

# INTERPLAN

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**International Division**

*Making Great Communities Happen*

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## International Waterfront Development



London, United Kingdom

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# Introduction Letter

by Keith Hall



Where else can you get 6 hours of CM for only \$25? By the end of this year, the International Division will have offered 6 hours of CM-certified webinars for its members free of charge. The annual dues of \$25 is a great

value for AICP members! In September, the International Division's webinar will compare and contrast New Zealand's Resource Management Act (RMA) with Washington State's Growth Management Act (GMA). The webinar should prove to be interesting, and certification for credit in the legal category of CM is pending. The International Division's webinar series - winner of a Divisions Council award - has grown steadily in popularity and in sophistication.

Another strategy of the division has been to increase the number of communications tools available to members. In addition to **Interplan**, we now publish a more frequent and informal **eNews** newsletter highlighting activities of the division. We have encouraged division members to publish articles and inform members of events through **eNews**. To facilitate more two-way communications among members, the International Division now has both a

Facebook and Google Groups page. Moreover, the International Division's pages on the APA website also have a fresh new look and a more extensive structure for content. The Google Groups page offers the opportunity for subject-based two-way dialogues on issues among members.

With all of these new communications tools, the International Division has developed a set of editorial guidelines for members interested in submitting an article to **Interplan** or **eNews**. The editorial guidelines are posted both to the Google Groups page and on the International Division's pages in the APA website, and they are even being used as a model for other divisions to follow. The guidelines are brief but offer helpful points in writing articles for the Division's publications. We hope you take the time to write an article, as it a great way to gain exposure within the division and contribute toward your own career development - and it helps us bring relevant and timely information to our members.

In the latest edition of **eNews**, the International Division requested volunteers to consider division members for Fellows nominations and to help coordinate the next leadership election of the International Division. The success of the International Division depends on the support of its volunteer leadership team and engagement of members in the activities of the division from publications to operations. We hope you enjoy reading this issue of **Interplan**, and we thank you for your support of the International Division.

*Keith Hall*  
Vice Chair, Communications





Taipei 101

## Taipei EcoCity 2050 Vision

*by Robert N. Wise, Director of Team Oregon, LLC and Senior Project Manager; Cogan Owens Cogan, LLC, Portland Oregon USA and Yuh-Chyurn Ding, Ph.D., Commissioner, Taipei Department of Urban Development, Taipei, Taiwan.*



*Taipei, Taiwan exerts strong leadership to envision a restorative, organic city in the 21<sup>st</sup> century*

### Taipei's vision concept for 2050

**T**aipei is a living, restorative urban organism that sustains itself from the solar, wind, water and geothermal income and natural endowments. The city is like a tree with its vitality based on the resources derived from the place where it has deep roots. It

*provides 21st century innovative living and organic solutions emphasizing the disciplines of systems science, biological and ecological sciences, biomimicry, green chemistry, microbiology, materials science and other related fields.*

*(Continued on page 4)*



## Department of Urban Development

### Prospects for the 21st Century

With the concerns of protecting conservation areas, of preserving water resources and the carrying capacity of the natural environment, of preventing environmental pollution, the urban disasters, and resolving current transportation issues, the Taipei City Government has set up a growth ceiling through the reference of a population of 3.5 million in the target year of 2010. The basic elements of the long-term development plan include "internationally competitive infrastructure", "attractive urban life", "efficient governance", "profitable business environment", and "transnational linkage". Furthermore, the city government will take actions to establish a consortium of the Great Taipei Metropolitan Area with other townships in the northern region of Taiwan. The consortium is to strengthen the unique position of the city as the cultural, financial trading, industrial, information, academic research, and political center of Taiwan. Moreover, the city intends to act as a transnational linkage to other major cities in the Asia-Pacific region, and thus is able to be developed as the R&D center of informational technology and the choice center for the location of headquarters of multi-national corporations here in Asia.

<http://english.taipei.gov.tw/udd/index.jsp?catid=632&recordid=588>

(Continued from page 3)

Taipei, Taiwan is re-visioning the city in the 21<sup>st</sup> century. Initial work to define this vision is focusing on defining a vision that best suits the city. The city also continues to evolve as a global leader in sustainability in order to benefit the city's environment, economy, and community life.

Vision work is being undertaken for the Taipei Department of Urban Development by Team Oregon, LLC (a company with planning, urban design, architecture and civic and engineering partner firms) with its Taiwan partners, Origin International and the College of Environmental Design of the Chinese Culture University. Team Oregon is leading this work as a result of its long history working in

Taiwan with Taipei City and Taiwan's Council for Economic Planning and Development (CEPD).

Team Oregon developed a Sustainable Development Action Plan for the CEPD and guided the process that resulted in Taiwan's leading green building—the Taipei City Beitou Branch Library.

Taipei is Taiwan's capital city – its cultural and business center with 2.6 million people. Taipei is among the densest cities in the world with approximately 25,000 people per square mile. For example, Portland has only 4,000 people per square mile. Being this dense results in a city with limited access to greenspaces and extensive impervious surfaces. Taipei also is a mountain and rivers city—with three major rivers surrounded on three sides by stunning mountains. Taipei has one of the most beautiful settings of any urban environment in the world yet has vast areas of hardscape resulting in dangerous flooding and a heat island effect.

## Taipei—a Mountains and Rivers City

Taipei's EcoCity Vision 2050 has multiple dimensions. Our driving philosophy requires that we must be bold and take a strong leadership position to address local and global challenges simultaneously. To ensure the vision is firmly based in state of the art science, we are employing The Natural Step system conditions as core concepts, guiding principles, and as a decision-making filter to guide affecting urban development actions and investments. We also are using backcasting, a tool of The Natural Step process, to define action plans for 2010, 2020 and 2050.

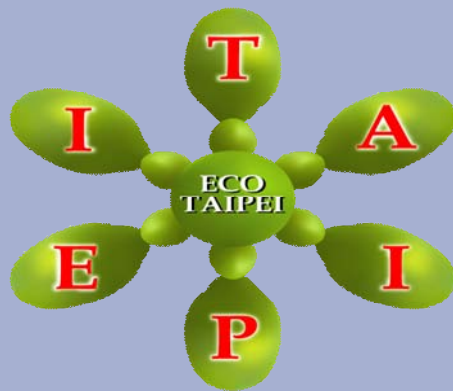
*Taipei's vision concepts include: Eco-Efficiency, Eco-Effectiveness and Restorative Organic City*

Taipei's proposed vision for the 21<sup>st</sup> century includes three interrelated vision concepts illustrated below. Vision concepts include: Eco-Efficiency

(using less resources and limiting the impacts on nature), Eco-Effectiveness (using resources that do no harm to nature and may improve natural systems) and Restorative Organic City (urban development that actually repairs and restores natural systems). All three visions are contained, to some degree, in each vision. As far as we know, Taipei is the only world city that will have a restorative organic vision of the future.

