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Haiti: The Situation on the Ground

By Steven J. Anlian, AICP

Haiti is my latest challenge in my international planning career in post-disaster / post-conflict long-term recovery. The massive earthquake on January 12, 2010 in Leogane, Haiti, near Port-au-Prince, killed over 200,000 people, injured over 300,000 and left 1.5 million persons displaced, of whom approximately half still remain in temporary shelters in scattered camps.

There are sections of Port-au-Prince riddled with some of the worst urban decay I have witnessed in my travels. Taking some of the pressure off of this city-state would certainly help; but relocations to other parts of Haiti must be voluntary, based on real incentives for families to improve quality of life elsewhere.

With the recent inauguration of Haiti's new President, Michel Martelly, and the hope of a new start, the international donor community is cautiously paused to start disbursing massive redevelopment funding. Many donor agencies seem to be gravitating to "greenfield development" because these unoccupied areas may be perceived initially as easier places to maneuver. It is imperative, however, that any new subdivisions be located in or near existing developed centers where services and employment are available.

"Smart Growth" in Haiti, means what it does anywhere else: "receiving areas" for growth should be where infrastructure and services already exist and can be expanded, if necessary, to meet incremental growth; it is not opening up entire new areas for development. New subdivisions as planned, unless land tracts are close to existing town centers and employment zones, will be cost prohibitive, not sustainable and will just keep targeted displaced families in the queue for a longer time.

In Haiti, I note that provision of water supply and sanitation seems to be considered "optional" by planners, where these basic services, when lacking, will not be provided as part of the development task where permanent housing, not just tents and transitional housing ("T-shelters") will be constructed. Too much money is being spent on T-shelters without moving to permanent solutions as we close into the end of Year 2. The international community should work with Haitian counterparts to raise standards and assure that housing is adequately serviced to enhance health and safety of

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The Woeful Benefit of Travel

By Janet Grau

After a long hiatus, I have begun to travel again. It is fun to go where American rules no longer apply. It is both bewildering and exciting to rethink the rituals of daily life, to be confronted with the unthinkable. Everywhere I go, there are things I am normally not allowed to contemplate, and there it is and it works for these people. So along with the souvenirs, some good meals and some good times, I get to come away with a whole new sense of the possible. And for me, as a city planner, that's clearly the best part. After a recent trip to the Eternal City, here are my top ten things I wish I could bring back to the States.

1. Shared streets. We don't believe in them. Over there—I see bicycles, trucks, cars, strollers, dogs, pigeons, babies, merchants, fortune tellers, lovers and gypsies—all sharing the street. And you can take your elderly mama or papa out for a stroll, smell the flowers, drink in the sights and sounds, without worrying that you'll be run over by a Vespa. They swerve around anything.

2. Fuzzy logic. There are rules that matter. Rules that don't. And a third category that you can do it if you do it in such a way that it looks like maybe you didn't do it with impunity. It's that last one that fascinates me. In the States, we have jaywalking that falls in that third category, not much more. In Rome, I saw street vendors hiding out behind a sizzling panini truck until the police had passed by. They could sell those illegal hats or Gucci knock-offs, as long as they didn't do it flagrantly out in the open with attitude. There's a certain fringe that is tolerated, shall we say.

3. Safety. We talk a lot about freedom in the U.S., but real freedom is the ability to go places without worrying that you'll be assaulted for a wallet or a lousy piece of bling. I suspect I know some of the reasons why almost anywhere in Europe is safer than the United States—a tighter criminal justice system run by prosecutors and the police, "eyes on the street" or the total number of people who might see something at any time of day, and stricter gun laws. And there is always culture. More conformist cultures tolerate less nose thumbing and social disrespect.

4. Medieval neighborhoods. Trastevere in Rome gets something right that we for all our money and sophistication, can't seem to come close to. There is something delightful about finding anything imaginable tucked away on a narrow side street, or turning the corner from a hot dusty corso onto a dark cool intimate thread of a via or a vicolo. That said, I did see a few spats. Let's call it the daily mediation of matters involving people who operate in close proximity. I saw the entire staff of a trattoria chew out a small clutch of motorbike owners who parked in such a way that cars turning to avoid the bikes came within inches of the diners. They moved the bikes.

