

INTERPLAN



Fall 2014

Notes from the Chair	1
Division Business	2
Planner Profile: Brian Kellogg	2
Special Update from APA	3
Facts & View Points	4
Project Gallery: Maha Sarakham, Thailand	6
Program Spotlight: APA	
Conference Discussion	9
Book review: Planet of Slums by Mike Davis	10
Community News	11
Window to the World	12

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Miroo Desai, AICP
International Exchange Program

Luis Cabrera
Website Coordinator

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Cristina Delgado
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Notes from the Chair

by **Tim Van Epp** in New York

As of three months into my position, there have been many exciting developments in the International Division. After holding elections and the annual business meeting, a new slate of Division leaders has taken office. ([For a list of the new officers, please click here.](#)) The new Executive Committee is a very talented and dedicated group, and as the new Chair I look forward very much to working with them.

I also want to express my sincere thanks to the outgoing Executive Committee for a job well done over the past two years and especially for the support they have provided during the transition. We are especially fortunate to have Laura Buhl's continued participation in the Executive Committee in her new role as Past Chair, and to have Michael Kolber, who served as Vice Chair of Communications, as the new Vice Chair at Large. I am also pleased to see that we have several volunteers who will continue helping with the many tools the Division uses to reach out to its members: Ana Hernandez-Balzac and Cristina Delgado with this publication, Brian Kellogg with social media, and Miroo Desai with the International Exchange Program.

Going forward, we will need to enlist even more volunteers! These are some of the initiatives we will work on over the coming two years:

- Deepen and broaden our contact with planning students. If you want to be your school's student representative to the Division, please contact Michael Kolber at makolber@gmail.com.
- Continue to play a key role in organizing the World Town Planning Day (WTPD). WTPD involves collaborating with national planning organizations from around the world to put on a full day of webinars on international planning topics in November of each year. This year, we need two volunteers to assist with management of conference finances and technology. Please contact Laura Buhl at buhll@yahoo.com to join the WTPD committee.
- Organize the Division's activities during the 2015 National Planning Conference in Seattle, WA. We need volunteers to coordinate our facilitated discussion, by right technical session, and mobile workshop. Additional volunteers will be appreciated for mentoring young professionals and supporting Divisions Council activities. To volunteer, please contact me at tvanepp@gmail.com and copy Ric Stevens, Vice Chair for Special Projects, at ricstephens@frontier.com .

For other opportunities to volunteer with the International Division, please see the Division News on page 2 and follow the link to sign up. To suggest other initiatives, do not hesitate to contact me or Ric via email!

Cordially,

Tim Van Epp, Chair

Tim Van Epp is an Environmental Planner, Founder and Managing Director of Eurasia Environmental Associates LLC. He was elected Chair of the American Planning Association International Division last Spring.

2 ▾ DIVISION NEWS

Got news to share with the Division? Email us: apa-internationaldivision@gmail.com

Welcome New Officers

Please welcome the Division's newly elected officers: Tim Van Epp, Chair; Victoria Okoye, Vice Chair of Communications; Ric Stephens, Vice Chair of Special Projects; Michael Kolber, Vice Chair-At Large; and Luis Cabrera, Website Coordinator. For contact information, please [click here](#).

Volunteers Needed

The APA International Division is looking for volunteers to support communications, special projects, outreach to students and more. Get involved! [Learn more and sign up here](#).

Volunteer Opportunity: Secretary-Treasurer

Opening for Secretary-Treasurer on the APA International Division Executive Committee: Could it be you? Would you like to...

- Participate in 1-hour monthly meetings, prepare, and share meeting notes (2-3 hrs/month)
- Review and verify monthly financial summaries provided by APA HQ; respond to check requests and process incoming funds (estimated 2-3 hrs/month)
- Lend your voice and enthusiasm to the Executive Committee's activities
- Gain enhanced networking opportunities in the international planning sector
- Join a team that's excited about promoting international planning learning, networking and professional development!

Apply Now!

