relationships</i>. Twenty-first century planning projects have become more systemic and have begun to accept the relevance of complexity, however project methodologies often remain structured around unimaginative approaches. We find the design focus is shifting from the results of a project to the value generated through the planning process itself, as the beginning of a much larger movement towards change (Hill 2014). Furthermore, innovation and value creation is neither about resolving top-down or bottom-up power relations but rather by establishing <i>meaning</i> across the involved parties. We argue not for consensus but for the planning process to imbue a sense of signification, such as through the power of forming narrative. Such projects can range from dealing with infrastructure issues, contested sites or even abstract problems such as crime or employment. In such cases stakeholders can share a range of power, capital, personal vested interest and capacity to create innovative outcomes. Mixed interests can lead to savage divisions or odd (and cordial) bedfellows - thus a shared project vision and narrative is integral for progress (Innes & Booher 2011). The first challenge we identify is how to create such as vision, or allied collection of visions, when these are entangled in ideas, dreams, hopes, and sentiments, which are difficult to express and coordinate through conventional means. The second is how to identify stakeholders and how to deal with them constructively within such projects. Breaking from traditional models of facilitation, whereby processes are organised as rational exchanges, where 'sense'

**Keywords** stakeholders

**Keywords** curatorial

**Keywords** value-creation

**Keywords** complexity

**Presentation pref.** Project, Strategy, Plan

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**Location**

# Abstract Registration No: 241

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 241

**Abstract code**

**Title of abstract** Pursuing Regional Integration? International Comparisons of Aerotropolis in China and the Netherlands

**Author** DAI,  
; China; Tel: , daiguowen@chinasus.org

**Co-Author(s)**

**Topic** Schiphol: How to connect in a globalising world?

**Abstract text** Patterns of urban development around airports differ according to the local institutional and economic contexts. In China, the rapidly expanding High-Speed Railway (HSR) corridors and hubs are expected to be the catalysts for the new round of regional integration. Ambitious spatial and economic plans are made around the (mostly) peripheral hubs, which inevitably stimulate challenges for spatial governance. Therefore, two cases are chosen, which are the Hongqiao Business District (around the Shanghai Hongqiao Integrated Transport Hub) and the Schiphol Airport region (around the Amsterdam Schiphol Airport). Each case represents one particular type of institutional configurations. In search of the following research questions, this paper takes a comparative perspective: What are the different settings that shape the institutional configurations? And how do the institutional configurations frame the urban planning and governance, which lead to different spatial performances of regional integration in airport region? The focus will be put upon three key spatial performances: mobility, economy, and urbanity. Just like the complex multi-actor games (among Schiphol Airport, Amsterdam Zuidoost, and municipality of Haarlemmermeer), the Hongqiao Business District also faces governance dilemmas among Shanghai Airport Authority, HSR authority, as well as the local (district, sub-district, and municipal) governments. Embedded in different contexts makes the international comparison more counter-relevant for each other.

**Keywords** Regional integration

**Keywords** Aerotropolis

**Keywords** Spatial governance

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 242

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 242

**Abstract code**

**Title of abstract** Restrictive environments in less-favoured areas - highlighting the need for integrated planning in local communities

**Author** COCHECI, M.D.  
"Ion Mincu" University of Architecture and Urban Planning Bucharest; Romania; Tel: , matei.cochechi@gmail.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** As a key instrument to achieving long-term sustainable development, spatial planning can directly address environmental issues such as the need to reduce environmental damage, to protect natural resources or to limit the impact of natural disasters. While some believe that the environment should be at the base of any sustainable development model, it is often that spatial planning eludes environmental planning, or only refers to it when the local legislation requires it (e.g.: environmental impact assessment). This is the case as well in Romania, where there is a lack of correlation between the spatial planning law and the environmental law, with sectoral plans such as the Local Environmental Action Plans not being taken into account in normative urban planning. This paper introduces the concept of restrictive environment, as an environment where human development is restricted either due to natural (e.g. areas prone to natural hazards) or anthropogenic factors (e.g. areas affected by sources of environmental degradation). Through an indicator analysis based on criteria selected using the Delphi method, an identification of restrictive environment typologies in Romania's South West region was realized. As one of Romania's poorer regions, greatly dependent on fossil fuel energy production and with areas suffering significant environmental damage, Romania's South West region also comprises several less-favoured areas, which can be individualised through the analysis of several social and economic indicators. The relative overlapping between the identified restrictive environments and the less-favoured areas in the region highlights the need for an integrated local planning at LAU1 and LAU2 levels, with environmental, social and economic factors all being considered in planning development. In this particular case of areas affected by structural problems, local integrated plans should not only consider environmental rehabilitation aspects, but also revert to innovative planning based on intensive use of the land owned by local public authorities, social entrepreneurship and partnerships including a large array of local stakeholders which have the capacity to jointly implement integrated development programmes. As an operational concept in spatial planning, the restrictive environment can eventually be regarded as a concept mirroring the more socio-economic oriented less-favoured area concept, aiding in the integration of environmental aspects into strategic and normative plans at local level.

**Keywords** Restrictive environment

**Keywords** Stakeholder involvement

**Keywords** Social entrepreneurship

**Keywords** Environmental rehabilitation

**Presentation pref.** Paper

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**Presentation**

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# Abstract Registration No: 243

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 243

**Abstract code**

**Title of abstract** **Brazil's Federal District Economic Development Integrated Region (RIDE/DF) and the regional mobility management**

**Author** BOEGER,  
Universidade de Brasilia; Brazil; Tel: , louiseboeger@gmail.com

**Co-Author(s)** ANDRADE,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** In Brazil, the Economic Development Integrated Regions (RIDE) were created as tools to articulate, harmonize and enable administrative actions in federal, state and municipal spheres in metropolitan regions that covers multiple federative units. Their goal is to promote projects that will bring economic boost and provide the necessary infrastructure for the development of those areas at a regional level. The Federal District RIDE was the first created – Complimentary Law 94 in February 19<sup>th</sup>, 1998 – and includes the capital Brasilia and 19 municipalities in the state of Goias and 3 municipalities in the state of Minas Gerais. The creation of this integrated management system happened mostly due to the nature of the central role that Brasilia plays, not only in the Federal District but also to those neighboring municipalities that are a part of the RIDE. Brazil's capital is an important center of attraction in terms of significant concentration of job posts and provision of basic public services, such as health care and education. That reality reflects in an important increase on the demand for public transportation in the region. For now, transportation services still show a serious deficit. In the present paper, we will make a brief explanation about the Brazilian politic-administrative organization process for a better comprehension of the relations between the agents related to the RIDE/DF. Then, we will present a brief historic on the public policies on regional mobility since the creation of the RIDE, back in 1998, to the present time to improve the comprehension about the scenario. Through an analysis on regulations, public-private partnership initiatives, as well as various actions carried by the Federal District, the municipalities, the states and the federal government, we will evaluate the participation of each actor in the creation, promotion and application of public policies for the development of public transport and mobility in the RIDE and their relation to the goals and procedures set by the Federal District Urban Transportation and Mobility Master Plan – established through the Distrital Law 4.566, in may 4<sup>th</sup>, 2011. The study suggests a revision on the attributions of the local, regional and federal governments that are part of the RIDE, seeking a shared and decentralized management and coordination in order to bring the decisions closer to the local governments and its citizens and by that, improving the mobility in and between the municipalities. Besides, it is essential that the policies established in the RIDE find solutions in terms of promoting the development and reduction of social inequalities, in a way that promotes the creation of new centers of attraction in the region, therefore supporting the decentralization e reducing the daily demand of public transportation through the creation of job posts close to where the

**Keywords** regional management

**Keywords** urban mobility

**Keywords** transportation

**Keywords** RIDE

**Presentation pref.** Paper

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 244

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 244

**Abstract code**

**Title of abstract** **GeolCT Services in Spatial Planning: defining a contextual framework for operationalising public land policy**

**Author** CÎN?A,  
S.C. URBASOFIA S.R.L.; Romania; Tel: 0720 895 568, wendy.cinta@urbasofia.eu

**Co-Author(s)** OCHECI,

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Fragmented, inefficient institutional arrangements, layered on top of the weak reliability of statistical information across both the developed and developing world, and the subsequent low degree of awareness concerning the management of public property / public land rule out the effectiveness of traditional planning instruments.  
To what extent may a Planning System incorporate geolCT (geographic Information Communication Technology) services to the mutual benefit of the planning profession, communities and policy-makers in their attempt to optimize the development processes? An open and responsive government seems more likely to encourage an aggregated view of new planning models rather than obstructing them, subsequently propelling effective public service delivery.  
The contemporary ICT era triggers the need for masterplanning as a dynamic collaborative process / output, allowing on the integration of end-user requirements through means of a crowdsourced inflow of data, having thus modelled the pre-existing regulatory planning framework.  
The use of dynamic geodata to cater for current planning, especially when coming to public lands, should also envisage the simultaneous uptake and interpretation of legislation complementing policy documents which detail responsibilities and systems of management. A number of initiatives have risen in their attempt to merge these two types of instruments into a joint service to be easily outreached also by non-professionals. To what extent and effectiveness these could be considered for norm setting is still to be discussed: a certainty is definitive when coming to standardisation and harmonisation of both the spatial data available, as well as the normative dimension of the planning systems.  
Through this paper, we aim to define a possible framework for connecting ICT models with normative and strategic planning processes at local level, starting from a comparison between different EU planning systems and how geo-data can be used in both facilitating the implementation of planning regulations and building local governance capacity. Addressing the challenges and inconsistencies of spatial planning norms in relation to the real-time developments / evolutionary trends, by mapping the gaps between different planning levels, may pave the way for geolCT services as innovative binder between the co-dependencies generated at various planning scales.

**Keywords** geolCT

**Keywords** Public Sector Governance

**Keywords** Planning Systems

**Keywords** City-Services

**Presentation pref.** Paper

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**Presentation**

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**Time** -

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# Abstract Registration No: 245

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 245

**Abstract code**

**Title of abstract** Economical impact of the multinational waterway in Szczecin.

**Author** ANNA,  
Warsaw University of Technology; Poland; Tel: , anna.tertel@gmail.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** &lt;b&gt;Szczecin (PL) from the time of obtaining civic rights was strongly associated with the Germanic countries, Denmark, Sweden and France (through trade and military expeditions). Location of the city on the international waterway at the mouth of the Oder River on the route between the Baltic Sea (Sweden, Denmark), Berlin up to Basel in Switzerland or the Netherlands is both an opportunity and a challenge for the city development. The investment of building a new boat lift Niederfinow on the waterway from Berlin to Oder River (planned opening in 2017) will allow for much larger freight. On the other hand, the lack of preparation for a supportive role can cause, that the vessels will pass through the city without stopping. Szczecin can lose profits from its location. For the city this is the opportunity to improve the economic situation of inhabitants. There is necessary to prepare suitable communication infrastructure through amendment of the existing waterway (e.g. by increasing the height of bridges and collision-free water transport without the drawbridges), procurement (gas stations, parking spaces with the possibility of refuelling water, electrical power, sewage and security monitoring) and neighbouring sites to enable the purchase of food and spend the free time. The city is negligible use of port infrastructure and maritime tradition, that exist since the beginning of the city, present in regional tales and legends. Only some people benefits from access to water in the form of canals, rivers and lakes and rich landscape and natural areas. The urban development of the city along the banks of the river and canals will be activated by including the extensive waterway from Germany. Thanks to these investments coastal areas will gain in value and become more attractive for transport companies and service companies. The historic shipyards, factories and steel plants can be adapted to new functions and restored to the high quality of architecture and historical value of the buildings. Activation of Szczecin coastal areas will improve both the functioning of the districts of the city, the whole city, the metropolitan region and the quality of the waterway leading to the Baltic, Sweden and Denmark. Multidirectional changes are needed in terms of physical, economic, social and environmental factors. Contaminated land should be cleaned and prepared new plantings. Public areas should have access to water. In areas with high unemployment should be prepared new jobs on the reconstruction of areas adjacent to waterways. International companies should arise in the areas of international waterways, railways and roads for vehicles. Reconstruction and clearing the waterways definitely will increase the chances of Szczecin to buoyant growth, increasing profits, improving economy and greater competitiveness in the local and international market. &lt;/b&gt;

**Keywords** waterway

**Keywords** economic growth

**Keywords** water management

**Keywords** intermational scale

**Presentation pref.** Paper

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**Presentation**

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**Time** -

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**Location**

# Abstract Registration No: 246

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 246

**Abstract code**

**Title of abstract** Beyond Rhetoric – The Lagos Megacity Urban Development Vision: Whose reality Count?

**Author** OLAJIDE, A  
University of Lagos, Nigeria; Nigeria; Tel: , olajideao@yahoo.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Sustainable development represents the big visionary idea of contemporary urban development. This paper examines the reality of the Lagos megacity urban development projects and policies on the livelihoods of the urban poor in Lagos. In recent times, the state government has embarked on series of what it calls sustainable urban transformation projects with a view to alleviate poverty. This paper, however, argues that the actions of the state government contradict the whole essence of sustainable urban planning and development and poverty alleviation, but reflect an agenda deliberately targeted to further impoverish the poor. The study reveals that there is a disconnection between urban development policies, and realities, aspirations and needs of the poor. The implementation of urban development projects and policies works against the ingenuity of the urban poor. This has resulted in more hardship for the urban poor, through reduction in livelihood opportunities or complete loss of means of livelihoods. This study, therefore, suggests that one important element in reducing poverty is a policy framework that guarantees inclusive urban development and provision of livelihoods assets.