5. Street theatre. It's something we almost totally lack. Rome has colorful beggars, gypsies, mimes, poseurs, artists, performers, merchants of every stripe, and musicians. Paparazzi and reporters. Priests and nuns. Roman centurions. Swiss guards. Campy tourists from god-knows-everywhere. And women who dress like fashion really matters. It is possible to get that in destination cities like Chicago, San Francisco, New Orleans and New York. Outside of that, you have to get lucky.

6. Historic preservation, not embalming. They save the jewels in the crown along with the whole neighborhood. They save the small details, carvings in a wall, old things that still have meaning. We have a blinkered approach to preservation that saves the landmark but obliterates the place that gave it meaning--like saving a nose without the face. Yet in spite of appreciation for history, much has been

lost in Rome. The difference is that they can blame floods, earthquakes, and barbarians. We can only blame ourselves. We are the barbarians. Now I'm off on a rant. Sorry.

7. La Dolce Vita. Or the sense that you don't have to rush through everything. A professor of mine once said dismissively, we are not a café society, to some poor rube trying to include a courtyard or garden terrace in his design. It's true. We are not. And it's too bad for us. We eat at our desks, have significant intimate conversations in the car, and use e-mail as a substitute for talking. We might be better off if we could slow down and savor the moment. Fat chance, but I can hope.

8. Street noises. Sure, we could do without some of them like round the clock garbage pick-up, but at the same time, they are part of this rich layering that old neighborhoods offer up. We weren't in town long enough to get used to the gulls, church bells at a quarter to seven every morning, delivery trucks, clop clopping of luggage, Vespa conversations in the wee hours (people sit on them like sofas, smoke and debate), the emptying of the rowdy osteria downstairs at about two in the a.m. But I used an old trick I learned from painting. If you can't subtract, add. I found a radio station to mask the street noises, and it worked. Better than earplugs, and better than closing the windows and missing out on the cool sweet breezes that drift through the night.

9. Roma Radio LifeGate 90.9 FM. I look for a good radio station wherever I go (cultural insight and music) and this station was a real find. It had old fashioned rhythm and blues, rock and roll, concert versions of every great singer who ever drew breath, and some contemporary hits to show they weren't totally mired in the sentimental past. The first time I found it, they played a Judy Garland live version of "Somewhere Over the Rainbow" that gave me goose bumps. Then after knocking my socks off with a string of unparalleled versions of timeless hits, the station would periodically wander off into interviews in Italian that made me think I had lost the signal. I didn't care. It kept coming back like an old cat, and it didn't disappoint. Truly a great souvenir.

10. The markets. I would love to have a rambling market like the Porta Portese anywhere in my current village. I know half of it is junk, but it is delightful junk. And the better stuff you can bargain for. There is something so sanitized, sterilized, securitized about shopping in an indoor shopping mall, or the discount alternatives like Wal-Mart or Target, that robs the flavor. Rome by contrast, is non-stop shopping--retail, wholesale, street sale, market—in every nook and corner of the city. Every workshop has an artisan making things in the back, putting them out for sale in the front. Yes, in our zeal to segregate and regulate, we have perhaps thrown out too much of the range, too much of the natural opportunity, and too much of the encounter between buyer and seller.

So that is my overly sympathetic, uncritical, wishful thinking, if-only-I-could-take-it-with-me fantasy list. But it's good for city planners to have such a list in the back drawer, because when you least expect it, there may be an opportunity to bend the rules, create a new track, insert something lively, poignant and exciting into what would otherwise be mundane, conventional and boring. Then it really was a good trip.

Developing Policies for Indigenous Peoples

in Tropic Zones Affected by Rainforest Acreage Deforestation

By Tisa McKee, AICP

Global warming/Climate change is arguably the largest impacting environmental phenomenon resulting from the loss of the rainforest and its carbon sequestering and thus cooling function for the planet.

The human face of the rainforest deforestation in tropic zones is most noted in the Amazon River Basin Of Brazil with its indigenous peoples' existence threatened by the loss of the rainforest as it is converted to pasturage and cultivation (deforestation). 15% of the Amazon rainforest has been lost since the 1970's due to clearing for cattle, logging, infrastructure, government colonization programs, and commercial agriculture.

The rainforests of Brazil represent 57.2% of the total land area of 415,890,000 ha. With a deforestation rate of 0.6% annually, approximately 1,422,343 ha of rainforest are lost every year. Additionally, a 43% increase in deforestation in the Mato Grosso area of Brazil since August 2010 is an example of the rapid conversion occurring from rainforest to cleared lands. (Mongobay.com)

The rainforests of Brazil are home and livelihood to as many as 500,000 members of indigenous tribal Peoples. The total indigenous number of indigenous peoples of Brazil may be as high as 787,000, if urban indigenous dwellers and all previously uncontacted peoples of the rainforest are counted.