Email Tim Van Epp explaining your interest in the position and readiness to dedicate your time to this position: vanepp@gmail.com

Events! World Town Planning Day is coming

World Town Planning Day "Equality in the City: Making Cities Socially Cohesive"

World Town Planning Day is celebrated in 30 countries across four continents each November. It is a special day to recognize and promote the role of planning in creating livable communities.

We invite you to attend the 6th Online Conference for World Town Planning Day, taking place November 5-7, 2014. This year's theme is: "Equality in the City: Making Cities Socially Cohesive."

For more details, visit www.planningtheworld.net.

▾ PLANNER PROFILE

Brian Kellogg, Social Media Manager, APA International Division



Making friends with alpaca. Isla del Sol, Bolivia.
Source: Brian Kellogg.

Brian Kellogg is the social media manager for the International Division of the American Planning Association (APA). His background is in traffic engineering and transportation planning, and he currently resides in Dallas, TX.

Originally from a small town in Nebraska, Brian received a Bachelor of Science in Civil Engineering from the University of Nebraska. His international experience started with his Master's studies, which he conducted at the Technische Universität München (Munich Technical University) in Germany. During his two years abroad, he received a broad exposure to transportation strategies used all over the world, and was able to build a global professional network with his

classmates.

After returning from Germany, Brian moved to Dallas to start his career as a transportation engineer. He has since been working on projects in Texas, while learning about Dallas' transportation challenges and ideas. In addition to APA, Brian is involved with the Institute of Transportation Engineers.

When he's not busy building his career in transportation engineering and planning, Brian enjoys hiking, traveling the world, and studying Mandarin. He also co-leads a Chinese language and culture group, which aims to provide language, cultural, and social activities to bring together the Chinese and American communities in the Dallas/Ft. Worth area.

Special Update from APA International Program

By Jeff Soule, Director of Outreach & International Programs, APA National Office, FAICP

As part of APA's efforts to engage and integrate its other components, I met with the International Division's leaders at the National Conference in Atlanta. We saw potential for membership growth, professional development, education and technical assistance, and exchanging best practices both domestically and abroad. The following are the highlights of our programs abroad:

Energy and Climate Partnership of the Americas

The Energy and Climate Partnership of the Americas (ECPA) supported four projects engaging APA members and experts in four Latin American countries: Bolivia, Brazil, Peru, and Mexico. Although the grant projects are wrapped up, they will continue with local support and aided by the additional recognition provided through the ECPA program. Detailed information on the four local projects can be found [here](#). APA is eager to find new partners to help support and maintain our Latin American efforts and welcomes suggestions and contacts from our International Division members.

China

Once again we will welcome four delegations of Chinese mayors and local officials to educational tours and exchanges in US cities. Each group will have approximately 20 participants and will be visiting some combination of the following cities: New York City, Washington, Chicago, Houston, Austin, San Antonio, Los Angeles, Portland, and Seattle. We will also be including rural and small town visits in Pennsylvania, Maryland, and Texas. The leaders are coming from the municipalities of Chengdu, Chongqing, and Shenzhen, and the Province of Yunnan. We are always eager for new presenters and opportunities to showcase local success stories, so please volunteer to give a talk or a tour if you are in or around these areas. Ideas for other cities to add to the program are welcome as well.

In August, along with our mayors' training sponsors and partners, I will meet with Chinese Developer China Fortune Land Development Company to discuss a possible collaboration where APA members would be invited to review and comment on early stages of development plans. In addition, we will hold meetings with the national government to prepare for a roundtable to be held later this year in Beijing, sponsored by several ministries including housing and development, environment, and historic preservation. One of the features of the discussion will be sharing the lessons learned from the mayors' training to help inform a policy discussion on urbanization. With our partnerships, the China program will offer members more ways to engage and provide interesting cases in urban planning to inform our best practices and outreach activities.

Working with Chair Tim Van Epp, we have established a liaison between the Division and the International Association of Chinese Planners (IACP): Yang Fei, Vice Director of the Urban Design Institute at Zhejiang University.