One aspect of this vision is to view resources as completely recyclable and reusable in a circular resource economy. Taipei has very high recycling rates, but much more can be done to reduce waste and implement a complete resource reuse strategy.

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## TAIPEI

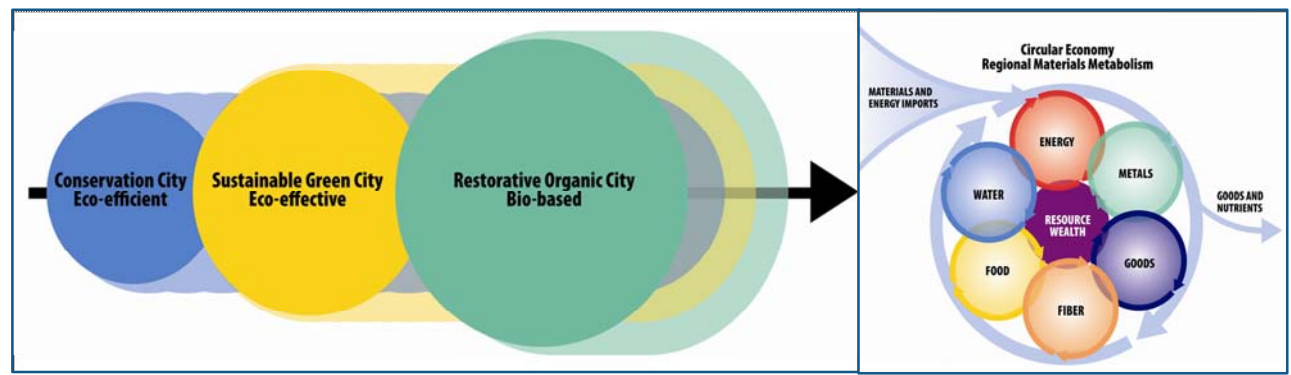
**T**ree: See the green

**A**qua: Touch the water

**I**nfrastructure: Green the city  
**P**eople: Fifteen minute lifestyle

**E**nergy: Save energy and reduce greenhouse gasses (GHG)

**I**ntelligent: Intelligent EcoCity



## Taipei EcoCity Vision Concepts

(Continued from page 4)

### Taipei EcoCity Vision Concepts

Based on this vision framework, key issues facing the city are defined through our work including: nature, water, energy, infrastructure, people and international and global connectivity. These key issues and our easily understood vision concept for each spell the name: TAIPEI [see sidebar]

Based on this vision framework, current conditions in Taipei were assessed using existing data sources. In addition, case studies of Hong Kong, London, New York, Singapore, Stockholm and Tokyo were prepared to identify cutting-edge innovations of leading global cities. Vision and action plan concepts also were identified in Portland, Vancouver and Curitiba. Based on these analyses, action plans are presented addressing Tree, Aqua, Infrastructure, People, Energy and Intelligent vision elements for 2010, 2015 and 2050. Each action plan element includes performance measures for each timeframe.

### Taipei EcoCity Vision Planning Framework

For example, there are specific actions to address greening the city's infrastructure such as implementing planned eco-districts in each timeframe. Eco-districts, as the concept is being developed in Portland, is the integrated planning and development area that includes many of the elements of green building applied as scale – such as energy conservation, renewable energy, water

*The “15 minute lifestyle” is an area of the city where basic human needs can be met within a 15 minute walk*

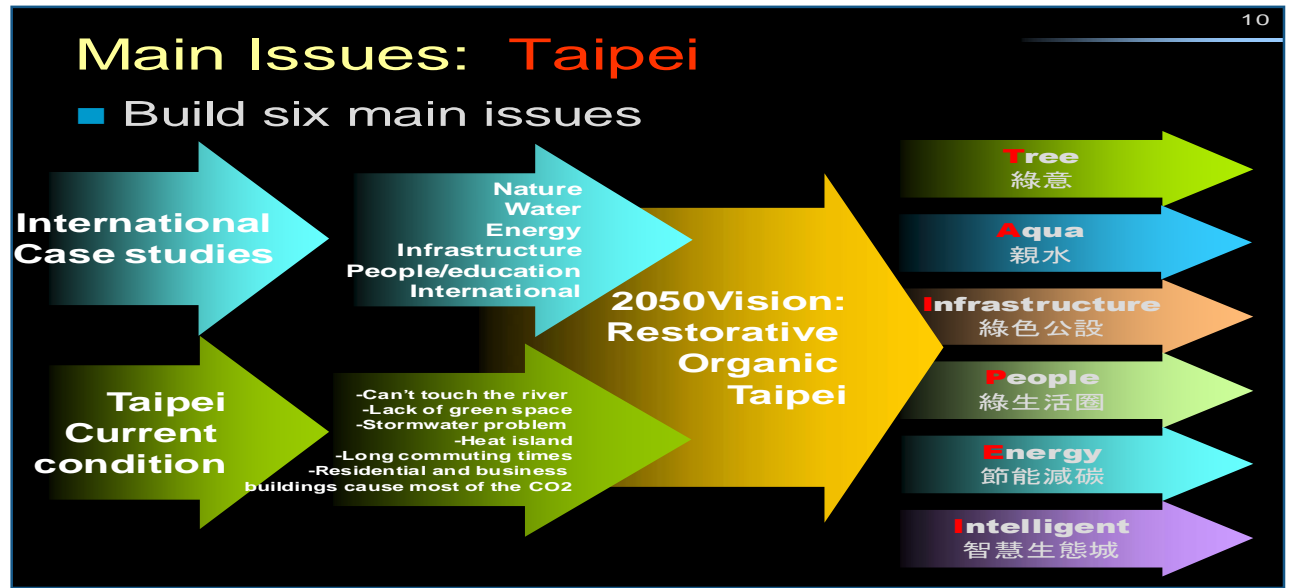
reuse, green streets and ecoroofs as storm water management, integrated open space, low carbon transportation services and a 15 minute lifestyle. The concept of the “15 minute lifestyle” is an area of the city where basic human needs can be met within a 15 minute walk. In Singapore, this takes the form of 10 minute walk to mass transit and Portland is developing the planning concept of the 20 minute neighborhood to focus planning and development decisions. In Taipei, opportunities for eco-district planning and development of existing urban mega-

(Continued on page 6)





Evening Rush Hour in Taipei



### Taipei EcoCity Vision Planning Framework

(Continued from page 5)

blocks, smaller blocks, existing neighborhoods and new development areas abound.

to achieve the Urban Environmental Accords by 2015.