**Keywords** Lagos

**Keywords** Livelihoods

**Keywords** Urban Development

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 247

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 247

**Abstract code**

**Title of abstract** Re-inventing urban planning in Nigeria: the case of the Land Use Policy of the new Port Harcourt City

**Author** OWEI,  
Rivers State University of Science and Technology; Nigeria; Tel: 008033408258, owei.ob@ust.edu.ng

**Co-Author(s)** EDE, N  
OBINNA, C

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Since the immediate post-civil war era in the late 1960s, master plans have been prepared for Port Harcourt and other major cities in Nigeria to guide their development. However, urban planning dates back to the colonial government with the Nigerian Town Planning Ordinance in 1948. The earliest tool of urban planning centered on development control involving the preparation of development schemes. In the 1960, master planning was introduced. So far, three master plans have been prepared for Port Harcourt. In spite of changes in terms of the institutional framework and statutes, plan implementation remains disappointing. The basic problem remains moving planning from the macro level of the master plan to the micro level where actual land use decisions are taken by individuals and government officials and agencies. What processes exist presently has failed to effectively manage development in the city. The same challenges that have often been cited continue to be highlighted by researchers and planners. Clearly those who make land use decisions in the city have failed to introduce any innovative and proactive measures. Thus, the city continues to lack a properly defined urban structure with well- regulated land use systems. Following the creation of the Greater Port Harcourt City Development Authority by law in 2009, the authority sought to implement the new master plan and implement it. It is clear that the effort has not been as successful as expected. To promote the implementation process, the City Authority engaged a group of indigenous development professionals to prepare a development control manual, revise the Rivers State Physical Development Law of 2003 and an urban land use policy. This is the first of its kind in Nigeria. The focus of this paper is the implementation of this land use policy. The objectives of this policy are to ensure that an efficient land administration and management system is put in place that will provide access to land for all citizens and promote a sustainable use of all land within the Greater Port Harcourt City Authority. The critical question is the extent to which the Authority is actually applying these new tools and the challenges it faces in undertaking such innovative steps.

**Keywords** development

**Presentation pref.** Case Study, Realised Project

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 248

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 248

**Abstract code**

**Title of abstract** **New Developments of Industry-City Integration in China: A Case Study of Comprehensive Plans in Chinese County regions**

**Author** WANG,  
Jiangsu Institute of Urban Planning and Design; China; Tel: +86 15651680176, wangurbanplan@foxmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Nowadays with economic transformation and upgrading, China's urbanization has stepped into a new stage. This paper discusses the new developments of industry-city integration in Chinese county regions in such background. In general, there are three main administrative levels in China: Provinces &(Sheng)&, Prefecture cities &(Shi)& and County regions &(Xian)&. Among them, County regions can be small cities, towns or villages. Nowadays most County regions are in the process of urbanization nowadays in China. The industries widely spread in County regions, although far behind the industries of Prefecture cities, remain the driving force of Chinese economic development because of their large quantities. With economic transformation and upgrading in China, good regional strategic plans are essential to integrate industrial territories into urban construction. In the first part, this paper reviews previous researches and discusses the characteristics of industries in County regions in China. The paper finds that County industry's characteristics, as well as social factors, become obstacles for economic development, especially in land use and environmental protection. In the second part, this paper sums up three modes for industry and city integration layout forms in county, namely eco-oriented, policy-led and economy-dominated, on the basis of three master plans in Shunping County, Gaoyang County and Dacheng County in Hebei Province. The paper concludes that in practice, people can mix eco-oriented, policy-led and economy-dominated layout forms, including eco-policy-led, policy-economy -dominated, eco-economy oriented and so on. At the end of the paper will also propose some replicable urban planning strategies, to achieve positive interaction between industries and the city constructions.

**Keywords** county administrative region

**Keywords** industry and city integration

**Keywords** layout form

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 249

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 249

**Abstract code**

**Title of abstract** **Banglaphonics in Roof Top: A Timely Demand to Guarantee Food Security at Household Level**

**Author** DEV,  
Technical University Berlin; Germany; Tel: 015218330275, papon\_urp05@yahoo.com

**Co-Author(s)** AZIZ,  
RAHMAN,

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** Bangladesh which is a predominately rural country is experiencing now a rapid transformation towards urbanization. Urban population has increased six fold compared to 70% increase in rural population (World Bank, n.d.). With the rapid urbanization, a major proportion of people live under the poverty line facing chronic malnutrition where children and women are most vulnerable. According to Millennium Development Goal, the first priority of Bangladesh Government has set to develop hunger free Bangladesh through ensuring food security. It is not only to formulate a feeding mechanism but also to nourish the new people who are joining with us at every second. Many industries are attempting to take part in this challenge through massive production utilizing fertilizers, pesticides etc. which influences the quality of produced foods. This industrial model of agriculture doesn't have the capacity to sustainably serve an explosively growing global population. It is spreading negative impacts on the environment as well as being economically inefficient in a number of ways. Furthermore, the water footprint analysis has become a major concern especially in the metropolis which is largely affecting production types and food habits. It is needed to ensure water efficient food production to achieve long term sustainability.

This paper attempts to explore a case study which is an integrated solution package bypassing all these dilemmas. It combines hydroponics, aquaponics and vermiponics systems in a household level which ensures less dependency to the sub-urban or rural food production site. This food production system has been developed at different rooftops in Khulna District, Bangladesh utilizing low-cost durable materials which is locally popular as "*Banglaphonics*". The project has brought academicians, development professionals and community members in a way which can certify 'Do It Yourself (DIY)' approach. The initial market research on "*Banglaphonics*" represents a greater value proposition to tackle the issues related with inefficient food supply chain, storage facilities, transport cost etc. It also explores the potential corridor of organic farming, water savings and high market demand. After conducting primary and secondary survey (interviews with households, local NGOs, development professionals etc.), this paper will place the cost-benefit analysis of this farming, production mechanism, product types, advantages, marketing channels, management framework etc. which can push the successful replication of this farming method.

**Keywords** Food Security

**Keywords** Urban Rooftop

**Keywords** Hydroponics

**Keywords** Aquaponics

**Presentation pref.** Case Study, Realised Project

**Additional file**

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# Abstract Registration No: 250

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 250

**Abstract code**

**Title of abstract** **Let's Reinvent Convivial Regions: in Bill Twitchett's Memory**

**Author** VAILLANT, PV  
University of Lorraine; France; Tel: 0659336031, vaillphil5@gmail.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** The world is limited. Our cities grow, extend, widen ... In contrast nature is reduced, biodiversity disappears, resources are running out ... Now we are faced with a balancing act between nature and city. To find this balance, the notion of convivial region in the indicative scale of 32 000 km<sup>2</sup>, or radius of 100km, became unavoidable. It is the scale of the "living area", the "home territory." This is the scale of countries like Holland, Belgium, Switzerland, ... it is the scale of 13 new metropolitan areas of France, and many regions of the world, as illustrated by all the thesis of Bill (William) Twitchett (1995), numerous article for Isocap's congresses, and the thesis of Philippe Vaillant (2008) conducted in collaboration with him, after 28 years of working in seminars and workshops at the Association Le Pavillon / Earth City in Arras, France. It is based on a whiteheadian organic approach to urban planning which give sense to the notion of potential, hybride or real region. This new approach to planning is developed here on 5 regions, between natural, developing and developed regions,; the new region "Between Vosges and Ardennes" in France, Kashgar in Xinjiang, China, Abidjan in Côte d ' Ivoire, aboriginal Nyikina Country in the Kimberley in Western Australia and the Mapuche land between Chile and Argentina. It will be shown how can grow in the world some 2000 convivial regions, grouped by federation of regions. This approach combines globalism and globalization, and shows how to create a sustainable knowledge region. Bibliography:  
1 - Bill Twitchett's Thesis and publications at ISOCARP congresses. Bill creates the notion of convivial regions.  
2 - Philippe Vaillant's thesis : [http://docnum.univ-lorraine.fr/public/DDOC\\_T\\_2008\\_NAN21\\_019\\_VAILLANT.pdf](http://docnum.univ-lorraine.fr/public/DDOC_T_2008_NAN21_019_VAILLANT.pdf)  
This thesis gives an organic basis for the concept of convivial region  
3 – A.N. Whitehead, &lt;i>Process and Reality, An essay in cosmology, corrected edition&lt;/i>, The Free Press, New York, 1978. This book develops fundamental organic philosophical scheme on the most rigorous scientific criteria. It allows to found an organic geography, not dualistic, transcultural & in a transdisciplinary way.

**Keywords** organic geography

**Keywords** convivial region

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 251

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 251

**Abstract code**

**Title of abstract** **Poverty and Inequality amidst Economic Growth: The Case of Nigeria**

**Author** OLAJIDE, A  
University of Lagos, Nigeria; Nigeria; Tel: , olajideo@yahoo.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** Over the years, particularly from the beginning of this new democratic era, Nigeria has recorded high and steady economic growth, with its current position as the largest economy in Africa. This paper reflects on the path that development associated with economic growth has taken in Nigeria. The paper's main themes, through the lens of political economy, explore the interplay of economic growth, the prevailing macroeconomic policies, urbanisation, governance and political contexts of Nigeria. The argument suggests that the Nigerian economy has improved over the years without corresponding improvement in the socio-economic conditions of the majority of the population. The economy is largely dependent on oil revenues. Hence, it is a mono and non-inclusive economic structure. The governance system encourages corruption to flourish. Resources that are meant for the general welfare of the populace are often stolen, through corruption, by a few individuals who have access to government. The nature of Nigeria's economic structure coupled with institutionalized corruption among the political elites intensifies inequality, a situation where a few people are getting richer and the majority of the population is getting poorer. Inequality, as manifested in income, spatial location, access to infrastructure, job opportunities, political power and other necessity of life, further intensifies poverty. The paper concludes that effective functioning of institutions framed on the principles of good governance is critical in reducing inequality and poverty.