Global Planners Network

The Global Planners Network (GPN) represents nation-based planning associations and other global planning advocates and groups. It has no staff and the responsibilities for hosting our conference calls and sharing the work of each of our members is rotated annually. The Royal Town Planning Institute (RTPI) is currently leading the effort and APA is hosting the website: www.globalplannersnetwork.org In addition to regular conference calls, the GPN meets at the conferences of member organizations.

New Projects

We are aware of members' interests in the urban and regional challenges in Africa, the Middle East, and South Asia. We are seeking funding for educational opportunities and outreach to those areas, but we have not secured either outside funding or in-country support to the level that would offer a sustained effort. APA leadership and Executive Director Jim Drinan will be adding new ideas and thoughts for increased member involvement and efforts to both respond to and benefit from rapid urbanization globally. Please join the discussion with your ideas and suggestions!

Jeff Soule, FAICP is Director of APA's Outreach and International Programs. He can be contacted at jsoule@planning.org

Current and Future Uses of Drones Across the Globe by Ric Stephens and Stephen Burt



Ric Stephen's Green Cities class at the University of Oregon where a student (lower right) flies a drone (top center).

Source: Ric Stephens.

Unmanned aerial systems (UAS), or “drones,” are on the leading edge of technology combining aviation, robotics, GPS, remote sensing, photography, and videography. On a daily basis, new applications for drones emerge, and this dynamic industry is today valued in the billions of dollars: “...the market for commercial and non-military drones will top \$13.5 billion within three years, and will grow to more than \$80 billion between 2015 and 2025, during which more than 100,000 well-paying jobs will be created. They predict national tax revenue of \$482 million by 2025” (Wilbanks 2013).

The U.S. Federal Aviation Administration is currently developing rules and regulations for drones, and until they are completed in 2015, commercial uses are not allowed. According to Stephens (2013), planning and design uses include:

- site analysis;
- view and viewshed analysis;
- agriculture and open space assessment (including infrared);
- evaluation post-disaster sites;
- monitoring construction and buildings;
- recording public events;
- studying inaccessible, sensitive, or dangerous environments;
- studying operating transportation systems;
- large-scale development of video; and
- other uses yet to be defined.

Across the world, many countries are moving forward with developing this “transformative” technology and its applications. The following examples provide an international perspective on drones.

Disaster Planning

United Kingdom

Flooding in the United Kingdom makes transportation difficult, if not impossible, and impedes emergency response and relief planning. “Drone journalism” enables news reporting and public information. “Drones, helicams, hexacopters, octocopters, or unmanned aerial vehicles (UAVs) as they are sometimes known, are small remotely-controlled devices with a camera attached. Having been in use by hobbyists and photographers alike to capture stunning aerial images for several years now, major media outlets have started to put serious efforts into exploring their use for reporting and verifying news” (Haddou, 2014).

Haiti, Dominican Republic, and Lesotho

For remote areas lacking all-weather roads, drones are an ideal way to deliver critical medical supplies. A startup firm named Matternet is developing an approach to networking drones to transport emergency supplies to inaccessible areas. “Matternet has carried out test runs in Haiti and the Dominican Republic. Lesotho, in the middle of an AIDS epidemic, has been identified by the company as somewhere the system could usefully transport laboratory samples around the countryside. A pilot is planned there for later this year” (Hickey, 2014).

Government Services

United Arab Emirates (UAE)

The UAE has launched a program to use drones to deliver government documents. The design competition had a \$1,000,000 prize and is now in the pilot phase. Drone deliveries of government documents up to 3½ pounds are expected later this year.

Agriculture, Forestry, and Mining

Switzerland

The Swiss firm senseFly is a Swiss firm that designs and builds drones for clients in more than 45 countries. “With their in-built high resolution cameras, our drones can for example measure the amount of minerals dug up from a mine or gauge the damage done to a crop by a pesticide,” says Jean-Christophe Zufferey, the founder and owner of senseFly. In nearby Eclépens, Holcim - a world leader in cement production - has started using the drone technology to provide the authorities with information about the amount of gravel extracted from the local quarry” (Jaberg, 2013).