Climate Action Plans

Climate action plans should address indigenous issues and develop policies, goals and objectives for these peoples in addition to the greater mandate of policies that direct development with general sustainable, green,goals and objectives. What are the assimilation policies currently? How are planners equipped to enable urban centers of Brazil to assist in the transition to urban living of indigenous peoples who are new in-migrants to urban areas? Will climate action plans address the influx of displaced rainforest inhabitants?

The numbers of Brazilian Indian indigenous individuals displaced needing urban housing/job and language training/education and health care is not directly related to deforestation. The projected rate of urbanization is 1.8% annually so applying this figure to 500,000 results in an estimated 9000 annual indigenous persons in-migrating to urban areas of Brazil each year from rainforest areas.

Projections for 2020 acreage loss/peoples affected if the rate of conversion remains same:

Applying the 0.6% rate of acreage conversion, approximately 10,000,000 ha of rainforest will be lost by the year 2020. And, an estimate of approximately 90,000 indigenous peoples will have migrated to urban centers of Brazil by 2020.

Historical comparisons: In the United States, in 1910 under President Theodore Roosevelt, the USA Bureau of Indian Affairs which had been established in 1824, adopted an assimilation policy to assist Indian families in abandoning tribal ways and embracing cultural mores of the easterners with a goal of self-sustenance on homestead lands carved out of previous reservation holdings. Earlier federal acts namely the Dawes Act of 1887 and the Nelson Act of 1889 paved the way for mostly non-indian homesteading settlers to acquire previous tribal lands. Some Indian individually owned lands were also acquired under these acts by Indians which granted citizenship and rights under the law to the Indian allotee. (reference: The Old North Trail by Walter McClintock, 1992).

Focus on Brazil: The reduced tribal holdings in the USA and on-going court claims of non-payment to the tribes of treaty agreements and mismanagement of Indian trust funds (see Cobell v. Salazar) raises concern for policy development and future land tenure and payment to indigenous peoples of today in

Photo by Author: A banana plantation near remnants of a rainforest in the Chiriqui Highlands of Panama.

the international community and particularly in rapidly converting rainforest areas throughout Brazil. What attitudes/policies prevail with regard to provision of housing and associated services to displaced indigenous peoples in Brazil? What are the cultural expectations of assimilation? Will citizenship and equal protection under the laws be granted to Brazilian Indians in any new treaty arrangements? Does Brazil have a housing program for indigenous peoples? Does Brazil have climate action plans underway that make note of indigenous issues and goals and objectives for their future consistent with adopted policies?

Brazil Facts: There are now approximately 787,000 indigenous peoples including already urban located Indians in Brazil which represent approximately 0.387% of the entire population of Brazil (July,2011 estimate of total population of Brazil is 203,429,773. CIA WorldFactBook/ Brazil). As the entire population grows, the percentage of indigenous peoples slightly declines. While the number of indigenous people is a small percentage of the whole, this indigenous population group presents unique challenges of preservation and adaptation to the changes in their livelihood opportunities with the rainforest being rapidly converted to pasturage and cultivatable lands. The rate of urbanization forecast for 2010-2015 is 1.8% annually. Thus, roughly another 45,000 Indians currently residing in the rainforest could predictably migrate into urban areas regardless of deforestation over this half a decade.

How does deforestation effect this percentage of in-migration to urban areas? It depends on the location and amount of deforestation and the numbers of indigenous peoples immediately affected. Eighty per cent (80%) of the Brazilian rainforest acreage is in open lands (non-reservation). The retreat to canopy areas and especially into the 20% of all rainforest lands "preserved" for indigenous peoples still intact is most likely a pattern that is difficult to measure in terms of numbers of indigenous peoples. Correlating the rate of acreage conversion with the rate of urbanization is not reliable since factors affecting urbanization may not be rainforest deforestation or degradation related.

Brazilian rainforest exportable products account for a minor portion of the 8% agricultural sector of Brazil's Gross Domestic Product (GDP). Medicinal products are most notable.