**Keywords** Economic Growth

**Keywords** Inequality

**Keywords** Poverty

**Presentation pref.** Paper

**Additional file**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 252

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 252

**Abstract code**

**Title of abstract** Participation in Multilevel Governance of Large-Scale Urban Development Projects: The cases of Parque das Nações (Lisbon, Portugal) and Zuidelijke IJ-Oever, (Amsterdam, The Netherlands)

**Author** BHATT, S B mr.  
Institute of Social Sciences, University of Lisbon; Portugal; Tel: , sebastiao.bhatt@gmail.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Participation in Multilevel Governance of Large-Scale Urban Development Projects: The cases of Parque das Nações (Lisbon, Portugal) and Zuidelijke IJ-Oever, (Amsterdam, The Netherlands). The increasing global flows and transnational processes of capital, trade, labor and culture although have favored the intensity of regional interconnections worldwide did not generate, at a regional and urban scale, homogenized planning environments. On the contrary, regions and cities manage their transnational challenges based on different sets of actors, strategies, resources and environments becoming increasingly relevant, at the governance level, the formulation of an adequate, integrated, multi-level and participative response. During the last decades large-scale Urban Development Projects have been persistently introduced by local, regional and national governments as a strategic endeavour with significant potential to unleash economic and spatial development on contemporary cities. Nevertheless, their implementation frequently based on "freezing of conventional planning tools" and on 'top down' and 'blueprint' planning approach have generated relevant risks of social, spatial and institutional fragmentation and lack of sustainability. Built on the findings of a still in progress doctoral research project the present paper seeks to critically examine the multilevel governance processes, networks and coalitions of actors and respective strategies and tactics in the implementation of large-scale Urban Development Projects focusing on the case-studies of Parque das Nações/Expo 98 (Lisbon, Portugal) and Zuidelijke IJ-Oever (Amsterdam, The Netherlands). In fact, rooted in managerial oriented urban governance models, but following different approaches concerning democratic-participatory strategies both cases disclose different outcomes concerning local public processes and engagement. In the first stage, the article intends to unpack the concept of governance in its multiple dimensions providing an updated theoretical review on the topic of urban governance of large-scale UDP's under conditions of globalization. Secondly, the research will focus on the multi-level and multi-actor arena (public, private and civil society) examining the network and coalition building (from strategy to tactics) considering embedded processes of cooperation, competition, empowerment and disempowerment among actors. Finally, based on a comparative analytical model taking into account the different planning approaches and environments, the research aims to present, across the several stages of the

**Keywords** Governance

**Keywords** Urban Development Projects

**Keywords** Globalization

**Presentation pref.** Case Study, Realised Project

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**Presentation**

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 253

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 253

**Abstract code**

**Title of abstract** How to match local Expectations with strong international Challenges? – Brussels

**Author** BARAL,  
ENVITEC; France; Tel: 0687413621, haribaral@aol.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** &lt;b&gt;How to&lt;b&gt; match &lt;b&gt;local Expectations with strong international Challenges? – Brussels&lt;b&gt;  
&lt;b&gt;How to match local Expectations with strong international Challenges? – Brussels&lt;b&gt;  
Each city has its own history of origin and evolution intimately related to its people's aspiration, its geographical and spatial configuration and ecological system. Within this specific space, its urbanisation pattern evolves around one or more strongly determinant spatial elements which shapes characteristics of its evolution. All big metropolises of the world follow this metamorphoses and Brussels is no exception.  
Since the creation of the European Union with Brussels as its capital, this city has undergone, within a few decades, unprecedented transformation - spatially, economically and socially that are unique in world's urban history. The urbanscape of Brussels as well as the nomenclature of its urban fabric have been radically transformed by heavy development pressure on its landed elements and its urban infrastructure. The rapidity of these transformations has been so brutal that this has exerted a very strong pressure on the resilient capacity of the city ; so much so, that the city had little time to develop adequate planning measures adapted to balance the consequences of this urban development. Many structuring elements, such as the canal, the surrounding forest areas, historical palaces and buildings and green avenues and parks which were the landmarks of ancient Brussels are struggling frantically to restore their functional balance within this new city scape including their environmental linkages. Brussels is not only the capital of Belgium of 11.2M population but it has become the capital city and the administrative hub of EU with 507 M people and now becomes a World city. This duality of representativeness has profoundly changed its functional characteristics related to the former city and its new role related to the EU, both have to function simultaneously within the same spatial unit. This double role of Brussels has not only strained the sustainability performance of its urban structure (especially in terms of infrastructure and urban services performance) but also its demographic characteristics with its old colonial population mixed up with newly emigrants from other EU states besides from other countries of the world. Brussels is expanding and adjusting to accommodate the new functions of the EU but at the same time its own population's increasing demand for housing, transportation, employment, quality of public services and securities. This duality of Brussels needs to be properly assed and quantified in order to prepare adapted plans both at the local level for its citizens as well as for the international level allowing it to provide quality services as European Capital  
To meet these challenges, this highly cosmopolitan city has to introduce a totally new planning concept in its whole array

**Keywords** Duality

**Keywords** SWOT

**Keywords** Resilient

**Keywords** Conciliatory

**Presentation pref.** Project, Strategy, Plan

**Additional file**

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**Location**

# Abstract Registration No: 254

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 254

**Abstract code**

**Title of abstract** Urban contemporary utopia.

**Author** COVARINO,  
University of Sassari; Italy; Tel: +393289553631, silviacov@libero.it

**Co-Author(s)**

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** The scenario of contemporary urban metropolises, between its actual explosion beyond control and an ideal concept, an imaginary urban enclosure of the past, has changed greatly in the different ways of settling, inhabiting and establishing connections with places. The image of the city, its contemporary photograph, like that of a large part of the metropolises of the third millennium, evades any attempt at accurate description, showing characteristics that resemble more and more a group of crossroads rather than a fixed point, more a stratification of processes (renewal, accumulation, etc.) than a static entity. The vigorous growth in two hundred years has reached the total number rising from less than thirty million to three billion, from a thirtieth to half of the entire world population. Urban geography is therefore taking on a new profile, forms and dimensions and is the expression of our contemporary society, its flows and dynamics. The consequent breakdown of large cities is a new condition since in the past cities of a size comparable to the contemporary megalopolises never existed; the large city is beginning to degenerate into urban villages. The great metropolitan areas, therefore, seem to have exploded above all in recent decades, due to different phenomena and migratory flows, and this is confirmed by the urban population surpassing the rural one in the year 2008. Contemporary urban inhabiting requires a reading of the phenomena that from above generate a mechanism of invasion of the city, in order to understand the historic overtaking of rural living by urban. The housing crisis, an immediate consequence, framed on a planetary scale, with the impressive growth of urbanisation and slums in all the countries of the world constitutes the most important ecological, environmental and social emergency of our times, and the prospects of the shifting of people linked with wars and climate change are configuring the greatest challenge for urban civilisation, as well as the whole of humanity. It is the overcrowded cities of the third and fourth worlds, but above all the metropolitan ghettos of the West, where informal survival economies are growing that herald for us what the future of the globalised economy will be. Even if it may not seem so, all this involves and affects our European urban realities, too, which often find they have to accommodate people who arrive and settle down, stay for a temporary period or move into the urban limits of cities and metropolises, but live in conditions that are not very different from the slums of Asia or Africa - which might appear so remote and alien to our imagination of outskirts, decay and discomfort of living. A consequence of the migratory flows is the highly attractive phenomenon the urbanist Lewis Mumford writes of: &lt;i>"The magnet"&lt;/i>; he says concerning the city, &lt;i>"comes before the wrapper ... evidence of its innate dynamism, in contrast with the more rigid, self-enclosed form of the village, eminently hostile to strangers"&lt;/i>; The city has always exerted a great

**Keywords** quality of inhabited space

**Keywords** inhabiting practices

**Keywords** Policies/right to a home

**Keywords** sustainable technologies and

**Presentation pref.** Research Result

**Additional file**

**Extra information**

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 255

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 255

**Abstract code**

**Title of abstract** **Mobile policies, urban planning and regeneration: toward a framework for effective comparison**

**Author** KILFOIL,  
McGill University; Canada; Tel: 5149475499, patrick.kilfoil@mail.mcgill.ca

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Urban policymaking and planning are increasingly footloose processes. Owing in large part to the generalization of competitiveness as a legitimizing discourse for public action, city leaders have positioned economic growth as a lynchpin of contemporary policymaking. Enhancing the economic competitiveness and viability of cities as good places to live and do business appears, in one form or another, as rationales for public revitalization programs in a myriad of cities around the world. Yet, little is known regarding the actual impact of planning on urban competitiveness. Moreover, the very concept of urban competitiveness is met with scepticism in the academic literature. Based on Michael Porter's theorization of competitiveness in the field of management studies, the notion of urban competitiveness is defined as "the ability of cities to continually upgrade their business environment, skill base, and physical, social and cultural infrastructures" (Martin and Simmie, 2008: 4) in order to appeal to high-growth firms as well as educated and entrepreneurial individuals. Most theoretical approaches pinpoint proximity, both geographical and organizational, as a key element of an agenda for urban competitiveness, yet the precise contours of the relationship between space, place and competitiveness remain disputed. This should elicit the maintenance of at least some level of critical reserve on the part of analysts and practitioners of urban and regional planning. On the other hand, pressures from policymakers seeking to ensure the competitiveness of their city can hardly be ignored. The centrality of economic issues in contemporary public debates means that being seen as idle or impotent in this field is not a politically viable option. Politicians, and by extension planners, must act, or at least be perceived as active, on matters of competitiveness in order to remain relevant. Instead of a thorough understanding of the complex relationships between global (structural) economic trends, particular contexts, and specific policy packages, numerous cities have turned to "buying" of copying fully formed policies, policy models, and policy knowledge. The intensification of these practices has fostered the emergence of the policy mobilities perspective (McCann and Ward, 2011) to better grasp and enhance the understanding of the global movement of urban policies. In particular, this approach points to the existence of global urban policy communities among which particular planning ideas are shared. Global planning models become rooted in various sites, including multiple related urban regeneration models, as concrete manifestations of global "policy constellations". In turn, this enables the large-scale comparison of planning models in order to identify structural causal relationships between planning initiatives and outcomes rather than contextual effects. Identifying "which actors and know-how must be deployed" in different places to meet particular demands and

**Keywords** Policy mobility

**Keywords** Urban competitiveness

**Keywords** Comparative approaches

**Presentation pref.** Paper

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**Presentation**

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**Location**

# Abstract Registration No: 256

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 256

**Abstract code**

**Title of abstract** Access to Land for Urban and Peri-Urban Agriculture in Ibadan Metropolis, Nigeria

**Author** COKER, M.O. tpl  
; Nigeria; Tel: 08060942358, mosunmolacoker@yahoo.com

**Co-Author(s)**

**Topic** Wageningen: How to fee the world's metropolises?

**Abstract text** Agriculture predominantly practiced in Nigeria on a small scale was the engine of the Nigerian economies prior the advent of crude oil. The country is dependent on imported foods and has a population of over 170million facing a looming food security crisis, poverty amongst several other problems. The dangerous situation of food insecurity in urban areas is moving fast due to population increase, failing ability to manage land, biased ways of thinking, land fragmentation. Urban agriculture is seen to be competing with other, higher value, urban land uses. The issue of climate change has also impacted agriculture production resulting in reduction of agricultural yields that were modestly stable. A fundamental shift in thinking is therefore needed urgently, to better bridge the partial realities addressed up until now. In the context of a rapidly expanding urban population, data drawn from study support food production in the metropolis is a crucial role in sustaining the city, employing a number of people, ensuring food security and investment opportunity for a large porportion of the urban population. This study utilizes a GIS method for urban and peri- urban agriculture as a tool for identifying land suitable for urban and peri- urban agriculture. The migration of able- bodied men in the rural for better livelihood to the urban areas has resulted in the need to look inward for food production by urban dwellers. This rural-urban migration has brought about spontaneous increase in population and expansion of built- up area of metropolitan area. Hence, it is necessary to identify existing areas and potential areas for agriculture practise. Rent is an important aspect of land; the land use characteristics that influence land rent for agricultural practise include road network, water body, market. Farmers access land majorly through family inheritance and also by purchase, lease from individuals and government. The major problems with accessing land in the study area are conflict on land by owners and unwillingness of land owners in leasing farmland to farmers. The uncertainty created by expected harassment and sudden displacement keeps farmers from investing in soil improvement. We need to look inwards and see if gardens can replace some parks as important green space in built-up areas. It is important that urban planners establish new methods like smart cities and new techniques for analyzing and finding acceptable solutions. As land is still very a limited resource, it is important to maximize its potential, and optimize its use. Government should earmark land for agricultural practise to enable farmers have access to land without having to compete with other land uses within the urban and peri- urban interface as agriculture is one of the world's most important activities supporting human life.

**Keywords** Access

**Keywords** Land

**Keywords** Urban and Peri- Urban

**Keywords** Agriculture

**Presentation pref.** Research Result

**Additional file**

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**Presentation**

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# Abstract Registration No: 257

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 257

**Abstract code**

**Title of abstract** "International and local challenges in Rotterdam and Amsterdam"  
How succesfull are the urban renewal programs of the Dutch Mainportcities.