Peru

“In agriculture drones allow us to observe a larger cultivation area and estimate the health of the plants and the growth of the crops. The cameras aboard the drones provide us with 500 pieces of high-technology data, while with the human eye one can barely collect ten... Precise, high-quality images allow experts to measure the amount of sunlight the plants are getting, and study plant problems like stress from heat, drought or lack of nutrients” (Cisneros, 2013).

Environmental Monitoring

China

China's shift to environmental protection includes using drones to detect and monitor polluting industries. Drones are currently used in Beijing, Shanxi, and Hebei provinces, where industrial pollution is intense. "The unmanned aircraft can cover 70 square kilometers during a two hour flight. According to the state-run China Daily newspaper the drones have helped the ministry 'resolve' over 200 environment-linked cases, and the ministry is considering more drone inspections in other areas" (Duggan, 2014). The program cost is \$1,300,000.

Australia

In Australia, drones have "been used to monitor beaches, record plant breeding experiments, research how bushfires spread, and in one novel research project, to help monitor fruit bats in flight" (Evershed, 2014).

Wildlife Protection

Germany

Each year thousands of young deer are accidentally killed by agricultural machinery. The Bavarian government has initiated a program to use drones to locate deer then tag them with sensors to alert farmers of their location when mowing their meadow habitats. The program cost is \$3,500,000 (AFP Berlin, 2014).

Kenya

Throughout Kenya, elephants and other large game are vulnerable to poachers. All 52 Kenyan national parks will begin using drones after a successful pilot study that reduced poaching by 96%. The drones are able to track animals in remote regions while simultaneously spotting poachers. In addition to the technological advantage over traditional anti-poaching methods, the drones have a psychological impact on poachers. The program cost is \$103,000,000 (Gtonga Njeru, 2014).

Information and Communications Technology

Global Companies

Both Google and Facebook are developing high-altitude drone projects to provide high-speed Internet access in remote areas that do not have fiber optic or telephone infrastructure. Facebook's program cost is estimated at \$20,000,000.

What is the Future of Drones?

The governments of China and Japan are racing to become world leaders in artificial intelligence combined with robotics. The vast majority of drones are manufactured in China, and with government guidance and economies of scale, we can expect further Chinese drone market penetration, development, and creation. Other countries are combining multiple advancements in technology such as 3D printers and drones. The Australian firm Cyber Technology manufactures drones with components made by 3D printers (Unmanned, 2011).

U.S. legislation and public opinion that would inhibit or prohibit drones would place the U.S. further behind in the evolution of this transformative technology. In a society that is becoming increasingly concerned over potential threats from drones, the planners should be strong supporters of drone projects that have enormous economic, environmental, and social value.

Ric Stephens is an adjunct instructor for the University of Oregon and Marylhurst University; an international planning consultant, and U.S. Delegate to the International Society of City and Regional Planners. Ric is using drones for aerial photography and videography for planning projects in Oregon, China, the United Arab Emirates, and later this year in Switzerland.

Stephen Burt is the Co-Founder and CEO of Aerial Technology International LLC. Stephen has thousands of hours of experience conducting and managing UAS operations. Through his work at ATI, Stephen has been very successful in promoting the positive application of UAS technology.

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Land Use and Transportation Patterns in Maha Sarakham, Thailand

by Yuwadee Ongkosit

This article is based on Yuwadee Ongkosit's study of land use and transportation patterns in Maha Sarakham, Thailand. The study was funded in part by a grant from the International Division of the American Planning Association. The findings and recommendations were first presented at the Division's Annual Business Meeting at the National Planning Conference in Chicago in April 2013, and a final report was submitted in June 2013.

The study area for this project is located in Maha Sarakham Province in northeastern Thailand. It includes two subdistricts and one municipality in the province's Kantharawichai District: Kham Rieng, Tha Khon Yang, and Mueang Maha Sarakham. The area is known as a center for higher education and it has two prominent universities, Mahasarakham University and Rajabhat Maha Sarakham University. However, its main economic activity is agriculture (Maha Sarakham Province, 2012, p.1).