Addressing the efficacy of the UN-REDD (United Nations-Reducing Emmissions from Deforestation and Degradation) Program:
Any climate action plan should take into account the results of carbon offsetting. Both the developed country and the developing country must ensure positive sustainable development as a result of carbon trading. Indigenous peoples globally are on record voicing concerns about negative effects of the United Nations REDD program, suggesting that is does not reduce CO_2 emissions or protect rainforest acreage. Indigenous claims to "ancestral" lands should be documented and recorded where possible to create a data base for bargaining for any future treaty terms, payments or carbon trading to eliminate any fraudulent land grabbing or selling of carbon credits or the land to which they are entitled. (Mongobay.com)

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Developing Policies for Indigenous Peoples in Tropic Zones Affected by Rainforest Acreage Deforestation

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Recommendations

Climate action plans should be comprehensive in scope and inclusive of indigenous concerns so that government policies can be clear and fair to the competing interests in Brazil and around the world.

Assimilation policies should address citizenship and equal rights of indigenous peoples.

Indigenous Land tenure should be documented and recorded to provide accuracy for future agreements to prevent lawsuits from "broken treaties".

Negative land practices should be discouraged to protect forest lands from unnecessary degradation.

Carbon offsetting agreements should be monitored for fulfillment of "sustainable" or "green" promises.

Botanical studies should be conducted to determine the carbon sequestering attributes of the rainforest flora.

Photo of the Author

Urban Mayhem in Dhaka: Challenges for Transit

By Moe Chowdhury, PhD, AICP
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If urban historians wish to experience the 19th century American large city living, a few days of stay in Dhaka, Bangladesh may provide that glimpse although the situations are not exactly the same. First-time visitors will notice the incessant traffic jams, overcrowding and the indiscriminate presence of garbage on Dhaka's city streets. However, they will not see the horse and buggies as the primary mode of transport that existed before the second World War.

Scavenging in Dhaka parallels the 19th open dumping on the streets of American cities where door-to-door municipal garbage collection was mostly lacking. Large refuse containers are scattered throughout Dhaka and serviced by the municipal trucks, but throwing unwanted materials on streets and littering are still the cultural norms similar to the urban America of more than 100 years ago. The stench from the discard hips becomes unbearable during a religious festival Eid al-Adha when cows and goats are slaughtered openly at public places, and their guts left on the streets.

However, it is Dhaka's relentless traffic that will be etched on the memories of expatriates.

The greater Dhaka region, with a current population of about 15 million in 600 square miles of its metro area, is the ninth largest urban agglomeration of the world rivaling metropolises like Kolkata (formerly Calcutta) in the neighboring India and surpassing Beijing and Los Angeles (United Nations 2011) (Rajuk 2011). Dhaka is projected to top the giant megacities like São Paulo and México City by 2025, becoming the fifth largest metropolis with about 21 million people. By that time, Dhaka is anticipated to trail only Tokyo, Delhi, and Mumbai, and it will exceed the populations of New York-Newark and Shanghai.

Dhaka serves as a magnet for rural Bangladeshis as every day thousands are pouring into the City in search of shelter and opportunities. With seven million people confined in 117 square miles of the municipal area (approximately 60,000 people per square mile), Dhaka's population density is still lower than Manhattan's current density of about 70,000 per square mile. Manhattan reached its peak density of 100,000 per square mile in 1900 with a population of about 2.2 million in 22 square miles (Weber 1899).

Road conditions in Dhaka are pinching the lifestyle of the people as their social interactions are impacted upon by the extreme difficulties in getting around. People are trekking out for the bare necessities of going to work, shopping and accompanying children to school. Social gatherings are often avoided and often taking place on weekly holidays or late in the evening when traffic hardships are slightly relieved. To reduce bottlenecks and extreme overcrowding, every day of the week is utilized as a holiday for certain city sections of the metro area while other areas remain open for business.

Dhaka residents get relief from the chaos of extreme traffic snag during the religious holidays and "hartal" when offices, businesses and transportation are forced to shut down in protest to the alleged policy of the ruling party at the helm of the government. With a massive presence of pedestrians and slow moving vehicles, a walk on a major thoroughfare of Dhaka is quite challenging. All modes of traffic compete with each other and show little respect for the rights of way. People in Dhaka cross streets at intersections but are also jaywalking recklessly everywhere. The traffic flow is restrained by the narrowing of roads caused by the illegal extension of store frontages, unauthorized occupation of streets by vendors, and parking of cars, busses and trucks. Although eight to ten percent of the 160 million Bangladeshis live in Dhaka, approximately 20 percent of all motor vehicles in the country can be found in the City. Except for bus services, no subway, high speed rail, monorail or other forms of mass transit is available although Dhaka is connected to the rest of the country by railroads introduced by the British more than 150 years ago.