The Taipei EcoCity Vision 2050 also specifically focuses on how the vision and action plans support a comprehensive approach to GHG reduction and how the plan addresses the 21 elements of the United Nations Green Cities Declaration/Urban Environmental Accords.

*The vision supports a comprehensive approach to Greenhouse Gas reduction and the UN Green Cities Declaration*

For more information about Taipei EcoCity, please contact Bob Wise at [bob.wise@coganowens.com](mailto:bob.wise@coganowens.com).

Next steps include presenting the vision for further discussion to citizens, public officials, educational institutions and private businesses; identification of specific projects and programs to implement the vision; and preparation to report on Taipei's efforts



**Rotterdam, The Netherlands**

# Access to Public Spaces along the Waterfront

*By Stefan Netsch*

In the last twenty years the function of European harbors and waterfronts has changed dramatically. Shipyards, cargo distribution, refineries and other

But in the late 90s several cities such as Bilbao and London began to develop their waterfronts to create areas which are interesting for different groups by



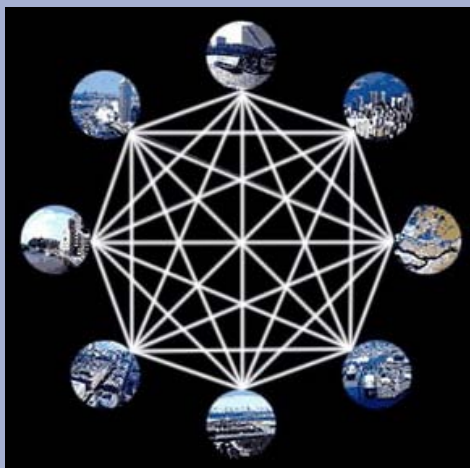
**Copenhagen, Denmark**

industrial places were functional waterfront areas in the city. Due to regulations (tax free zones), the unpleasantness caused by traffic and pollution, and the non-attractiveness of these places, the harbor areas were not interesting for people to visit. These zones very often formed a barrier between the city center and the waterside.

connecting them with the existing center. Many factors cause this development. On one hand living along the waterfront has a high quality and gives the citizens a feeling of permanent movement by watching the ships which connect the different ports over the whole world. On the other hand the areas are under economic pressure because the movement “back to city”, which means that the people prefer to

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## Waterfront international Network (WiN)

WiN - Waterfront international Network is an activity from the International Centre Cities on Water in Venice, and its purpose is to construct and develop an international scale network of contacts involved in waterfronts on different levels, with the aim of exchanging information and providing services to all those interested in the operations of redevelopment and regeneration of urban waterfront areas.

[www.waterfront-net.org](http://www.waterfront-net.org)

## 10 Principles for Sustainable Urban Waterfront Development

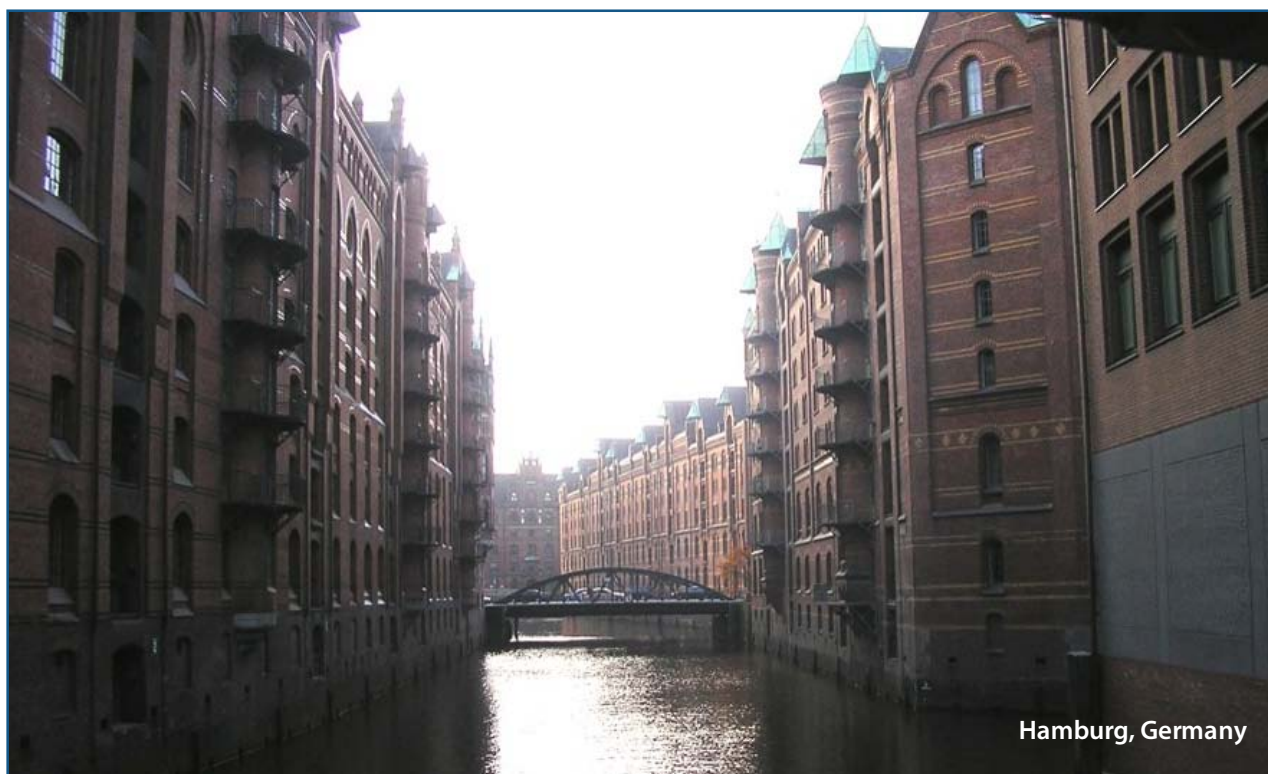
The 10 principles were approved during the world conference under the aegis of the United Nations Urban 21 and were drawn up at international seminars promoted by Wasserstadt GmbH, Berlin with the cooperation of the International Centre Cities on Water, Venice.

*(Continued on page 9)*

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live in the city center, is demanding new places to develop for housing. So the existing industrial functions are organized more efficient on smaller plots or moved outside the central harbor zones. A factor which is very interesting for housing is the architecture of the old warehouses, which are built in

with the connection to the city. These parts were in former times separated from the rest of the city and one duty is now to link and relate them with the urban pattern. One important question is how the urban spaces can reach the water front and be accessible without boundaries.