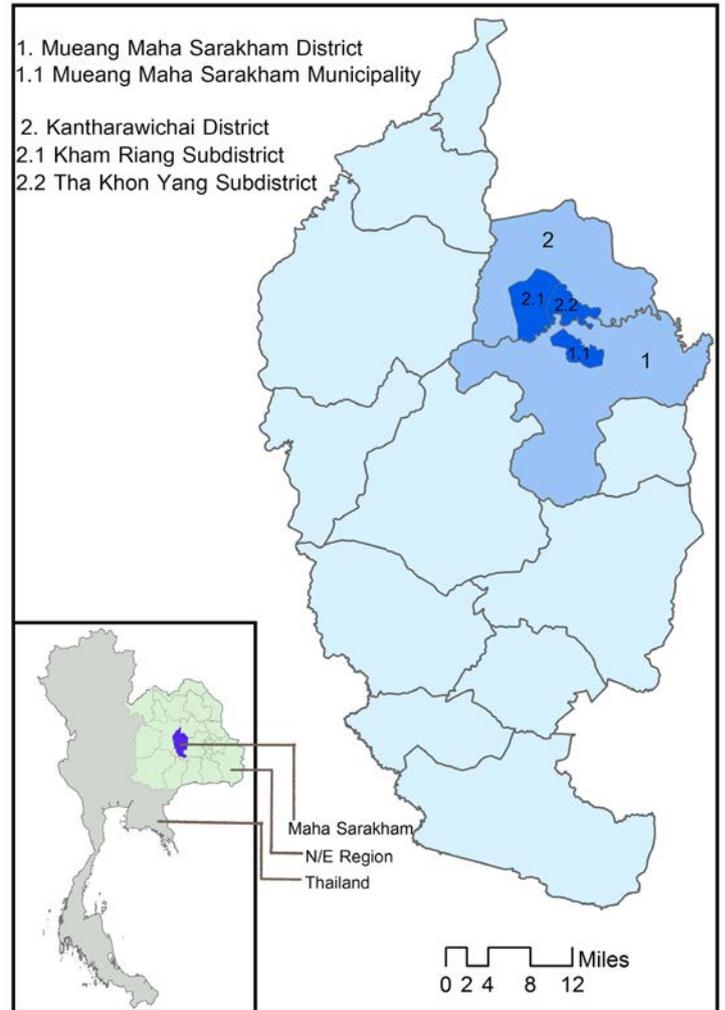
The area has experienced significant rural-to-urban transformation, driven by new development along Highways 2202 and 213. These highways connect Kham Rieng and Tha Khon Yang, which are mainly rural, to Mueang Sarakham Municipality, which is mostly urban. Some parts of the land surrounding these highways are zoned for agriculture and other rural activities. Residential and commercial development are allowed and do not require a permit, but no more than 10 percent of the entire area may be developed (Maha Sarakham Province, 2011, Appendix A, p.7). Yet it seems that this percentage has already been exceeded.

What's more, all this new construction has taken the shape of ribbon development: Scattered throughout the area are now pockets of residential subdivisions with small gridiron streets leading out to one main street that connects to the main highway. To be profitable, developers have added as many units as possible, making these subdivisions much more dense than the areas surrounding it.

All this development has come with new roads, but it has not provided sidewalks. Sidewalks, if there are any, are mostly along main streets. In many cases, if there are sidewalks, the entire width is used by informal street vendors, leaving pedestrians little option but to walk on the streets.

The weather makes walking through these spread-out urban areas and subdivisions even more difficult. According to Köppen's classification system, the area has a tropical monsoon climate, which means it gets hot and humid during the summer and rainy during the wet season (Maha Sarakham Province, 2012, p.3).

While bicycling is an option, people prefer traveling on motorized vehicles. Yet without public transportation within



subdivisions, scooters or private vehicles are the main modes of travel. Scooters are relatively inexpensive and offer several advantages over larger motor vehicles. A second-hand scooter costs less than US\$ 330. Scooters share the road with other motor vehicles, but they can overtake another vehicle from left or right and ride on the road shoulder, enabling their drivers to carry on and reach their destination faster while cars and buses are stuck in rush-hour traffic.