**Author** KROPMAN, N.J.  
Hogeschool Rotterdam; Netherlands; Tel: +31641391391, nielskropman@gmail.com

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text**  
ABSTRACT  
We live in an exceptional time where globalization and the increasing connectivity of the world have an ever increasing influence on regions, cities and its neighborhoods and of course its inhabitants. Society nowadays is a networked society that consists of hubs and spokes where information, capital, people and materials can freely be exchanged. The competitiveness of a location within this network is increasingly decided by how well it is connected to the global network, may it either be by electronic connections or more physical connections in the form of transportation in the more traditional way. But the competitiveness is also decided by the quantity and quality of the locational factors which attract new businesses and inhabitants. Regions and cities therefore have to develop their international dimension, on the scale of connectivity and locational factors, in order to maintain and improve their position within this networked society. The hierarchical position within this network has a direct influence on the social, cultural, economical and environmental development and prosperity of the individual city and its neighbourhoods. But this relation between position and quality of life within the city also works the other way around. The city is facing the challenge how to match local expectations with the strong international challenges while at the same time the city has to match international expectations to local challenges. This challenge is especially current in the urban renewal areas of cities.  
So how succesfull are the cities of Rotterdam and Amsterdam in matching local and global expectations? On a first glance they are both very succesfull mainport cities who are very well connected to the global networked society. They both seem to be able to match international expectations to local challenges. But when looking closer on the level of neighbourhoods it seems they are not that succesfull in matching local expectations to the international challenges when looking at the urban renewal and regeneration area's of both cities.  
By comparing both cities and their urban renewal program (casestudy) within the framework of globalization and mainport development this paper will try to determine how succesfull both cities are in matching the international and local challenges. Are the cities able to integrate the different scales and interests in the urban renewal locations and have they taken the metropolitan and international dimensions into account and how succesfull are they? To summarize, are Rotterdam and Amsterdam able to improve their neighbourhoods and city in general, in order to improve the competitiveness of the city as a whole? And what is the effect on the social, economical, cultural physical and environmental dimensions of those neighbourhoods?

**Keywords** Urban Renewal

**Keywords** Mainportcities

**Keywords** Globalization

**Keywords** International and local

**Presentation pref.** Paper

**Additional file**

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**Date** / /

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# Abstract Registration No: 258

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 258

**Abstract code**

**Title of abstract** **Airports and “Airport cities” as drivers to structure the contemporary urban space? Opportunities and weak aspects from Italian case studies in relation to the European debate and a comparative perspective.**

**Author** FINI, GF miss  
Politecnico di Milano; Italy; Tel: , giulia.fini@polimi.it

**Co-Author(s)**

**Topic** Schiphol: How to connect in a globalising world?

**Abstract text** Through the last decades airports have become spaces of great relevance in the contemporary urban regions of the main European cities. Their importance has grown in the last 25 years not only for the presence of transportation and logistic activities, but for different kinds of functions - commercial, entertainment, services - that have been developed close to the airport terminals, which act nowadays as territorial centralities. The evolution from “airport” to “airport city” or “airport area” is a solid reality for many European airports, even if it is possible to identify differences in relation to the strategy of the managing agency, the proximity to the urban core, the planning policies of the area. The development of “airport cities”, therefore, raises several planning opportunities and issues at the same time: a first issue is the importance of airports as functional and attractive poles within urban regions. A second topic is related to the environmental and spatial conditions of these areas and to the general consistency and coherence, in some cases, with the regional and local spatial planning aims. Considering a comparative approach with the main airport-city experiences, and the wider European debate on this issue, the paper wants to present three Italian airport areas (Milano-Bergamo; Milano Malpensa and Bologna) with a specific focus on the following questions:- To which extent do airports contribute to the re-structuring of urban and livable spaces at the metropolitan scale in these cases?- Is an evolution happening from mostly and uniquely functional spaces to more articulated places?- Are airports considered by institutional authorities as key subjects for the construction of a spatial and planning strategy for these territories, or are the airport's evolutions basically market oriented? Some European cases are peculiar and advanced for the definition of the airport regions' spaces. Instead a clear planning vision still seems to be lacking in the main Italian cases, even though interpretations, evolutions and some opportunities can be underlined in a comparative European perspective for these contemporary contexts of strong urbanization.

**Keywords** airport city

**Keywords** metropolitan space

**Keywords** spaces & places

**Keywords** landscape

**Presentation pref.** Paper

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# Abstract Registration No: 259

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 259

**Abstract code**

**Title of abstract** **Strengthening the Capacity for Climate Change Resilience: Case studies of projects being implemented in Jamaica**

**Author** SIMMS,  
Planning Institute of Jamaica; Jamaica; Tel: 885-0030, doneika.simms@gmail.com

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** Climate change has emerged as one of the most urgent environment and development challenges for Jamaica in the 21<sup>st</sup> century. The Vision 2030 Jamaica National Development Plan has articulated the need to "minimize the impact of disasters related to climate change by increasing the coping strategies at various levels". Recent experiences with hydro-meteorological disasters- as well as sound climate change projections- have underscored that Jamaica is one of the countries that will be hardest hit by the impact of climate change due to the increase in the intensity and frequency of storms and droughts. Climate change and related variability is likely to critically jeopardize livelihoods, food security and critical resources such as water and energy in many parts of the small island developing state of Jamaica. Rural and coastal areas in particular are most vulnerable due to their socio-cultural and economic circumstances; and their dependence on sensitive ecosystems; many of which have experienced severe environmental degradation. Rural households, due to their unique characteristics of dominant engagement in subsistence farming and smallholder agriculture have been cited as one of the groups most sensitive to climate change. Approximately 48 per cent of Jamaica's population resides in rural areas: the majority of whom rely on agriculture as their primary livelihood. The areas in which most of this farming takes place are generally characterised by high levels of poverty in addition to other challenges to livelihoods and food security. The challenges already being experienced by coastal areas are therefore expected to increase with the onset of climate change and variability. There is great recognition that greater resources and commitment are required to enable these areas to build the adaptive capacity required to be more resilient to the consequences of climate change. Since 2009, the Government of Jamaica, through the Planning Institute of Jamaica (PIOJ), has spearheaded the implementation of several projects aimed at building the resilience of vulnerable areas to climate change. This paper will highlight some of the emerging trends in climate change impacts in these localities; discuss the mechanisms available for suitable adaptation; and also highlight various techniques for sustaining vital water and energy resources in these areas, using examples from projects that have been implemented islandwide.

**Keywords** Sustainable

**Keywords** water

**Keywords** energy

**Keywords** climate change

**Presentation pref.** Case Study, Realised Project

**Additional file**

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# Abstract Registration No: 260

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 260

**Abstract code**

**Title of abstract** **Interdisciplinary Approach to Sustainable Cities Development**

**Author** SHMELEVA, A.  
University ITMO: Institute of Sustainable Development Strategy; Russian Federation; Tel: 9112285413,

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** The development of knowledge and methodology for the study and management of the city as a complex multi-layered holistic system is rather complicated. There are only few educational and training programs that give students the affordance to gain an interdisciplinary knowledge in the field of urban and regional planning following sustainable development goals. Mono disciplinary approach is still the gap and barrier for productive urban management and effective decision making. The literature review demonstrates that the sustainable cities concept emerged in the process of the general sustainability discussion. In the Brundtland report (1987) it was underlined, that because the majority of world population will live cities in the future, the cities should be the central focus of deliberations concerning sustainable development. After the conference in Rio de Janeiro in 1992 cities were recognized as an important sphere of application of sustainable development goals. Today EU considers sustainable urban development to be one of the priority directions of its activities, a thematic strategy on Urban Environment has been adopted by the commission in 2006 and now Europe has a variety of movements and schemes for the local sustainability. This trend is not the same in other regions, Russia for example. Interdisciplinary is one of the core issues of sustainability that corresponds to economic, ecological and social aspects of regional and urban development. From the authors perspective a 'sustainable city' is a concept, characterizing the development of the city as a holistic system, in which social, economic, environmental and institutional aspects of development are harmoniously integrated. To gain the interdisciplinary knowledge the main starting point is to move away from the mono-disciplinary approach, when the complex multi-dimensional system is split into a multitude of separate objects, each of which requires an individual method of enquiry, analysis and management. Some methodological approaches could be suggested. The first background to be considered is systemic approach. The systems analysis theory suggests that the behavior of complex systems is often characterized by emergent properties, appearing as a result of the interaction of the elements or subsystems of the system under consideration. Methodologically, the systems approach seems to be the most productive, allowing to conceptualize the multidimensional interdependence among the most relevant components of the object under consideration. The ideal and real model can be substantially different in terms of the quality, complexity and the direction of linkages. A city is a complex system, in which a multitude of objects and processes are interlinked in time and space. Network analysis approach gives the vision of interconnectedness of objects, processes, characteristics and actors in the urban

**Keywords** urban sustainability

**Keywords** Interdisciplinary approach

**Keywords** system thinking

**Keywords** network analysis

**Presentation pref.** Paper

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# Abstract Registration No: 261

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 261  
**Abstract code**  
**Title of abstract** **Regeneration of the Persian Garden's design concepts system in designing urban landscapes and open spaces**  
**Author** VAHIDZADEGAN,  
; Iran; Tel: , f.vahidzadegan@yahoo.com  
**Co-Author(s)** ZARABI,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** Throughout history, Persian gardens have been a fixed content of various ideological and attitudinal paradigms and their scope includes shrine gardens, hunting place gardens, yard gardens, school gardens, etc. therefore Persian Garden idea presents a comprehensive and integrated system of multi-level of structure, function, meaning, feelings, space, place, locality, climate, and habitat within specific culture; that consequently create a &lt;i>genius loci&/i>, and or &lt;i>spirit of place&/i>. The creation of an Iranian garden simply by imitating its structural shape is a naïve view in an extensive sense. Unfortunately, these ancient patterns have been forgotten in our modern cities, and such spaces have become museums for leisure time; whereas in typology and essence of Persian gardens, there is no sign of using them as museums. Moreover, gardens have been present in full relationship with everyday life and in connection with the dynamic urban life. The main question in this research essay is how to restore the lost role of Persian gardens and how to adjust them to the necessities of modern urban life, at the same time maintaining their ecological functions and roles. The main goal of this essay is to find a solution to the re-creation of Persian gardens in close relationship and incorporation with applications in modern cities. Whereas, the land economic values in cities regarded as one of major challenges to increase green space per capita specially in metropolitan areas, findings of the research shows that long distance between home and parks, and monotonous, dull and repetitive greenery design of the parks make these places less attractive and functional, and meaningless for the people. This approach might fulfill the contemporary needs of citizens through their integrated geographical distribution, coping with other land-uses. Other advantages are including: easy access for the residents, help the diversity of the urban green spaces and parks, use of native or local plants, as well as enhancing the local neighborhood identity, and encouraging sustainable and ecological design.

**Keywords** persian garden concepts

**Keywords** green spaces

**Keywords** landscape

**Keywords** urban public spaces

**Presentation pref.** Paper

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**Presentation**

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**Time** -

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**Location**

# Abstract Registration No: 262

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 262

**Abstract code**

**Title of abstract** **Urbanization and Inequality of Access to Collective Consumption Goods at metropolitan cities of Sao Paulo State - Brazil.**

**Author** ROIG, C A R  
INPE; Brazil; Tel: , carlaarraig@yahoo.com

**Co-Author(s)** FEITOSA, FFF da  
fonseca  
MONTEIRO, AMVM  
vieira

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** Cities are mainly a product of collective consumption and there is a pressing need to expand and deepen the discussion about the quality of access to collective goods and services in the urban world: the availability of electricity and potable water and its interrelation with the lack of solid waste management and wastewater treatment leading to pollution of water streams in the global south.  
This study aims to diagnose the access conditions to collective goods in the Metropolitan Regions of Sao Paulo State/Brazil, contributing with a research method that incorporates collective consumption as a core component of population-environment relation, exploring the knowledge about structure and the distribution of access to sanitation services and basic urban infrastructure.  
The water stress situation in Sao Paulo State is dramatic and the scenery keeps worsen with an urban growth whose average of water loss in the distribution systems is 34,3% and an average rate of sewage treatment of 39% of all the wastewater generated. The State also imports 60,6% of its electricity from other states, mostly from hydroelectric power, which imposes greater pressure on water resources of the country.  
The events of energy and water crisis had harmed a number of important rights relating mostly to the unequal access to resources and continuity of supply of services, as residents of the suburbs and poorer municipalities are the ones most affected by disruptions in supply of collective goods.  
In the most populous State of the country, this area, responsible for 75% of the total State population and 83% of the State GDP, has seen a major increase of conflicts towards water uses - power generation, urban water supply, dilution of urban sewage, etc - showing the urgent need for good integrated metropolitan management of natural resources.  
We look for understanding how vulnerable cities are, based on the long-term stresses associated with exposure to everyday risks of poor sanitation, unfit housing or water pollution, and how they can become more resilient. Everyday hazards or chronic disasters are less visible and less newsworthy than catastrophic events, but they are linked in many ways. These urban centers suffer from supply difficulties, at the same time as catastrophic shocks of floodings happens with any heavy rain.