Hamburg, Germany

a brick-stone architectural style. These buildings are significant for the heritage and image of these zones.

Following the vision of Bilbao to create eye-catching waterfront buildings which are very much linked with the expression of the city, most harbor cities have already created or have planned these icons. Nevertheless all the positive developments to reconstruct the harbor-sides have some problems

Another problem is the friction zone between the new created housing at the waterfront and the access to the water itself. The question is if it is possible how to make an industrial / commercial used quay more accessible for the inhabitants.

These questions about the urban space along the waterfront as a link between the water and the city,

*(Continued on page 9)*



**Principle 1 - Secure the quality of water and the environment**

The quality of water in the system of streams, rivers, canals, lakes, bays and the sea is a prerequisite for all waterfront developments. The municipalities are responsible for the sustainable recovery of derelict banks and contaminated water.

**Principle 2 - Waterfronts are part of the existing urban fabric**

New waterfronts should be conceived as an integral part of the existing city and contribute to its vitality. Water is a part of the urban landscape and should be utilized for specific functions such as waterborne transport, entertainment and culture.

**Principle 3 - The historic identity gives character**

Collective heritage of water and city, of events, landmarks and nature should be utilized to give the waterfront redevelopment character and meaning. The preservation of the industrial past is an integral element of sustainable redevelopment.

**Principle 4 - Mixed use is a priority**

Waterfronts should celebrate the water by offering a diversity of cultural, commercial and housing uses. Those that require access to water should have priority. Housing neighborhoods should be mixed both functionally and socially.

**Principle 5 - Public access is a prerequisite**

Waterfronts should be both physically and visually accessible for locals and tourists of all ages and income. Public spaces should be constructed in high quality to allow intensive use, where it does not disturb work in progress.

**Principle 6 - Planning in public private partnerships speeds the process**

New waterfront developments should be planned in public private partnerships. Public authorities must guarantee the quality of the design, supply infrastructure, generate both a social equilibrium. Private developers should be involved from the start to insure knowledge of the markets and to speed the development. The coordinators of complex waterfront developments must guarantee their long

*(Continued on page 10)*

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were the starting point for twenty water management students of the Rotterdam University of Applied Sciences. During their course "Urban Development along the Water" they examined different public spaces along new harbor fronts, and their relation to the new creation of refurbished buildings.



With the port of Rotterdam, and its different housing developments on both shores in the past, they have a laboratory for field studies in their backyard. To compare their own city with the development in other countries was a major part of the course. In a one week excursion to Copenhagen (Denmark), Malmö (Sweden) and Hamburg (Germany) they visited recent waterfront developments. During this

week they analyzed the waterfronts in these cities and tried to determine the positive and negative parts.

The position of all three projects within the urban grid is very similar. They have in common their location close to the center and have the function to connect them with the water. By developing these

zones close to the places where the work and retail facilities are, the amount of housing will increase and make the center more livable. The new housing facilities are usually more expensive than general flats for the following two reasons. On the one hand, it is more expensive to develop the former industrial used spaces, which are very often polluted, and must be recovered for a safe housing situation. On the other

*(Continued on page 10)*

term economic, social and ecological success.

**Principle 7 - Public participation is an element of sustainability**

Cities should benefit from sustainable waterfront development not only in ecological and economical terms but also socially. The community should be informed and involved in discussions continuously from the start.

**Principle 8 - Waterfronts are long term projects**

Waterfronts need to be redeveloped step by step so the entire city can benefit from their potentials. They are a challenge for more than one generation and need a variety of characters both in architecture, public space and art. Public administration must give impulses on a political level to ensure that the objectives are realized independently of economic cycles or short-term interests.

**Principle 9 - Re-vitalization is an ongoing process**

All master-planning must be based on the detailed analysis of the principle functions and meanings the waterfront concerned. Plans should be flexible, adapt to change and incorporate all relevant disciplines. To encourage a system of sustainable growth, the management and operation of waterfronts during the day and at night must have equal priority to building them.

**Principle 10 - Waterfronts profit from international networking**

The re-development of waterfronts is a highly complex task that involves professionals of many disciplines. The exchange of knowledge in an international network between contacts involved in waterfronts on different levels offers both individual support and information about the most important projects completed or underway. In September 2000 the International Centre Cities on Water, Venice, therefore started WiN Waterfront international Network ([www.waterfront-net.org](http://www.waterfront-net.org)) to enable worldwide dialogue.



*(Continued from page 9)*

hand, living along the waterfront is very attractive and has an image which is very much desired by people with high salaries as a form of representation, or it is a chance for old age pensioners, who want to live close to the cultural, social or medical services in the city center. In contrast to this development is the

The image of the new developed waterfronts is very important for all three places. Beside a wide range of housing possibilities there are other functions which indicate the importance of the locations. Following the effect of Bilbao, where the Guggenheim museum of **Frank O. Gehry** is such a strong symbol, every



new housing in Malmö, which is called BO 01.

In 2001 a whole new district named Vastra Hammen (Western Harbor) was built with the purpose to create an international housing district with different types of houses from several countries. Within this concept a very wide range of housing concepts could be developed for different social groups.

city has developed an icon which is—or will be famous—for its architecture. So is the “Turning Torso” designed by **Santiago Calatrava** in Malmö an icon for the whole Öresund region and is also to be seen by Copenhagen. In the Hafen City of Hamburg the Swiss architects Herzog & de Meuron are currently developing the new opera building, where

*(Continued on page 11)*





## Hogeschool Rotterdam

Hogeschool Rotterdam (University of Applied Science) Rotterdam University (a university of Applied Sciences) is a leading knowledge institute for higher professional education, with 25,000 students preparing for their future career. Rotterdam University uses the knowledge and hands-on experience from professional practice. At Rotterdam University over 75 study programs, covering six different categories, are offered. All study programs are available as full-time programs; a large number are also available as part-time or work-study programs. The latter programs are combined with a (paid) job. In addition to higher education study programs, master programs are available at Rotterdam University (RU), enabling students to specialize in a specific area.

[www.hro.nl/eCache/DEF/1/23/771.html](http://www.hro.nl/eCache/DEF/1/23/771.html)

*(Continued from page 10)*

an old store building is topped by a new opera. In Copenhagen along the waterfront there are also several different buildings developed which are important for the image of the city, but not one has the importance of the previously named two projects. One reason is that Copenhagen very early in the 1970's started to change the use of their harbor and has since then continuously created new functions and buildings. Along the waterline many new public buildings were created, for example the new library and opera house.