Once outside subdivisions, privately operated buses and mini-buses are available for travel between subdivisions and to nearby urban areas. These services, however, have limited area coverage. From urban areas like Mueang Maha Sarakham to major cities like Khon Kaen, there is bus service.

Rail service is not an option until one reaches a major city, because the population of Maha Sarakham is too small to sustain it. At the time being, both government and private investors have a slim chance of justifying their investment costs for a rail transit system in Maha Sarakham.

For those who can afford it, the private vehicle provides the most comfort and convenience. In fact, many residents of Maha Sarakham's dense but scattered developments possess a private vehicle. Yet comfort and convenience is not the only reason people have cars. The national government launched a

first-time car buyer program in 2011 that is credited to have increased the number of registered cars in the country. Under this program, people that bought their first car between September and December 2012 received a tax refund (“Maha sarakham people,” 2012). With subsidies like this, public transportation cannot compete with private automobiles.

With so many activities and vehicles on the road, traffic congestion has become a problem. The country has long been responding to this problem by increasing road supply: On high-traffic streets, the government has increased the number of lanes, built elevated tollways, bypasses, and tunnel roads at intersections. While additional roads may alleviate congestion on high-traffic streets, reduce travel times, and increase accessibility to suburban and rural areas, tourist spots, and commercial areas, the increased road supply may actually result in even more motor vehicles on the streets. This worsens other car-related problems, such as natural resource consumption and greenhouse gas emissions. Enhancing public transportation systems for pedestrians and cyclists would be a better response to traffic congestion problems. This would require changing people’s behavior, changing land use patterns, and national and local policies.

A comprehensive transportation plan that considers factors influencing people’s choice of travel modes is needed. These factors include cost, speed, frequency, safety, comfort, and accessibility, among others. The goal should be to enable walking, bicycling, and public transportation to compete with private scooters and cars.

In the short term, local government should start by building sidewalks on streets that have none, and making sure to connect new ones to existing ones. They should also install bicycle parking racks near bus stops, schools, and marketplaces. Local authorities should also persuade bus and mini-bus companies to expand their routes and increase the number of buses on the road during rush-hour periods. The goal of these measures is to make public transportation so attractive that most people do not feel the need to acquire a car for their everyday travel needs. An awareness campaign for sustainable transportation would be helpful at this stage.

In the long-term, national and local land use and automobile policies should



⁸ be changed. Local government should prohibit development in green spaces, and instead promote building in existing developed areas. National government should avoid adopting policies to stimulate the economy that are solely based on promoting car ownership, as they have great impact on the environment and land use. The Thai government should also not subsidize the prices of diesel, LPG, and CNG. Instead, they should let vehicle owners pay the full costs of their fuels. The higher prices will eventually motivate consumers to give up their cars or scooters in favor of public transportation.

In conclusion, the national and local governments could help Maha Sarakham grow more sustainably by working collaboratively and with stakeholders to push forward the aforementioned suggestions. Will they agree?

Yuwadee Ongkosit is a graduate of the University of Cincinnati's Master of Community Planning program at the College of Design, Architecture, Art, and Planning. She is currently working with the Technical and Infrastructure Regulation Bureau at the Office of the National Broadcasting and Telecommunications Commission (NBTC) in Bangkok, Thailand. She can be contacted at ongkosye@mail.uc.edu or ongkosity@yahoo.co.th

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Figures

All figures are created or taken by Yuwadee Ongkosit around June or July, 2012.



US Government's Role in International Planning

by Timothy D. Van Epp, AICP

Facilitator:

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The International Division hosted a facilitated discussion at the National Planning Conference in Atlanta, held earlier this year. The session was titled "United States Federal Government Role in International Planning," and its purpose was to learn from and explore with professionals who have worked in the interests of the US government abroad what the US role in planning has been and should be, what kinds of efforts have been most effective, and what the impacts have been. The panelists selected represented a wide variety of US government agencies and respective missions, including Peace Corps, State Department, USAID, Defense Department, and non-profit grant recipients, among others.

The session was well attended, with over 60 people actively participating. The panelists first introduced themselves and explained their organizations' roles in planning abroad. For instance, some US government agencies conduct planning for internal agency reasons, such as establishing a new military base or embassy, while others do planning to support development aid projects, such as providing technical assistance and capacity building relating to urban development.