**Keywords** collective consumption

**Keywords** water and energy resources

**Keywords** inequality of access

**Keywords** chronic disasters

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 263

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 263

**Abstract code**

**Title of abstract** COLLABORATIVE SLUM UPGRADING IN HASHIMI DISTRICT OF SULEJA, NORTH-CENTRAL NIGERIA: A KEY TO SUSTAINABLE DEVELOPMENT

**Author** ADELEYE, B.M. mr  
Federal University of Technology, Minna; Nigeria; Tel: 08053131261, banji230@yahoo.com

**Co-Author(s)** AYANGBILE, O.A. ms  
MEDAYESE, S. mr

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Cities in the third world are fast urbanizing with little or no regard for physical planning which is a prelude to environmental problems, infrastructural problems, poor sanitation, poor housing, insecure tenure and overcrowding. Most informal settlements in Nigeria tend to possess these highlighted problems. Hashimi District in Suleja Local Government Area, North central Nigeria is an informal settlement which is characterised by inadequate housing, squalid and substandard living conditions. The study aimed at upgrading slum areas in Hashimi District through collaborative planning approach with a view to achieving sustainable development. The study aim was achieved by mapping the slum areas in Hashimi district between 1987 and 2014; determine the factors responsible for the emergence of slums in Hashimi District; and provide a community based information system for accurate data on informal settlements in Hashimi District. Also, an inclusive slum upgrading strategy was initiated so as to provide a leeway for slum upgrading in Hashimi District. Geospatial techniques were used for the study and this was corroborated with the use of questionnaires and focus group interactions. Multi stage sampling techniques was adopted for the study. Sustainable Development formed the conceptual basis for this study. The study reveals that, the emergence of slum between 1987 and 2014 was significantly high and much of the growth has been unplanned and untidy thus creating development challenges, such as poor sanitary conditions and poor accessibility. The study recommends that, the out dated master plan of the study area should be reviewed through inclusive planning approach; City wide infrastructure such as water supply, road and drainage should be systematically expanded at a rate equal to that of the urban growth of Hashimi District.

**Keywords** Geospatial

**Keywords** Inclusive Planning

**Keywords** Collaborative Planning

**Keywords** Slum

**Presentation pref.** Case Study, Realised Project

**Additional file**

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# Abstract Registration No: 264

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 264

**Abstract code**

**Title of abstract** **Better Together: Cooperative City-Making Through Holistic Urbanism**

**Author** REARDON,  
Metropolitan Collective; Canada; Tel: 17789906663, mitchell.reardon@themetropolitancollective.com

**Co-Author(s)** GOETHALS,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** In recent years, there has been growing interest and accord towards the complexity of cities. While attention towards this notion is often directed through emerging concepts such as the science of cities, which offers promise in establishing a deeper understanding of urban elements, complexity is inherent to the city. Accordingly, enhancing the city involve a mix of physical and digital, but perhaps more importantly, this mix of city-making tools can achieve better outcomes when applied holistically – through understanding and cooperation among a diversity of distinct but related city-making disciplines. Focusing on a single discipline is like reading a single chapter in a book. You might have an idea of what's going on, but you haven't grasped the full narrative. Correspondingly, the 20<sup>th</sup> century, barrier-based approach is ill equipped for the complex challenges our cities and societies are facing today. Further, in an era of renewed urban enthusiasm, the approach that led to the destruction of great swaths of our cities is hardly the path to the thriving, healthy and happy cities of tomorrow. By cooperating to a greater extent, city-making disciplines can help create more open and engaging cities that contribute to people's wellbeing. This paper proposes the concept of holistic urbanism as an attempt to put this city-dweller inspired, cooperative silo-busting effort into words and practice. This article describes the theoretical underpinnings of holistic urbanism, before presenting two case studies where it was applied, urbanism projects, in Regina, Saskatchewan and Trencin, Slovakia. It concludes with an exploratory discussion of the concept's strengths and limitations. & Grey-to-Green: Regina Warehouse District & Trencin: Europe's Healthy City, projects at the neighbourhood and city scale respectively, employ people first approaches that maximize local strengths, while identifying opportunities to help prepare them for healthy, happy and sustainable futures. These holistic urbanism efforts were achieved by harnessing the vibrant energy of redevelopment and public engagement initiatives, and by integrating urban elements not always considered together, including economics, education, culture, mobility, urban planning, design and a rich natural environment, to create dynamic opportunities for current residents and coming generations. Holistic urbanism is a bottom-up and interdisciplinary city-making approach that identifies people as the central element of the city. It aims to overcome the barriers between conventional city-making disciplines, centrally including urban planning, architecture and engineering, while also recognizing the influences of economic development, social issues and technology. Holistic urbanism accounts for a diversity of elements that influence and interact with one another at the

**Keywords** Diversity

**Keywords** Urbanism project

**Keywords** City-making

**Keywords** Holistic Urbanism

**Presentation pref.** Project, Strategy, Plan

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**Presentation**

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**Date** / /

**Location**

# Abstract Registration No: 265

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 265

**Abstract code**

**Title of abstract** Build A Trans-Boudary Urban System From the Top Design to Bottom Practice

**Author** LI,  
; China; Tel: 18601213647, 1458396002@qq.com

**Co-Author(s)**

**Topic** Maastricht: How to overcome national borders?

**Abstract text** From the very beginning the urban design has been divided from architecture design, so we regard it as a branch of architecture. As time passed, with the development of science and technology and many other subjects, even the social life itself, influence the urban design so much and make it greatly breakthrough the original root. So how to build a new trans-boundary urban system in a broad sense, not only the nation or land, but also the achievement of all subjects related and how to integrate and optimize them is an important theme and methodology we face today, in different level from the top design to bottom practice of urban system. What I concentrate in this paper is made up of four principle points:  
1. Break through the rationality and intuition. Construct a new bridge between the oriental wisdom and western intelligence, combine them and understand them, so to learn from each other ideally.  
2. City is also an organism, different city has its own gene and working system and discipline needed to be recognized and known better and better, we have the ability to proceed the trans-boundary process of itself today.  
3. Break down the wall between nations and cities, men and women, children and grown-ups, between different kinds of people, subjects, respect ourselves and each of them, at last when we can emancipate our mind and enrich enough to accept the adaptable philosophy, concept, methodology, all sorts of achievement of mankind from history to the latest science and technology and so on, we can build our glorious city in the coming future.  
4. Deep Analysis, broad synthesis, integration and optimization to let every branch system of the city rooted to the practice level and into details, with dissimilar methodology and means to improve so that to find and construct the right system to make the fair and reasonable decision according to the complicated and changeable reality, at the same time, it is the process which every citizen knows from the bottom of our daily life and feeling.

**Keywords** Trans–Boundary

**Keywords** System VS Organism

**Keywords** Top Design

**Keywords** Bottom Practice

**Presentation pref.** Research Result

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**Location**

# Abstract Registration No: 266

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 266

**Abstract code**

**Title of abstract** **Build to live: Develop Institutionalized Learning Process for Socially Inclusive City Program to Press Self Sustain Neighborhood**

**Author** DEV,  
Technical University Berlin; Germany; Tel: 015218330275, papon\_urp05@yahoo.com

**Co-Author(s)** RAFEE,  
FERDAUS,

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** Promulgation of neighborhood related development activities to glimpse the city level agenda is not firsthand. The developed countries from Europe and America are regularly refurbishing under this corridor tasting different titles like social city, healthy neighborhood, integrative or inclusive community etc. The potential of this area based approach is enormous to fabricate a community responsive planning system. In the mid and late 19<sup>th</sup> Century, all the European Industrialized cities became introduced with several terminologies like "polarization of cities", the "dual city" or the "fragmentation of cities" etc. Inequality among different neighborhoods was the main reason behind the born of these terminologies. Decision makers feel an urgent press for preventing the de-coupling process of marginal neighborhoods from the mainstream of the city. The "bulldozer" approach and social political theory approach cause several dilemmas rather than solving the main problem. As prevention measure, different inclusive programs were taken in the United States, the United Kingdom, France, the Netherlands and Greece. The Socially Inclusive City (SIC) Program in Germany is also a similar tool initiated at 1999, started after the national elections in 2000, when a red-green coalition came into office. This program was initiated in a short notice with immature structure than the other inclusive programs in many European cities. The mission of this program is to offer such a living condition which is equal for all residents. As residents are the direct beneficiaries so they are the primary decision makers to straighten out the special development needs in their area which flavors the program as a platform for helping the residents to help themselves. The program is structured as a ground with numerous numbers of strategic action and substantive areas which attempts to touch the plinth of mission involving multiple local actors (e.g. local educational institutions, community centers and housing societies etc). The program is still documenting in Germany with an extensive succession as a policy instrument with its multi-dimensional, multi-sectoral, multi-actor involving approach to address the diversified problem in a certain neighborhood. Though some writers have addressed the program using the phrase "old wine in a new bottle" but the policy makers are quite happy about the outputs of the program. Different evaluation papers clearly outline that the learning process from this program should be institutionally reflected despite of its tremendous success. This paper explores various spread out branches of this socially inclusive city program to uphold the impact synopsis compared to its adherence to social problems. It also formulates some characteristics and case studies to represent a clear illustration on program methodology and outputs. Finally the paper proposes a reflective institutionalized learning

**Keywords** Inclusive

**Keywords** Inequality

**Keywords** Participation

**Keywords** Social city

**Presentation pref.** Research Result

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**Presentation**

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**Location**

# Abstract Registration No: 267

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 267

**Abstract code**

**Title of abstract** Cultural attitudes of local community: a factor for successful water sensitive urban design

**Author** SRETOVIC BRKOVIC,  
Faculty of Architecture, University of Belgrade; Serbia; Tel: , visnja\_sretovic@yahoo.com

**Co-Author(s)** LALOVIC,  
BRKOVIC,

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** In the recent decades rainwater has been increasingly looked upon as a significant resource for water reuse, as well as an important element in urban landscape. Such uses are promoted by frequent usage of integrated, open, decentralized systems for rainwater treatment and drainage. These systems appear in different shapes and sizes, varying from the smallest ones contained inside buildings and yards, to the big systems located along the streets, or artificial lakes, swamps and retentions in urban blocks, and city parks. These systems are making the rainwater an important part of citizen's everyday life.

Integration of these systems became usual practise in the most developed countries. Speaking of Serbia, such systems for water management are being gradually introduced to urban areas and this process is still in its inception. However, implementation and use of such systems sometimes becomes difficult. Often, the problem lies with inappropriate translations of global-level solutions on a local scale, especially concerning local population. Local community has to play an active role in the process of implementation and maintenance of these systems. Their readiness to embrace these system depends on their cultural attitudes. In some cultures, this kind of the raw, natural, untidy, and almost neglected look these systems have is common and is considered attractive, while in others it is completely frowned upon because it does not resemble what is usually considered pleasant and beautiful. Furthermore, occasionally it happens that the local populations completely rejects the responsibility of maintaining these systems. In other words, the attitude towards these systems largely depends on the cultural specifics of local population.

In order to successfully integrate water sensitive urban design in Serbia, we have conducted a pilot research about local cultural attitudes towards the relationship of water and urban environment in urban areas in Belgrade. This paper will present the methodology and results of this research. For data collection we have used several different techniques, and analysis is being conducted using the GIS software. The result of our research is a "map" of subjective attitudes of residents applied to particular areas in the city that can be used as a complementary local based knowledge for further planning and designing of these areas.

**Keywords** urban planning

**Keywords** urban water

**Keywords** local cultural attitudes

**Keywords** GIS

**Presentation pref.** Paper

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**Time** -

**Date** / /

**Location**

# Abstract Registration No: 268

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 268

**Abstract code**

**Title of abstract** **Multi-actors' scenario for measuring metropolitan governance and spatial planning: A case study of Bangalore, India**

**Author** HAGARANAHALLI SIDDAIAH, H.S. dr.  
INSTITUTE OF DEVELOPMENT STUDIES, UNIVERSITY OF MYSORE MYSORE; India; Tel: 9901794737,

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** The rapid process of urbanization and the growing number of the metropolitan cities and its region call for better governance in India. This article attempts to argue that spatial planning really matters for measuring the governance at metropolitan scale. These study explore to metropolitan governance and spatial planning and its interrelationship issues, concepts and evolution of spatial planning in India and critically examines the multi actors' scenario for measuring metropolitan governance by means of spatial planning in context with reviewing various master plans, concept of multi-actors viewpoint on role of spatial planning related to zoning regulations, master plan implementations and effective service delivery issues. This paper argues and concludes that the spatial planning of Bangalore directly impact on measuring metropolitan governance.