What really makes the waterfront of Copenhagen very special is the different types of access to the water and the possibilities for various activities. Especially Islands Brygge is a good example how to transform a former used shipyard into an attractive urban area where different facilities are located. In this zone of the harbor of Copenhagen, new functions—playgrounds, sporting courts or a swimming pool for example—have been realized and a very livable zone has been developed which is intensively used.

Usually the spaces along the waterfronts are limited and intensively used by different functions which are often related to the commercial sector. Besides the non-commercial functions of designed playgrounds or other outdoor activities for citizens, there are usually a lot of different restaurants and cafes located there. These are also important to create the image and realization of the new waterfronts. With the standard of the functions the whole image of a waterfront can be directed, if there are more high priced facilities in accordance to the price of housing, it will not be possible for different groups to mix in these zones. It could be the first step into a segregation and privatization of the public spaces. For example the Canary Wharf in London is one

European project where the public spaces are no longer in control by the city, but by a company. This company makes the space well accessible, but has its own rules and regulations how to use the space.

The Hafen City of Hamburg has created their public spaces along the waterfront with another purpose. In this case the influence of flood hazard is of great importance. So it was necessary to design the public spaces in a way that the buildings are also reachable during floods. This was possible by introducing two different levels for the public space: During a flood the base floor of the buildings which is used for parking and the public spaces along the waterline are not accessible, because they are flooded. To preserve the access to the flats and houses a second public space in the form of bridges and gangways has been built. This level is linked with the inner city and makes the Hafen City a "high-water-safe" project.

The rise of the sea level has little influence in the other two cities: Malmö and Copenhagen which do not have the same problems with different levels as Hamburg does. But in the future they expect effects of climate change and the world-wide rise of the sea level that this will be of influence towards their waterfront. At this moment the consideration for high water is not included in the projects.

By visiting these three waterfront projects the students found in their analyses that the access towards the waterline is designed in very different ways. One aspect is common the all three concepts: the quality standard of the public spaces is very high. The details are worked out very clearly; the used materials are of a high level; and the public design in form of street furniture is always good. Also in most examples there are several chances for different activities in the public spaces. To communicate, to sit,

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## Study Water Management

The specialization Water Management within the planning study is a new course which was introduced in 2008. The Netherlands as a water rich country and Rotterdam as the harbor city are pioneers who are known in the whole world. The Hogeschool Rotterdam is teaching in a very practical orientated manner the relation of living, housing and working in a delta region. Possible tasks of water managers will be the development of floating houses, water squares or artificial islands. The range in which ways they can work with water is wide.

Due to climate change and the rising of the sea level it is not only a Dutch problem. Due to this fact the students are international orientated and are doing projects in different countries.

[www.hro.nl/eCache/DEF/1/23/771.html](http://www.hro.nl/eCache/DEF/1/23/771.html)



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to play or to spend leisure time is usually possible in many different ways. But the typical differences are found in two aspects.

Due to the weather conditions in these countries it is absolutely necessary to protect the people from rain or wind. Only in some situations are there places where people can spend their time outside. Another problem is very often the scale of buildings or public spaces does not match with the human scale. Due to the high density the relation between the three aspects house, space and human is not equal. The more expensive the projects are, the less open space is available.

Certainly the buildings and icons show the character and create an image for these cities, but the open space and especially the activities in this zone are from importance for the use of these areas in the cities. A typical planning problem is that the plots and buildings are developed and the space around this—the public space—is not integrated in the planning process of the plots or there are no connections between these parts.

For the students water management it was a great experience to visit in such a short period of time three different waterfront projects in three countries. They used the chance to reflect on their own waterfront development in Rotterdam and are now more able to analyze these projects and evaluate the quality of the public spaces.



*For more information please contact Stefan Netsch, Hogeschool Rotterdam, Docent Urban Planning and Design, at [s.d.netsch@hro.nl](mailto:s.d.netsch@hro.nl).*

## Auckland Wharf Design Competition Opens



**Queen's Wharf, Auckland, New Zealand**

A design competition opened August 24 for the redevelopment of Queens Wharf in Auckland, New Zealand. Queens Wharf will be the location of the primary cruise ship terminal as well as a focus for Rugby World Cup celebrations in 2011. Individuals and consultants are invited to submit design proposals for the development of Queens Wharf. Proposal specifications are located on the project website at [www.queenswharf.org.nz/](http://www.queenswharf.org.nz/).







## United Nations Industrial Development Organization

The United Nations Industrial Development Organization (UNIDO) is a specialized agency of the United Nations. Its mandate is to promote and accelerate sustainable industrial development in developing countries and economies in transition, and work towards improving living conditions in the world's poorest countries by drawing on its combined global resources and expertise.

In recent years, UNIDO has assumed an enhanced role in the global development agenda by focusing its activities on poverty reduction, inclusive globalization and environmental sustainability. Our services are based on two core functions: as a global forum, we generate and disseminate industry-related knowledge; as a technical cooperation agency, we provide technical support and implement projects.

[www.unido.org](http://www.unido.org)

# Belize Caribbean Riviera

## Regenerative Design for a Mega Resort

By H.E. Ambassador Alexander Piletsky, Manfred Schrenk and Ric Stephens

**T**he Belize Caribbean Riviera project redefines destination tourism in the Caribbean through a unique combination of sustainable and economic development strategies.



### Location

The Belize Caribbean Riviera is located at the hub of Central America and the Caribbean Sea. Belize, formerly British Honduras, is situated south of the Yucatan Peninsula adjacent to

Mexico and Guatemala. The Riviera is 520 kilometers from the famous Mexican Resort - City, Cancun (520 km by land and 450 km by water) and only 150 km from the Mexican border, Mexican town of Chetumal and the nearest Mexican Airport. The area is located 18 kilometers from the Western Highway, linking Belize City and Guatemala, and another 8 kilometers from the Belize International Airport.

The Riviera is on the Caribbean Coast adjacent to one of the world's greatest barrier reefs. On the east are two lagoons offering both recreation (Northern Lagoon) and ecological preservation (Southern Lagoon). The site encompasses approximately 2300 hectares (5700 acres) with more than 9 kilometers (5.5 miles) of beach frontage and 7 kilometers (4 miles) of lagoon frontage.