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Urban Mayhem in Dhaka: Challenges for Transit

By Moe Chowdhury, PhD, AICP
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Urban history buffs will wonder if the transport anguish of Dhaka existed in the late 19th and the early 20th century urban America. During this period streetcars and automobiles were introduced in the midst of the horse-drawn vehicles in many large U.S. cities.

Modern automobile amenities like air conditioning will not be enough to sooth the nerves of a Westerner experiencing Dhaka's traffic for the first time. The situation becomes unbearable with the constant cacophony of loud horns and noise in the tropical heat and high humidity. It will also make one wonder what goes in the minds of Bangladeshis when they drive automobiles or paddle their three-wheeled "rickshaws" that are basically retrofitted bikes with a large stool in the back to carry two passengers. Taking a rickshaw is like riding on a horseback in a slow-moving sea of vehicles. The imminent feeling is a sense of unease and discomfort. The U.S. State Department has issued a warning against rickshaws for safety reason and recommends only taxis as a transport mode of choice. But the rickshaw pullers or what the locals call "rickshawallas" are very adept in maneuvering through the zigzags of Dhaka. Visitors will nothing but admire with trepidation the skillful steering and artful negotiation they apply in controlling their vehicles.

A much faster and motorized-version of the rickshaws are CNGs, also known as auto-rickshaws or baby taxis. They have been named after the compressed natural gas they use as a motor fuel. The CNGs provide an alternative to rickshaws, but the cost of their ride is beyond the means of most people in a country where per capita annual income is about $600. Natural gas is also an attractive choice for most cars because it is a cheaper alternative to gasoline and Bangladesh has a large reserve of it. As the principal source of energy for motor vehicles, natural gas emerged as an environmental savior for it helped reduce airborne contaminants. With the doubling of Dhaka's population looming in the next 15 years, the City's transportation crisis must be improved without further delay. Unfortunately the solutions suggested in transportation studies do not jive with the reality.

Data reported in the Dhaka Urban Transport Project indicate that an overwhelming majority of over 93 percent rely primarily on their feet, rickshaws and buses to get around (World Bank 2005). Almost 63 percent of the trips made by Dhaka residents are achieved by walking. Rickshaws as a mode of transportation is used in 20 percent of the trips and buses account for additional 10.42 percent of trips, followed by cars 3.24 percent, CNGs 1.48 percent and tempos or converted pickups 1.05 percent. The needs for improvement of measures facilitating walking, rickshaws and buses are emphasized in reports but there is a lack of commitment for projects targeting such modes. Transportation policymakers and political elites in Bangladesh are more inclined towards building infrastructures that favor automobiles and other modes of motor vehicles. A series of "flyovers" or urban freeways as built in the 1950s, 60s and 70s in the U.S. metropolises have been constructed and several proposed or under construction.

The Bangladesh Government has opted for isolated flyovers on elevated platforms using

the medians of the existing roads and without interconnecting them; such road-building measures have been taken to avoid taking private properties and disrupting neighborhoods similar to the experience of the large U.S. cities during the freeway construction era. The greatest beneficiaries of these flyovers are the automobile users as cars occupy about 39 percent of the road space. Dhaka traffic conditions are unlikely to get better with the addition of flyovers as every day more vehicles are licensed to drive on the City streets.

Dhaka will need all modes of affordable mass transit as it is facing a daunting task of managing an unending traffic volume. However, Bangladesh does not have the equivalent of the gasoline tax that helped finance the U.S. interstate highways. The government has missed an opportunity of imposing user fees for flyovers. Building transportation projects like subway, metro transit and bus rapid transit (BRT) are capital intensive and time consuming. In a country where most people do not pay income taxes, the current government revenue streams are unlikely to support the financing and maintaining such expensive transit modes. Possible donor countries like the U.S., Japan, China and others are unlikely to build such projects without substantial match. Transport studies recommend BRT by building exclusive corridors for its use. The metro transits in most cities of the world use at least some government subsidy. The BRT would be less draining on government coffers. It will be used by the private bus companies that are already playing an important role in moving masses. Another long term alternative is to build a high speed rail system connecting Dhaka with its surrounding region to reduce population pressure on the megacity itself.