**Keywords** Metropolitan governance

**Keywords** spatial planning

**Keywords** service delivery

**Keywords** multi-actors'

**Presentation pref.** Paper

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# Abstract Registration No: 269

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 269

**Abstract code**

**Title of abstract** Sharing planning power as a way out of planning legitimacy crisis - why it matters for the CEE countries

**Author** PANCEWICZ, LP  
Municipal Planning Office of Lodz; Poland; Tel: , lukaszpancewicz@gmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** &lt;i&gt;Presented paper focuses on experiences of sharing planning power as a way of reinventing planning in transition countries in central and Eastern Europe. The planning in CEE countries shares many similar challenges, including: the hollowing out of the welfare State in a wake of rapid privatization and transition towards the market economy, substantial weakening of the institutional capacity of planning apparatus and the rise of the planning 'chaos' due to strengthening of private interests over collectivist planning, strengthening of the local dimension of planning. In such context the role of typical top-down, technocratic planning is often weak and limited to the development of limited public projects. Delegation of some of the planning powers to the local groups of interest - the residents, activists, the local associations may not solve all problems of planners. Nonetheless, in the wake of legitimacy crisis of planning it may provide a necessary impulse to reignite the debates on the necessity of changes to the system or embolden the stakeholders to take part in institutional planning. It also may provided a much needed room for experimentation with new planning concepts - such as collective decision making. To achieve this, the current formulas and methodologies of planning need to be substantially updated, to accommodate greater degree of sharing the decision making process. This requires going across the embedded real estate interests. Also, the institutional and political skepticism towards sharing powers is another potentially limiting factor in that case. The paper reviews the latest experiences with both new tools, including experiments with citizens panels and extended public consultation, with more fundamental change, brought about by recent societal and political changes. Above all, the important one was the steady transition of members of so-called 'urban movements', former activists, towards mainstream local politics and growing interest amongst general population towards urban planning issues.&lt;/i&gt;

**Keywords** public participation practice

**Keywords** strategic planning

**Keywords** devolution of planning

**Presentation pref.** Paper

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# Abstract Registration No: 270

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 270

**Abstract code**

**Title of abstract** An Integration Model for Informal Settlements in Asaba Metropolis, Delta state, Nigeria.

**Author** ONYEMENAM, PIO  
; Nigeria; Tel: 08068748298, onyemenam.p.i@gmail.com

**Co-Author(s)**

**Topic** Deventer: How to implement a (national) legal framework through local integrated planning?

**Abstract text** This study assesses the challenges inherent in the integration of informal settlements in Asaba metropolis, and its effect on the households, with the view to intergrating these informal settlements by advancing a legal framework for an integrated planning procedure. The survey provides an insight on the causes of these four (4) informal settlements, Okpanam, Anwai, Okwei and Asaba II axis, and the consequences on the city centre. Indepth knowledge was enhanced on the phenomenon, which led to a rational conclusive judgment. Data were obtained through the primary and secondary source, systematic random sampling method was applied to administer questionnaire to 391 head of households, which is 10% of the 3,931 housing units in the study area. Relevant statistical tool was used to analyse and test the stated hypotheses and inferences was drawn. This served as analytical tool to establishing facts on the deplorable state of the settlement resulting from social exclusion and geographical segregation in terms of infrastructure provision, social amenities and services. The findings indicate that 100% of households acquired their land through customary right of occupancy. These settlements have inadequate basic and social infrastruction, as residents in Anwai and Asaba II travel as far as 2km to access market, public school, and public health care. There were indications that there were no public services like the fire service and public water supply system, as 46.9% of households make purchase of water at N10 per 20litres, pointing to social segregation. Recommendations were further advanced which includes government initiating functional and effective housing policy, empowering mortgage banks and other financial institutions with adequate funds and integrating key sectors of government to provide grants for housing schemes; improving the neighbourhoods through mobilization and participatory self help efforts and public private sector partnership to initiate a scheme and advance a legal framework for an integrated planning process.

**Keywords** Informal

**Keywords** Settlements

**Keywords** Integration

**Keywords** Legal Framework

**Presentation pref.** Research Result

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# Abstract Registration No: 271

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 271

**Abstract code**

**Title of abstract** The Influence on Public Value of Urban Design by the Communitarianism during Deepening Reform in CHINA

**Author** LIN,  
; China; Tel: , updocly@foxmail.com

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** According to "The Report of Agricultural Transferring Population Citizenization in China", the urbanization rate is expected to reach 80% in 2050. In order to guarantee the health and sustainability of urbanization, public value orientation of urban design must be clarified in the next 40 years of high-speed urban construction process. Due to the administrative system and public ownership of land in China, the government, which is doomed to be not only the decision-maker and coordinator, but also a stakeholder, is playing the key role in urban development. In the view of liberalism, the government only provides the stage for equal competition of various interests, which means that in China, this stage will lose the fairness and transparency, especially in the process of urban design with public interest as value orientation. As for Chinese political regime of "strong states", this paper rethinks China's urban design process from the viewpoint of communitarianism, in a move designed to explain the dominant value and essential feature of public interest adapted to China characteristic regime, further analyzes the plight of achieving public value in the present urban design practice, and through system simulation and reflective equilibrium, explores the realization of public interest in the implementation of urban design.

In first decade of 21st century, "strong state- strong society- strong market" is the objective off which the government pulls in China. Carrying out the urban development pattern of public-private partnerships, urban design implementation is transforming from the government leading to public management. However, essentially, this change is due to the actuation of finance benefits and attraction of enterprise capital, while public interest becomes subservient to the economic interests. In the view of communitarianism ideology, public interest with social meaning is beyond all kinds of private interest accumulation or the sum of partial interest, which can neither succumb to economic efficiency or government performance, nor can simply satisfy all the needs of social individuals.

Therefore, in order to achieve the essence value of public interest, this paper research puts forward two paths. One is the internal value build. The entity framework should be formed to community on behalf of public interest, so as to increase own value and rights for improving the discourse power. Another one is coordination of external environment. The government needs to provide coordinate and support for public community, limit the position and power of other interests to make sure cooperative game fairness and efficiency. Based on these, through case analysis and reflection, from several aspects of tax quota, fund raising, the jury review, community organization, dual-track administration, etc., this paper puts forward the realization paths and specific measures for public interest in urban design implementation

**Keywords** Communitarianism,

**Keywords** Urban Design

**Keywords** China Deepen Reform

**Keywords** Public Value

**Presentation pref.** Paper

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# Abstract Registration No: 272

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 272

**Abstract code**

**Title of abstract** Reworking the productive city? Challenges of implementation

**Author** FERM, A-M  
University College London; United Kingdom; Tel: 07913720735, j.ferm@ucl.ac.uk

**Co-Author(s)** JONES, mr

**Topic** Antwerp: How to rework the productive city?

**Abstract text** The rapid loss of manufacturing jobs in post-industrial cities in the past few decades and the resurgence of inner-city living has created a frenzy of real estate speculation for housing and consumption-based activities. Yet, these cities need to accommodate some materially productive activities, to support the broader economy, and there is evidence of growth in many sectors such as small-scale craft based production, food and the green economy, and we need to think carefully about how we want to accommodate these activities moving forward. The trend in the past has been to separate out industrial areas through land use zoning, which does not complement the 'compact city' and 'mixed use' philosophy. If we are to embrace material production as an integral component of our 21<sup>st</sup> century post-industrial cities, the question that immediately follows is how we can transform the city into lively urban quarters where production, consumption and housing can co-exist? This paper investigates the challenges of answering such a question using London as a case study, and an example of a city whose population is growing rapidly in a context of limited land availability and rising house prices.

London is a growing world city, whose global role is rooted in its past as a place of manufacturing production. Despite the continued loss of manufacturing jobs and industrial land, production is still an important but overlooked part of London's economy, supporting the metropolis' role as a world city, and remains key to the livelihoods and wellbeing of Londoners. Yet, this is not adequately supported by policy. The planning approach for London is dominated by the overriding objective to accommodate London's growing population. The London Plan focuses housing growth into previously developed areas of London. This approach tends to view manufacturing premises as a reservoir of land with prospects for redevelopment. The implications of this philosophy are clear - substantial losses of industrial land, over and above benchmarks set out in policy, have been experienced since 2001, despite evidence of continued strong demand.

So could a new planning approach for London value material production as well as provide much needed housing? The Deputy Mayor for Business and Enterprise recently suggested that "The idea of an industrial park is really a modern phenomenon" and "what we will return to is a 19th Century model, where industry is mixed around housing". Yet there are some remaining problems with achieving this in practice. First, business premises studies in London suggest that many firms still prefer to be located away from residents, fearful that complaints would inhibit their activities and hours of operation. Second, one of the intentions of functional zoning aside from minimizing conflict between so-called

**Keywords** Production

**Keywords** Mixed use

**Keywords** London

**Keywords** Speculation

**Presentation pref.** Paper

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# Abstract Registration No: 273

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 273

**Abstract code**

**Title of abstract** **Lighting up landmarks with information about the environment**

**Author** BRKOVIC,  
Faculty of Architecture, University of Belgrade; Serbia; Tel: , matija0brkovic@gmail.com

**Co-Author(s)** SRETOVIC BRKOVIC,

**Topic** Eindhoven: How to react when traditional industries move away?

**Abstract text** In order to ensure sustainable development of our cities we all have to do our part. There is a growing awareness of environmental problems, and citizens want to be informed and find the information about the environment relevant not only for those who are making decisions. Many communities are willing to take an active role in making the cities attractive places to live in.  
Yet, many causes of environmental problems cannot be easily perceived by the public – e.g. neighbourhood-level or city-level energy consumption, air and water pollution, noise. Making such information visible, easily accessible and understandable is the challenge this paper deals with.  
We propose to use public buildings and landmarks to communicate information about environmental problems through the inbuilt features they all have – employing their lighting system as a media for providing information on environmental factors. Instead of using one colour or randomly changing colours (as it is being employed at many public buildings nowadays), the idea we are advocating for would connect the light colour to the corresponding environmental parameter. E.g., when the CO<sub>2</sub> level rises above certain level the building could glow red. The intensity of colour or a choice of colour is responding to the parameter that is being measured. This is informative, non-invasive, simple and inexpensive solution that can help raise awareness about environmental problems and make public informed. The information presented this way is simple to understand, visible to a large number of people and easily "glanceable". In turn, this can support the involvement of community in problem solving and spur bottom-up action, making us one-step closer to sustainable development of cities.  
In addition to presenting and justifying this idea based on several parameters of sustainability, this paper will also discuss the potential benefits to public awareness, and will reflect on the relationship between community involvement and urban planning.

**Keywords** environment

**Keywords** public

**Keywords** information

**Keywords** landmarks

**Presentation pref.** Paper

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**Presentation**

**Session**

**Time** -

**Date** / /

**Location**

# Abstract Registration No: 274

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 274

**Abstract code**

**Title of abstract** A place based spatial policy in the multi-actor arena in Flanders

**Author** PISMAN,  
Ghent University; Belgium; Tel: , ann.pisman@rwo.vlaanderen.be

**Co-Author(s)**

**Topic** Brussels: How to match local expectations with strong international challenges?

**Abstract text** In the Europe 2020 strategy (2010-2020) Europe has introduced the idea of a 'place-based-approach' as an alternative for ! or an addition to traditional spatial planning, referring to 'the context-dependent nature of the efficiency and equity problems that the policy deals with, and to the fact that the design of integrated interventions must be tailored to places, since it largely depends on the knowledge and preferences of people living in it' . A place based environmental policy was already introduced in Flanders in the Flemish Mina-2 plan 1997-2001 and is more recently developed within the context of the spatial planning. Meanwhile, several other European countries like the Netherlands, experimented with this. A place based planning, also called as area development includes a more proactive approach, a better coordination of initiators, plans and projects in one area and a more efficient tool to deal with the complexity of spatial development. Different actors are experimenting with area development in Flanders. In this article two cases in Flanders are described: the area development of the Provinces and the urban projects of the Flemish Urban Policy . The paper unravels the similarities and the specific aspects of the three approaches and formulates comments on the actual projects and some suggestions for the development of future planning programs and projects in Flanders. &lt;b&gt;References: &lt;/b&gt;1) Tasan-Kok, T. and J. Vranken (2011). Handbook for Multilevel Urban Governance in Europe. Analysing participatory Instruments for an Integrated Urban Development. The Hague, European Urban Knowledge Network.2) Albrechts, L., et al. (2003). "Strategic Spatial Planning and Regional Governance in Europe." Journal of the American Planning Association! 69(2): 113-129.3) Vervoort, P., et al. (2014). Groeien van government naar governance met subsidiariteit als rode draad doorheen het ruimtelijk beleid in Vlaanderen. Plandag 2014: regie en loslaten. G. Bouma, E. Vanempen, C. Uittenbroek and S. Reniers. Zaandam, Stichting Planologische Discussiedagen.4) ESPON and Politecno di Torino (2014). Towards Better Territorial Governance in Europe. A guide for practitioners, policy and decision makers based on contributions from the ESPON TANGO Project. Luxembourg, ESPON.