### Eco-Community & Open Space

The Southern Lagoon community will include a series of eco-tourism developments and hi-tech institutional facilities. The lagoon side is the least urbanized development that focuses on signature element natural flora/fauna attractions and activities. The eco-tourism centers have seasonal programs corresponding to specific natural events. The eco-villages have resort tents/pavilions, over-water bungalows and tree houses for a limited number of guests accompanied with small staffs serving as guides and cooks. This area also has a signature

*UNIDO mobilizes knowledge, skills, information and technology to promote productive employment, a competitive economy and a sound environment*

element educational and research component with links to international universities and institutions. A limited number of luxury, estates will be developed for accommodation of the State's Guests, high-level government officials arriving in Belize for an official visit or for vacations, and other celebrities. About half of the territory—1,200 hectares [2,900 acres]—is expected to be developed. There is also space reserved near all important construction lots mentioned in the Master Plan for possible Extra Development on Demand. This leaves a high ratio of green/constructed area that could be developed in the future.

(Continued on page 14)



Planning Area	Hec
Caribbean Marina	70
Commerce & Industrial Centre	40
Eco Community	30
Golf & Waterway Communities	300
Northern Lagoon Village	70
Open Space, Future Development Area & Ecological Reserves	1400
Regenerative Centre	10
Riviera Community	300
Town Centre	80
<b>Total (excl. Hwy ext. area)</b>	<b>2300</b>

(Continued from page 13)

## Institutional Support

The project is supported by the Government of Belize, United Nations Industrial Development Organization (UNIDO), World Tourism Organization (WTO), OPEC Development Fund (OFID) and the International Society of City and Regional Planners (ISOCARP).

## Development Program

Construction of the infrastructure of the first phase is slated to begin in this year. It is expected that development will be in 3 phases with buildout in 10 years.



*An Investment Promotion Unit of the United Nations Industrial Development Organization (UNIDO) is scheduled to open in Belize for this project. For additional information please contact H.E. Alexander Piletsky, Ambassador for Belize at [Bel.Emb@gmail.com](mailto:Bel.Emb@gmail.com)*

# Belize Caribbean Riviera

Riviera of the Future on the Southern Lagoon



The Southern Lagoon Free Zone Management Company, Ltd  
In cooperation with the Government of Belize  
Project supported by:



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International Society of City and Regional Planners  
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## Planning for Developing Countries

The Nohad A. Toulan School for Urban Studies and Planning Spring 2009 program included the course “Planning for Developing Countries”. This article includes research from individual students as part of this class. The topics and text do not reflect Portland State University policy or direction.

For more information on the School for Urban Studies and Planning, please contact Director **Ethan Seltzer** at [seltzer@pdx.edu](mailto:seltzer@pdx.edu). For more information on the “Planning for Developing Countries” course, please email Ric Stephens at [ric@stephensplanning.com](mailto:ric@stephensplanning.com)

[www.pdx.edu/usp](http://www.pdx.edu/usp)

# International Planning Research

## Excerpts from “Planning for Developing Countries”

**T**he following international planning research excerpts represent a cross-section of current issues facing developing countries. For a complete research paper—including references and bibliographies—please contact the individual authors.

### An Evaluation of Privatizing Public Infrastructure Projects

Elizabeth Warren

[lizzywarren@gmail.com](mailto:lizzywarren@gmail.com)

#### Public Private Partnership (PPP)

...A public-private partnership (PPP) is typically defined as a collaborative effort where the public sector enters into long-term contractual agreements with private sector entities to design, build, finance, and operate new infrastructure. Various privatization approaches, such as corporatization, public flotations, sell-offs of state owned enterprises, and build-operate-transfers, have been explored by developing countries across the globe. These privatization efforts aim to produce higher allocative and productive efficiency, strengthen the role of the private sector in the economy, improve the public sector’s financial position, and free resources for use in other public sectors. In such an agreement, all partners have the expectation to gain, and are more likely to sustain the partnership when benefits are mutual. However, this creates an inherent conflict between the profit-driven motives of

the private sector, and the welfare-driven priorities of the public sector. This rift is furthered by a historically muddled definition of who the stakeholders are in a PPP, and the role they are expected to play...

### Preserving Graeme Hall Mangrove Wetland and Watershed

Lani Edghill

[lani.edghill@hotmail.com](mailto:lani.edghill@hotmail.com)



**Graeme Hall Nature Sanctuary**

#### Mangrove Ecosystem Services

...There are many reasons for mangrove wetland preservation. These are just some of the more important reasons for conservation:

- Tropical wetlands sequester 80% more carbon than temperate wetlands. The sequestration of carbon is important because too much carbon dioxide in the atmosphere can lead to global climate change.
- The preservation of wetlands as well as other carbon sinks (coral reefs and forests) can work to reduce carbon emission into the atmosphere and reduce the effects of global climate change.
- 75% of all tropical commercial fish species spend part of their lives in mangroves where they are provided with nursing habitat, shelter and food.
- The stability of mangroves helps to shield coastlines from powerful storm surges (wind and waves) during tropical storms and hurricanes.
- They help with soil stabilization and provide ero-



## Association of Collegiate Schools of Planning

The **Association of Collegiate Schools of Planning (ACSP)** is a consortium of university-based programs offering credentials in urban and regional planning. Acting together, the ACSP member school faculty are able to express their shared commitments to understanding the dynamics of urban and regional development, enhancing planning practices, and improving the education of both novice and experienced planners.

The ACSP promotes education, research, service, and outreach in the United States and throughout the world. It is committed to recognizing the diverse needs and interests in planning. It seeks to strengthen the role of planning education in colleges and universities through publications, conferences, and community engagement as well as through participation in the accreditation process. The ACSP believes that planning education should extend beyond the classroom and into the world of practice working closely with practicing professionals and communities.

[www.acsp.org](http://www.acsp.org)

(Continued from page 15)

- sion protection.
  - They help to mitigate flooding by allowing water to settle in the mangrove area instead of surrounding areas.
  - Mangrove ecosystems are one of the most productive ecosystems in the world. They are home to millions of species of plant and animal life and add to the biodiversity of an area.
  - Mangrove systems and wetlands in general are important for the health of migratory and resident bird populations.
- The Bird Life International Program of siting Important Bird Areas (IBAs) has included Graeme Hall and Chancery Lane Wetland as IBA's on the island. This means that the health and preservation of these areas are integral to the preservation of resident and migratory avian populations...



Urbanization in China

## Planning for Post Civil War El Salvador

*Luke Bonham*

[luke.bonham@yahoo.com](mailto:luke.bonham@yahoo.com)

### Costa Rican Example

...The story of Costa Rica can be a lesson for violence-plagued countries. In 1948, after a short civil war, **Jose Figueres Ferrer** took over as the president and took the bold step of dissolving the military to fund social services. Since that time, Costa Rica has avoided the bloody civil wars of the 1980s that many Central American countries were involved in. In El

Salvador, “opportunities for education and employment within the country remain severely limited”; meanwhile, Costa Rica has been growing as an economic and social leader in Central America...