The small size of the country (56,000 square miles comparable to the State of New York), but with very high population density is working in favor of building such a rapid transit system. Can Bangladesh Government afford to even partially finance such mass transit project with existing revenue sources?

Urban Mayhem in Dhaka: Challenges for Transit

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residents. Many housing concepts provide basic core units, with the hope that permanent residents will themselves invest in expansions (additions and improvements to the core). Without basic services (water, sanitation and electricity) the incentives for investment are just not obvious.

For Port-au-Prince and other urban/suburban locations, infill development is the best choice to accommodate housing recovery. This means progressive densification by reinforcing, repairing and upgrading existing structures (perhaps accommodating even higher densities) and selected new construction in suitable spaces within existing neighborhoods. Notably, programs supported by the World Bank, UNDP and USAID are looking at infill redevelopment.

From my experience, I have learned that a sound strategy for long-term recovery after a massive disaster must always search for solutions which can stimulate simultaneous activities, at various levels, which accelerate the recovery process by engaging multiple stakeholders in achieving targeting objectives. Infill development lends itself to this approach because repairs of damaged housing and new individual core housing on scattered parcels in existing neighborhoods lend themselves to a multitude of small builders working concurrently and does not require the capital, mobilization and capacity necessary for larger scale, more ambitious projects (like massive land development efforts for new housing tracts). Small-scale construction and renovations of buildings identified as salvageable by the effective "tagging" program supported by the Pan American Development Foundation (PADF) will go a long way to resettle displaced families. Deconstruction of severely damaged buildings and rubble removal are also activities for small Haitian contractors which may work in concert to achieve rapid recovery and reconstruction.

Having toured Haiti and observed the housing sector, I believe that voucher programs for both purchase and rental of existing housing may be worth piloting as one of several solutions

working concurrently. A wealth of information is available on these programs' successes, as supported by USAID and the US Dept. of State. Vouchers can also be effective as a mechanism for self-managed housing renovations, whether owners choose to do repairs themselves or contract out work. Vouchers also serve as an effective and accountable method of disbursement of funds, and assure grants are used for the intended purposes of shelter recovery.

"Analysis paralysis" has also reared its ugly head. Too much time and effort is being directed towards "beneficiary selection" based on compensation of losses due to the January 2010 earthquake. While we must always strive for assistance programs to be targeted and equitable, housing provision in Haiti should not be compensation-based but rather, need- based. Chronic housing deficiencies pre-existed the earthquake and the needs are universal and widespread. Regardless of what may or may not have been lost in the earthquake, families in targeted geographic areas (presumably the disaster zone) should be eligible for assistance based on actual need today. This approach will address concerns of "host communities" versus Internally Displaced Persons (IDPs) and streamline otherwise cumbersome processes, where poor documentation and lost property records are curtailing progress. Families should be eligible for housing assistance if they meet prescribed criteria, irrelevant of the degree of earthquake loss.

Finally, all earthquake recovery efforts for housing and infrastructure must promote economic development and job creation by encouraging new work places in existing town centers, not by building new factories in undeveloped areas. The exception may be the Tourism Sector. Ultimately Haiti's comparative advantage is that of its Caribbean neighbors, the Sun and the Sea! Tourism, which virtually is non-existent today in Haiti (and a booming industry on the other half of the island, the Dominican Republic) should be one of the prime sectors for investment. Planning for jobs in tourism while planning for post-earthquake recovery should go hand-in-hand as Haiti re-charts its future.

Steven J. Anlian, AICP, is an international planner who has been engaged in a series of post-conflict recovery efforts after the respective Russian wars in Chechnya and Georgia, responded to post-Tsunami Indonesia and Sri Lanka, post-earthquake Pakistan, and, closer to home, helped develop resettlement programs in Mississippi after Hurricane Katrina. Most notably, Mr. Anlian was awarded a special citation from the US Department of State in 2008 to recognize his comprehensive work in recovering Armenia after the devastating 1988 earthquake, work which spanned two decades. Mr. Anlian, based in Washington DC, is Director of Program Development for Technologists Inc., an engineering management and design/build firm specializing in post-conflict and post-disaster environments, most significantly, in Afghanistan.

upcoming events

Going Public: The Spaces in Our Communities

World Town Planning Day 2011
International Online Conference

The annual WTPD Online Conference will be held November 1-2, 2011. Registration is available now at www.planningtheworld.net.

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More details on the nomination and election process will be distributed soon.