**Keywords** policy

**Keywords** Flanders

**Keywords** actor-related

**Keywords** area-development

**Presentation pref.** Paper

**Additional file**

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**Presentation**

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**Location**

# Abstract Registration No: 275

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 275

**Abstract code**

**Title of abstract** **The development of a conceptual and physical model of a spatial data infrastructure for inclusive planning using critical GIS: a case study in the Gorbals, Glasgow**

**Author** GIUPPONI,  
; United Kingdom; Tel: , noemi.giupponi@gcu.ac.uk

**Co-Author(s)**

**Topic** Amsterdam: How to build the city in a cooperative way?

**Abstract text** "We are not building cities for people to live in; we are building cities for people to invest in" (Harvey, 2015)  
In the last three years, London boroughs have moved 50000 families out of their neighbourhoods as a result of soaring rents (The independent, 2015); hollowed out city centres are not a new phenomenon to post industrial cities undergoing regeneration in the UK: Sir Patrick Abercrombie's Clyde Valley Report of 1946 stated the need to disperse between 250,000 to 300,000 people from central Glasgow (Maver, 2014). Although promoting the economic growth of cities, the re-development of city centres can also have a negative impact on the existing social fabric of cities, increasing social inequality and diminishing social resilience. In order to minimise this, planning authorities adopt inclusive approaches, like stakeholder engagement, in order to ensure that local communities have a voice in planning. However, the manipulative and consultative traits of stakeholder engagement processes call for an exploration of better alternatives to inclusive urban planning.  
This research focuses on the enhancement of the ability of planners to include local communities and it does so by exploiting the potential of planning support systems (PSS) in influencing spatial decision making (SDM): at a higher level, this research wants to understand how PSS can be used to improve inter-generational and intra-generational learning during SDM. Drawing on cognitive studies, emphasis is put on the role of reflexivity and sense making activities which PSS, and the spatial data infrastructures (SDI) within them, are able to intensify. Limitations of existing PSS in including communities are addressed both in the design and implementation stages and improvements are suggested and validated with spatial practitioners.  
In this paper, more specifically, the design of PSS is considered. Based on interviews to planners, case studies and a literature review on PSS design, it is argued that SDI implemented in planning lack of a clear conceptual modelling of urban space: the geographic information (GI) building up traditional PSS -such as census datasets or sustainability assessment indicators- can be used to represent abstract spaces as envisioned by third parties but they do not represent the spaces as lived by the people. In order to contextualise this observation, the principle of 'co-management for adaptive governance' is used to suggest how stakeholder engagement translate into the design of planning support system (PSS) involving "mechanisms for continuous testing, monitoring and re-evaluation (learning)" (Boyt et al, 2015) of both 'third parties' spaces' and 'people's spaces'.  
A conceptual model of space is then developed inspired by Lefebvre's dialectic and Lewin's field theory –based on

**Keywords** planning support systems

**Keywords** inclusive planning

**Keywords** critical GIS

**Keywords** spatial data infrastructure

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 276

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 276

**Abstract code**

**Title of abstract** Evaluation of Quality of Residential Environment : A Case Study of Yangpu District, Shanghai

**Author** ZHAO,  
; China; Tel: , qianznancy@foxmail.com

**Co-Author(s)**

**Topic** Dortmund: How to leverage economic growth from spatial projects?

**Abstract text** Quality of Residential Environment (QRE) is becoming an important goal of modern city. With the rapid advancement of urbanization in China, many issues are emerging in fields of the society, space, security and so on. Urban residents have been increasingly concerned about the QRE that reflects the actual living conditions. As a result, urban planners have been studying the evaluation of QRE in terms of residential environment since the 1980s. A variety of evaluation methods have been explored, among which economic models have been increasingly used for QRE evaluation in recent years.

The purpose of this study is to build a system for evaluating residential environment of Chinese cities, by exploring the mechanisms of the elements influencing the QRE. Stated preference method (SP) ,which is mature in areas of environmental impact assessment, is used to estimate the degrees of influence, based on the data of residents' choices from the virtual urban environments composed of spatial elements that considered important for defining QRE. An evaluation system of QRE in city is proposed and applied to Yangpu District, Shanghai.

The evaluation functions of the convenience, comfort, security and the comprehensive elements of living environment were calculated. The results show that the models of the convenience, comfort and the comprehensive elements were well fitted, while the model of the security fitted ineffective. At the same time, it is tested that the prediction of convenience, comfort and security models are more than 70% compliant with the residents' practical assessment. So it is proved that SP is a valid method to estimate the influence that urban spatial elements has on QRE.

The empirical studies in Yangpu District show that elements of convenience and comfort have more influence in QRE evaluation than the elements of security; to maintain certain quality of life, more improvements of other elements are needed for compensating the ambient noise and security elements decline. It is also found that people who are low-educated, female, old, with low income are more sensitive to the basic elements that affect their daily lives. When the level of basic elements decline, residential need more compensation of other elements to keep their QRE balance. From the spatial evaluation of QRE in Yangpu, the regions of high QRE evaluation account for 47.6% of the whole evaluation region, while the low 32%. The lack of subway lines, poor living environment, serious traffic noise and air pollution make the QRE in North Bund the lowest in the district. From the evaluation of QRE under fictitious scenarios containing subway construsting and slum rebuilding, it can be found that Dinghai Street, Daqiao Street and Pingliang Street will benefit the most in QRE improvement. The subway line of No.12 will make the largest regional QRE

**Keywords** Quality of Residential Environment

**Keywords** Stated Preference

**Keywords** Stated Preference

**Keywords** Shanghai

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 277

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 277

**Abstract code**

**Title of abstract** **The Port Sharing Project in Rotterdam: Exploring the Potential of the Sharing Economy in the Context of a Port-City Interface Regeneration.**

**Author** GOETHALS, SG  
Citilinks; China; Tel: 15618864281, urbatekton@gmail.com

**Co-Author(s)**

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** In a global context of unprecedented urbanisation and consumption-oriented lifestyles, our current models of urban development are facing various types of environmental problems in various contexts, industrial or post-industrial. However, cities are also a place to reinvent the way we live together and how we shape our environment collectively. Developed as a global port-city, Rotterdam is both a major transport hub for goods from around the world and a creative city searching for innovative urban solutions, but facing new challenges of social and economic integration. The city and its port interface offer an ideal context to combine the benefits of the emerging Sharing Economy and innovative solutions for urban resiliency, green mobility and healthy community development. As the port-city interface has recently suffered of a lack of mutual benefits at the level of local communities, the article explores the potential of incremental and community oriented projects in the Port area comprised between Waalhaven district, Pernis and Oostwijk. The "Port Sharing" project aims to identify several locations to develop a dynamic of "community sharing ports", defined as social and economic clusters oriented to collaborative and circular economy, knowledge and education sharing, green and shared mobility and resilient waterfront planning. The objective of the project is to redefine the notion of "Port" in the city by participatory and incremental planning of new forms of urban communities. Connecting the "global port economy" to the "local communities economy" through innovation and collaborative economy can be a lever of port-city synergy. The article identifies the potential of Rotterdam to become a "Sharing City" in the context of its port-city interface and how this approach can link the local urban economy and the port activities. The "Sharing City" approach introduces a number of concepts applicable to the urban environment, such as low carbon and shared transport supply, shared parking, co-working spaces, co-farming lands and greenhouses, collaborative incubators and circular communities.

**Keywords** Incremental Development

**Keywords** Community Planning

**Keywords** Sharing City

**Keywords** Port-City Interface

**Presentation pref.** Project, Strategy, Plan

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# Abstract Registration No: 278

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 278

**Abstract code**

**Title of abstract** Planning the Invisible; the case of Palestinians in East Jerusalem

**Author** KHAMAISI, mohyelden  
; Israel; Tel: , Rassem@013.net

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Sustainable planning considers the need and aspiration of the communities in cities. In context of cities under conflict, or polarized cities, some of the communities lead the planning and secure their right to cities, while others are suffer from matrix of control and weak involvements in producing the space, while they use and consume it. So, the weak communities are invisible, and the urban planning did not respond to their need, and deprive their right to city. The Palestinian communities of East Jerusalem suffer from a planning crisis, since the Israeli occupation started in the city in 1967. This planning crisis is reflected on the everyday life practices of Palestinians in East Jerusalem, when it comes to meeting the increasing housing needs, availability and distribution of public open spaces, mobility and accessibility inter Palestinian communities, and the obtainability of sufficient public education and health facilities. This planning crisis has deteriorated with the construction of the Separation Wall in and around East Jerusalem in 2003, leaving the Palestinian communities in apartheid-like enclaves such as cantons. The Palestinians status in East Jerusalem is permanent citizens, despite they are natives, and consist more than third of the resident of Jerusalem. In East Jerusalem, a double and binary system of identity has been maintained, since the start of the Israeli occupation, where two-spatialities are in tide: a &lt;i>de facto&/i> Israeli spatiality that is characterized by excessive surveillance and control of the cultural landscape - police and military are ubiquitous in Jerusalem, along with an enduring &lt;i>pre facto&/i> Palestinian spatiality that is characterized by physical fragmentation, environmental degradation, and social disintegration East in Jerusalem is a plot of politics. The paper aims are to light the shadow on the "planning box" which in many case related to the Palestinians as invisible by describing, studying and analysing the planning practices in and for the Palestinian communities of East Jerusalem, and accordingly devising a set of planning guidelines that help these communities better defend their planning and building rights. The paper will provide an overview of the planning praxis of and for the Palestinian communities in East Jerusalem. Planning praxis in the context of East Jerusalem is best understood as the set of strategies and policies needed to translate the &lt;i>idea&/i> of the right to the city to Palestinians in East Jerusalem into concrete &lt;i>action&/i>. The Palestinian communities in East Jerusalem lack the meaningful exercise of the right to action in respect to planning their communities to meet their needs and aspirations. The paper will explain the policies, strategies, mechanisms and tools used by the Israeli government and Jerusalem municipality to ignore the Palestinian residents need in their city, which they are such as invisible. On the other hand, the paper present a counter planning to transfer the exist planning for the invisible to situation of visible. The counter

**Keywords** Planning as Matrix of control

**Keywords** counter planning

**Keywords** Israeli, Palestinians

**Keywords** East Jerusalem

**Presentation pref.** Paper

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**Location**

# Abstract Registration No: 279

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 279

**Abstract code**

**Title of abstract** Urban design plans for Wanhe city: A paradigm shift

**Author** QIAN,  
; China; Tel: , 307705828@qq.com

**Co-Author(s)**

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** The paper introduces the creating process and design contents of Wanhe town. The intention is to solve the problem of the over-utilization of land resources and deterioration of the balance between human beings and land in China. The project selects a small town with the risk of vanishing, and proposes a concept of "Water Environment Revitalization". It changes the role of human from outrageous consuming into sustainable recycling by setting up Irrigation System, Sewage Treatment System and Rainwater Collection System. Ultimately the previous water-consumption pattern that supplies the village would be shifted into a water-balance system, a more advanced and efficient alternative in future development.