### Non-governmental Organizations

...NGOs have always seem potential in post-civil war countries. When central governments are weak, outside groups play an important part in peace-building and re-building, and have great potential to define the future trajectory of development. Can NGOs harm a countries re-building capacity when they take on the responsibilities of local and national governments? Harmful dependencies are created when aid replaces government re-building...

## Sustainable Land Use and Urban Transportation in China

*Mark Gilbert*

[mdgilbert@gmail.com](mailto:mdgilbert@gmail.com)

### Regional Governance and Capacity Building

...Though not nearly as serious of a problem in China as in the United

States, administrative fragmentation threatens the integrity and viability of programs and policies aimed at managing land use and transportation networks. An obvious solution is to manage land use and transportation issues at a higher administrative level, such as the region. Unfortunately, city-region planning does not work very well in China. Poor interaction and information-sharing between regional and local governments has resulted in unsuccessful implementation of plans and policies. There is currently no “good planning mechanism” to coordinate between

(Continued on page 17)





## Association of European Schools of Planning

With over 150 members, AESOP is the only representation body which brings together the Planning Schools of Europe. Given this unique position, AESOP will strengthen its profile as a professional body. AESOP will mobilize its resources taking a leading role and entering its expertise into ongoing debates and initiatives regarding planning education and planning qualification of future professionals. AESOP will promote its agenda with politicians and all other key stakeholders in place development and management across Europe.

These aims are achieved through a number of activities. Our Annual Congress, on European, national, regional and local spatial planning issues, is the best known of our activities, but there is much more :

- Yearly meeting of the Heads of Schools discussing planning curricula,
- Cooperation with planning professional bodies and other key stakeholders,
- Research thematic groups,
- Prizes,
- Publications,
- Yearly PhD workshop preceding the annual conference,
- AESOP Young Academics Network

[www.aesop-planning.com](http://www.aesop-planning.com)

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administrative levels. Local governments typically cooperate on issues they find of mutual benefit, but like elsewhere in the world, they will compete for available resources. Cities are market participants rather than moderators, and they will naturally avoid at all cost the loss of control or revenue opportunities. Another necessity is a structured process for negotiation and consensus-building to improve local compliance with national objectives. Regional-scale planning is wrought of conflict, but it is critical to ensuring sustainable land use and transportation developments. If provinces or regions work to coordinate and build consensus at the local level, one might expect increased governing capacity. Similarly, some form of participation of the regional population, even if only with major stakeholders, would help minimize the abuse of public resources now common in China...

## Innovative Approaches to Housing Policy and Production in Latin America

Mary-Rain O'Meara

[maryraineo@yahoo.com](mailto:maryraineo@yahoo.com)

### What is Slum Upgrading?

...Slum upgrading is a process whereby dwellers of low-income, informal and, temporary settlements become integrated into the infrastructure of the city. At a basic level, this means that slum dwellers receive greatly expanded opportunities for access to employment, education, health care, transportation and

other services. It also means the physical improvements, construction or resettlement of slum dwellers or their housing.

Community Driven Development is a similar participatory model, but it is different in that it has an additional aim of providing previously isolated communities opportunities for civic participation and discourse around policies and procedures affecting their housing. Effective slum upgrading or community development should also include an active partnership between the municipal, state, or federal government,

the residents, and in some cases, the private developers involved in a given project...

## Water Management in the Okavango River Basin

Misty Schymtzik

[realitypanhandler@hotmail.com](mailto:realitypanhandler@hotmail.com)

### International Cooperation

...Botswana, Namibia, and Angola are party to several international and inter-

country agreements that influence water management and the sustainable use of resources for the ORB.

Three international agreements are particularly relevant: Ramsar Convention on Wetlands, Convention to Combat Desertification (CCD), and the Convention on Biological Diversity. The three riparian states are Contracting Parties to these conventions, with the sole exception that Angola has not yet signed the Ramsar Convention. The concepts of "wise use" and "sustainable development" of natural resources pepper these agreements. Other common general obliga-

*(Continued on page 18)*



Okavango Delta, Botswana





## Asian Planning Schools Association

The *Asian Planning Schools Association (APSA)* is a non-profit and non-political association that aims at providing opportunities for scholars and planners to discuss issues related to planning, to exchange opinions and understand problems of planning in Asian countries, and to foster new generations of academics and professional planners in Asia.

The Association was founded in August 1993 at the 2nd International Congress of Asian Planning Schools in Hong Kong. The participants from 15 countries in Asia participated in the Congress felt that there is a need to establish a formal network for exchange and collaboration and particularly to enhance urban and regional planning education and research in Asia. Representatives from 19 planning schools in Asia from Bangladesh, Hong Kong, India, Indonesia, Japan, Korea, Malaysia, Singapore, Sri Lanka, Philippines, Pakistan, People's Republic of China, Taiwan, Thailand, and Vietnam agreed to form the Asian Planning Schools Association to achieve these objectives. Activities of the Association include the organization of biennial congresses and the publication of monographs and newsletter.

[www.apsaweb.org](http://www.apsaweb.org)

(Continued from page 17)

tions of the three treaties include cooperating internationally and establishing innovative partnerships at all levels, identifying and monitoring the health of ecosystems, research and training, building capacity, promoting education and awareness, and actively seeking the participation of all stakeholders in decision-making processes (Lai, 2002). The treaties contain few specific obligations, however...

## How Development Leads to Poverty

Morgan Masterman

[morganmasterman@gmail.com](mailto:morganmasterman@gmail.com)

### Nexus of Relations

...In order to address socially constructed scarcity, Dr. **Lakshman Yapa** proposes a change in discourse in how we understand poverty. Poverty should be treated in a substantive manner rather than as an economic problem. Yapa uses the nexus of production relations to explain his theory. "By situating each basic good within the nexus of production relations, we can 'uncover' how scarcity is socially constructed at each site or node of a network of relations... diffused throughout the larger society." We need to begin to ask substantive questions in order to address poverty. Rather than asking why poor people are poor (and receiving the traditional response that they do not have enough income), we need to ask why "people in particular places do not have adequate access to basic goods." ...