**Keywords** landscape architecture

**Keywords** urban construction

**Keywords** water environment

**Keywords** agricultural land

**Presentation pref.** Research Result

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**Location**

# Abstract Registration No: 280

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 280

**Abstract code**

**Title of abstract** Urban Circular Economy

**Author** CUSTERS,  
Buro Boris; Belgium; Tel: 0484 32 52 30, lieve.custers@buroboris.be

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Citizens are not concerned about circular economy. Mainly because research on circular economy focuses on the larger streams that are running through the city like energy, waste, water and cycles between larger companies. However currently an urban variant of circular economy arises out of local entrepreneurship. Young entrepreneurs come up with new goods or services that push forward a recycle or a lease or share economy. Therefore they are focusing on the small-scale personal needs of citizens (food, fashion or products). This process will turn citizens beyond consumers of solitary consumers of goods and services. They will be users. How will this process of moving towards an urban circular economy affect the daily life in the city and what will be the spatial impact on the structure of the city? What if these young entrepreneurs will grow from niches towards a mainstream market? What will be the influence on (public and private) urban development? And how will citizens as users get more involved in an urban circular economy?

The designers (Lieve Custers for Buro Boris and David Dooghe) from the project Urban Circular Economy had interviews with several circular entrepreneurs from Antwerp and Rotterdam. These entrepreneurs focus on the profit that can be found by their consumers by sharing or leasing products instead of selling and / or valorizing the latent value of domestic waste. In addition to the interviews was an interactive workshop organized with a group of early adopter users.

This process has a result that three spatial future models will be explored. Where in 'business almost as usual' the focus will be on making existing production more green with no or minor effort of the user, 'sustainability as pocket money' will be about valorizing the latent value of domestic waste (ex. upcycling, repairing, ...) and in 'sustainability as life style' it will be about the community aspect, leasing and sharing. These three models will be described in the paper and the first conclusions will be drawn. What are positive or negative effects of an urban circular economy on the city and the urban development in the future?

This research is a part of the Open Call: "Tinker with the metabolism of the city" of the Creative Industries Fund NL and is based on the development and testing of a methodology, which pushes forward the qualitative spatial development of an urban circular economy. The research will make a comparison between cases in Antwerp and Rotterdam. The designers will therefore cooperate with the municipality of Rotterdam, the city of Antwerp and R'damse Nieuwe.

**Keywords** circular economy

**Presentation pref.** Case Study, Realised Project

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# Abstract Registration No: 281

<b>Conference</b>	<b>15ROT</b>	<b>ROTTERDAM 2015</b>
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**Abstract no.** 281  
**Abstract code**  
**Title of abstract** **The Exploration of Transformation in Shenzhen Ports**  
**Author** LIU,  
; China; Tel: 13603037633, 2578357600@qq.com  
**Co-Author(s)** XUE,

**Topic** Rotterdam: How to develop unprecedented port-city synergy?

**Abstract text** Shenzhen, located in the south of the China, is the first special economic zone. It is also a coastal city, with 1145 square kilometers coastal area and 245 kilometers shoreline. Along the shoreline, there are four ports from the east to west, yantian port, dachan port, shekou port and mawan port respectively. Among them, yantian port is the fourth largest port in the world based on the container throughput, which was up to 12 million TEU last year. During the past 35 years, Shenzhen ports supported the rapid development of the export-oriented economy in the Pearl River delta. As a result, Shenzhen city became a metropolis from a fishing village.  
Recent years, the development between ports and city has faced many challenges. To begin with, the mainstay industries have transformed from a processing export economy to high technology industry and productive service industries. But the ports still maintained the original container transportation. As a result, ports cannot follow the development of the city. Secondly, with the rapid development of the city, the contradiction between the demand of ports land and the shortage supply of urban land has increasing prominent. The last but not the least, public hoped to decrease the percentage of productive shoreline and supply more life costal line.  
Right now, the local government has paid more attention on how to deal with port-city synergy and develop many explorations. Firstly, Taizi bay area has transformed from industry port to cruise yacht dock and meet the request of the city function. Secondly, Dachan port took advantage of the reserve port land to develop productive services in order to adapt the function of the city. Thirdly, the local government limited the expanding of the ports and transformed some productive shoreline to public coastal line.  
In this workshop, as an official from local government, it is my pleasure to introduce the exploration on port transformation in my city. In my opinion, as a metropolis, Shenzhen is special case in the world. On the other hand, I believe this workshop is a good platform to learn some good cases from other cities. I am looking forward to exchanging the experiences with other urban planners.

**Keywords** Tranformation  
**Keywords** Shenzhen Ports  
**Presentation pref.** Case Study, Realised Project  
**Additional file**  
**Extra information**

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# Abstract Registration No: 282

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 282

**Abstract code**

**Title of abstract** **Placemaking in The Process of Urban Renewal and Tourism As Productive factor: an analysis of Puerto Madero and reflections about Blue Gate Antwerp**

**Author** BRITTO,  
; Brazil; Tel: 95367580, marcosbritto.arq@gmail.com

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** Many cities in the world that have significant urban waterfronts have undertaken changes in its ports and port areas in order to attract business, investment and tourist attractions. These areas, which were once degraded due to abandonment of the use of its ports for the original function, currently enjoy the title of prime areas in the city. This was accomplished through a process of urban redevelopment. Some of these areas have become places of tourist concentration, improving the appearance of the city. For being attached to a range of meanings and symbols strongly connected to the historical identity of a particular region, these areas often have a great touristic potential to be explored, and placemaking can point a way to generate these spaces. In the current condition of globalization that we live in, tourism industry increases markedly and becomes important for the economy of the cities. In addition, the small amount of pollution that the tourism industry produces over other types of industries, along with the benefit of generating local jobs that surround these activities, makes this kind of investment much more inviting. The objective of this paper is to identify means of using the spatial elements recognized as potentials in redeveloped port areas, in order to contribute to the discussion on the case of Blue Gate Antwerp. The way in which this objectives will be achieved is by reviewing the concepts involved in placemaking and by identifying examples of design strategies applied in degraded harbour areas. Therefore, will be discussed some initiatives applied in the process of revitalization of the port Puerto Madero, Buenos Aires, which made it a major destination in the international tourist circuit. Following this, will be discussed how the strategies of placemaking can be used to assist in the elaboration of ideas for the case of Blue Gate Antwerp.

**Keywords** urban redevelopment

**Keywords** Harbor areas

**Presentation pref.** Paper

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# Abstract Registration No: 283

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 283  
**Abstract code**  
**Title of abstract** LET- urban planning, €- neutral area development

**Author** VUKANIC,  
WOLF; Netherlands; Tel: , info@wolfarch.nl

**Co-Author(s)**

**Topic** Antwerp: How to rework the productive city?

**Abstract text** <b>Zerro-growth development: LET- urban planning,</b>  
<b>&i>€ - neutral area development</i></b>  
In the era of economic transition the classic urban development models do not function any more. New forms of collaborations and sometimes unlikely associations create a whole new development system. This study – sketch explores the urban development where nobody is excluded and everybody can participate and makes a chance to own a (small) peace of the space.  
<b>&i>LET- urban planning, makes &i>€ - neutral area development</i> possible</b>  
The meaning and preconditions of the ownership and of sharing are merging in a new value creation and space-trade system. LET-economy and share-economy come together and offers the perspective that can bring big changes in the appearances of our cities. Diffuse, molecular market relationships are defined by the cohesion power created by the capacity and availability of the participants.  
<b>&i>The urban development neighborhood can use every single inhabitant; nobody has to leave in order to make place for the economically stronger ones. The visie-sketch shows the example of the CIAM-area, but could also apply in a “crisi-brownfield” or one emptied offices area. Due to the collaboration and employment of ALL participants a generic organic urban world is being made where built structure develops closely related to the social and economic development empowering each other. At the first place already available assets of each party is being used. Those available assets gain value through interaction with other parties. Self- generating and self-regulating spatial development, opportunist and efficient collaborations and cooperations.</i></b>  
Keywords: initiative, (new)citizen’s power, collaboration, sustainable solutions, participation urbanism, LET-urbanism.

**Keywords** LET-urbanism

**Keywords** exchange

**Keywords** sustainable

**Keywords** eur-neutral

**Presentation pref.** Paper

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# Abstract Registration No: 284

Conference	15ROT	ROTTERDAM 2015
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**Abstract no.** 284

**Abstract code**

**Title of abstract** Sustainable energy development of Alpine Communities: the case study of Piana Rotaliana

**Author** VETTORATO,  
EURAC; Italy; Tel: 0471055641, daniele.vettorato@eurac.edu

**Co-Author(s)** DALONZO,

**Topic** Groningen: How to sustain water and energy resources?

**Abstract text** The sustainable energy development of Alpine Communities is possible with the target of self-reliance in energy. This is due to the particular characteristics of the mountain territories and their urban dimensions. The paper presents the energy plan developed for the Piana Rotaliana Konigsberg Community, located northern Italy in an Alpine Valley. This community, composed by 8 Municipalities, set a Geographical Unit oriented north-south in the bottom of the valley. A deep analysis of the land, socio-economic and environmental characters of the Community is the base for the Plan structure, while the pillars and strategies for the Plan development are Energy Saving, Efficiency and Production from Renewable sources.

The analytical phase aims at assessing the potentials for the maximization of the three pillars/strategies using a spatial explicit approach. Solar, Wind, Hydro, Geothermal, Forest Biomass, Agricultural waste and livestock manure are considered as possible sources of renewable energy; Residential Buildings are analyzed with a typological approach for the massive energy refurbishment; Mobility and commercial centers location are analyzed from the energy saving point of view.

The planning phase follows the analytical one setting the energy targets for the Communities from the quantitative and temporal points of view. The results shows that in this Community the self-reliance in energy is possible thanks to the mix of different parallel strategies and actions. In particular mixing the 3 strategies and local energy resources the community can reach a very high level of autonomy in energy.

The experience shows that Alpine communities are very rich in resources and could reach the autonomy from the energy point of view if an integrated strategy is used. Finally, the results are discussed from the economic payback time and from the cooperative management and local value chain creation points of views. The approach is replicable and of potential interest for many other analogous communities.

**Keywords** Sustainable Energy Planning

**Keywords** Local Communities

**Keywords** Self-reliance in energy

**Keywords** Mountain urban systems

**Presentation pref.** Project, Strategy, Plan

**Additional file**

**Extra information**

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# Abstract Registration No: 285

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**Abstract no.** 285

**Abstract code**

**Title of abstract** **Universities, the true "Smart" cities.**

**Author** PERRY, C  
AECOM; Hongkong; Tel: 91672777, guy.perry@aecom.com

**Co-Author(s)**

**Topic** Delft: How to create a sustainable knowledge region?

**Abstract text** With all the discussion of creating "smart" cities around the world, one of the most obvious sources of inspiration, the University Campus, is rarely evoked. This paper will explore the relevance of campus plans and their evolution and their contemporary relevance to "smart" city planning. Several American as well as global case studies will demonstrate how exceptional these environments are within their settings and how their integrated approaches embody the aspirations of the too often hyped "smart" city.

If "smart cities" are about technology: University campuses are often at the vanguard of not only creating technologies, but adopting them for everyday use. MIT had a campus wide WIFI network 10 years ago, while cities today have a patchworks of zones at best. That network changed the way students and faculty used the campus, from common areas, to the library, even the outdoor spaces.

If "smart cities" are about protecting the environment: Universities often hold themselves to higher environmental standards than the cities or towns in which they are located. Part of their core mission is not only to create a better future for humanity but to protect humanities future. They are places of aspiration, to a level few cities can claim to equal.

If "smart cities" are about harmony and integrating society: Universities often make a concerted effort to integrate race and economic strata in society. They are capable of creating a multifaceted collectivity that instills a sense of belonging and devotion amongst a very diverse student body. Most cities remain economically and culturally divided.

If "smart cities" are about creating economic value: Universities have a remarkable capability to create value for their immediate surroundings, but sometimes also their regions. Neighborhood values are stabilized in declining cities by the presence of a leading University; they are often significantly increased in more stable settings. The highest concentration of post education PHD's in the United States remain near concentrations of leading universities, even though they may be second tier cities, as in the Research Triangle of North Carolina.

If "smart cities" are about human metrics and well-being: Universities were largely laid out based upon human metrics. Students were expected to walk from dormitory to class, to places to study, socialize and celebrate. Building scales are purposefully humanized, with each structure having a sense of gravitas. Even parking garages have a standard of quality that is beyond that which makes up the living fabric of contemporary cities. Many believe the University experience, at least in the US, is as good as it gets in American's lives.

**Keywords** Smart Cities

**Keywords** Education

**Keywords** Higher standards

**Keywords** Well Being

**Presentation pref.** Project, Strategy, Plan

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