The Green Revolution, India

## Mitigation Planning in the United States

Nuin-Tara Key

[nuintara@gmail.com](mailto:nuintara@gmail.com)

### Theoretical Framework for Mitigation Planning

...Climate change, while a global phenomenon, presents challenges whose solutions are inherently local, and even individual. Some of these solutions will require individuals to modify their behavior, for example by reducing energy consumption, while others will require individuals to adapt to new systems or environments like increasing an individual capacity

and knowledge in dealing with issues of climate change. While life-style changes will need to occur, a parallel but larger and more systemic change will need to happen, one which must be coordinated and inter-disciplinary. Humans have adapted to climate variation throughout history. However, what "is new is the incorporation of climate change and its potential impacts into policy making and planning on a

range of scales." Because of the range of impacts that climate change will have international, national, and local governing bodies, policy leaders will need to guide this paradigm shift. However, "current research would suggest that the political and planning response is lagging behind the understanding of climate change." Despite this lag in political and planning response, a number of examples on how to approach a systems change have surfaced, and while there is no consensus on how to prioritize adaptation

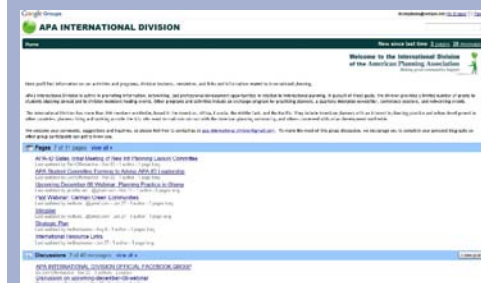
## The Challenges for Creating a Climate for

(Continued on page 19)



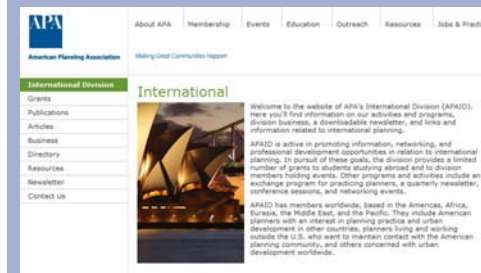
## INTERPLAN

Official Newsletter of the American Planning Association International Division



## APA International Division Google Group

<http://groups.google.com/group/interplan>



## APA International Division

[www.planning.org/divisions/international](http://www.planning.org/divisions/international)

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versus mitigation planning, there does seem to be a general framework that these plans follow...

## Nha Trang, Vietnam—an Example of a Developing City

Thu Nguyen

[nguyenthu\\_2000@yahoo.com](mailto:nguyenthu_2000@yahoo.com)

### Tourism Development Advantages

...Tourism has significantly affected Nha Trang city during the last decade, and Nha Trang is now known

as one of the cultural tourism centers of the country.

The amount of internal and international tourists coming to Nha Trang has increased quickly to the current level of 1.6 million visitors, including 330,000 international visitors in 2008. Tourism has helped stabilize the economy and supported further infrastructure development.

The government has invested in upgrading and building this new infrastructure to develop the city in the modernization-oriented direction in conjunction with preserving the cultural heritage. The results include expanded economic sector participants in various construction projects such as residential and civic areas, health care facilities, educational facilities, services, trade, and tourism-oriented development. Together these have helped Nha Trang become a more dynamic community...

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## Phnom Penh and Gold Tower 42

Becky Miracle

[byza415@gmail.com](mailto:byza415@gmail.com)

...There is much controversy over the *location* of a skyscraper and whether it should sit in the foreground or in the background of a city. Many Architects and city officials think that skyscrapers should always sit in the foreground of a city and never in the background. But others argue that these buildings destroy the naturescape of a city...

Another important aspect in skyscraper placement is what *district* should these buildings be placed. A city is usually comprised of several main districts: the

core—historic district, business and cultural, shopping malls and service industries, three to four story residential dwellings, and suburban development. Usually skyscrapers are built in the business district and the three to four high-rise districts...

*Identity* of a skyscraper can often be confused with distinctiveness. Distinctiveness is the superficial values of a building—the wow factor in a skyscraper.

Whereas identity of a skyscraper is very meaningful to people living in the city.

Many of the older skyscrapers imposed a larger meaning than the ones that are built today. Post-Modern skyscrapers often look identical due to the glass that encompasses the exterior of the building. *Symbol* is another important aspect to consider when constructing a skyscraper. In many countries symbolism is an important element in the planning and development process. Skyscrapers and other developments should be a symbol of what a particular culture believes or stands for...



Nha Trang, Vietnam



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Mail to:  
**International Division**  
**American Planning Association**  
 122 S. Michigan Avenue, Suite 1600  
 Chicago IL 60603 USA  
 Tel +1 (312) 431-9100

# International Planning Events



**5-9 September 2009**  
**Urban Technologies for  
Urban Sustainability**  
 53<sup>rd</sup> IFHP World Congress  
**Berlin, Germany**  
 International Federation for  
 Housing and Planning (IFHP)  
[www.ifhp.org](http://www.ifhp.org)



**30 September-3 October 2009**  
**Building a Better World**  
 Canadian Planning Conference  
**Niagara Falls, Ontario, Canada**  
 Canadian Institute of Planners  
[www.cip-icu.ca](http://www.cip-icu.ca)



**4-9 October 2009**  
**Innovative Urban  
Environments**  
 INTA33 World Urban Congress  
**Kaohsiung and Taipei, Taiwan**  
 International Urban Development  
 Association (INTA)  
[www.inta-aivn.org](http://www.inta-aivn.org)



**18-22 October 2009**  
**Low Carbon Cities**  
 45<sup>th</sup> ISOCARP International Planning  
 Congress  
**Porto, Portugal**  
 International Society of City and  
 Regional Planners (ISOCARP)  
[www.isocarp.org](http://www.isocarp.org)



**8 November 2009**  
**World Town Planning Day**



**24-26 November 2009**  
**Future of Asian Cities**  
 10<sup>th</sup> International APSA Congress  
**Ahmedabad, Gujarat, India**  
 Asian Planning Schools  
 Association (APSA)  
[www.apsa2009.org](http://www.apsa2009.org)



**10-13 April 2010**  
**American Planning  
Association National  
Conference**  
**New Orleans, Louisiana, USA**  
[www.planning.org](http://www.planning.org)



**18-20 May 2010**  
**The Future of Cities—Cities  
of the Future**  
 15<sup>th</sup> International Conference on  
 Urban Planning and Regional  
 Development in the  
 Information Society  
**Vienna, Austria**  
 REAL CORP 2010  
[www.corp.at](http://www.corp.at)



**7-10 July 2010**  
**Space is Luxury**  
 24<sup>th</sup> Annual AESOP Conference  
**Helsinki, Finland**  
[www.aesop-planning.com](http://www.aesop-planning.com)



**TBD**  
**54<sup>th</sup> IFHP World Congress**  
**Porto Alegre, Brazil**  
[www.ifhp.org](http://www.ifhp.org)