After explaining differences between agencies' approaches, much of the discussion focused on the difficulties of consistently applying good planning principles and practices in international situations and how these difficulties varied with the agency and its mission in a given country. For example, some areas of issues posed to the panelists included:

- What values, e.g. sustainability, do we promote and how?
- How do we decide where building should occur?
- How are base closures planned?
- How are stakeholders identified and consulted?
- What kinds of professionals are used to do planning work?
- Do the answers to the above questions vary significantly with region and country?
- What role can and should the APA International Division play relating to the above issues?

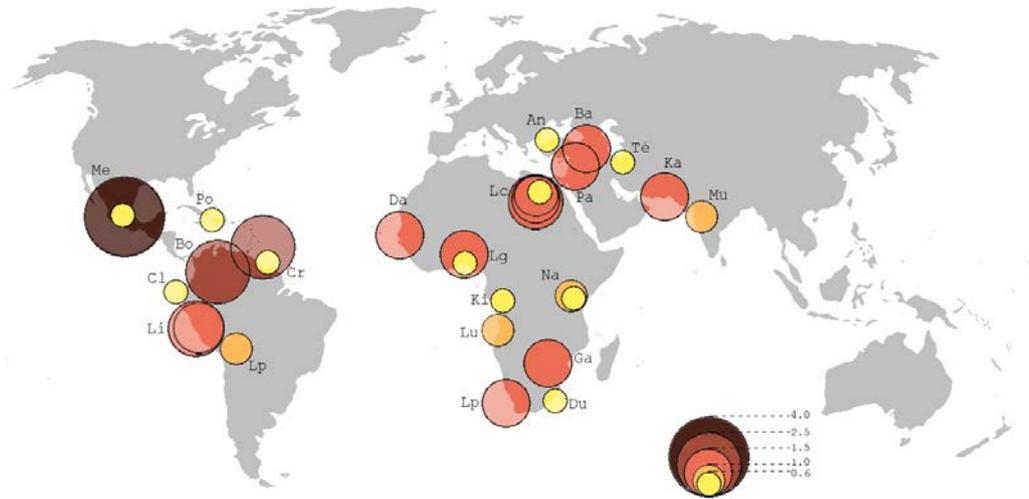
In addition, many of the attendees were interested in the development aid sector and posed questions to the panelists relating to job opportunities, including for women, and how planners are faring in getting development-related planning work compared to engineers and other professions.

Session Takeaway:

There is a lot of interest among young planners and emerging professionals in doing planning work overseas in the development aid sector and a corresponding appetite for information on whether and how to do that, including what the risks are, what preparation is necessary, who is doing the hiring, whether planners can and are getting those jobs, and where to go for more information. The APA International Division will continue to play an important role in providing this information and guiding planners with international careers or interests through our many communication tools and education activities.

"Principaux Bidonvilles" by Walké based on data from Mike Davis' book "Planet of Slums." The map appeared in the article "Le pire des mondes possibles: de l'explosion urbaine au bidonville global" in La Découverte, Paris, in 2006. It shows the location of thirty of the world's largest contiguous mega slums and the population of each slum in millions. The labels are the initials of the name of the city in which the slum is located. The image is being used here thanks to a Creative Commons Attribution-Share Alike 3.0-2.5-2.0-1.0 License via Wikimedia Commons. Source: http://commons.wikimedia.org/wiki/File:Principaux_Bidonvilles.png#mediaviewer/File:Principaux_Bidonvilles.png.

Planet of Slums, by Mike Davis by Michael Kolber



Since its release in 2006, *Planet of Slums* has become perhaps the most well known book on slums in the developing world. In it, Mike Davis seeks to demonstrate the magnitude of the problem of slums, pointing at both the depths of their hopelessness and the extent to which they have taken over cities across the globe. The picture he paints is unremittingly apocalyptic. Davis bounces from city to city in nearly every paragraph, constantly tying each of them together to make points about the global urban crisis.

The primary objective of Davis is to attack the neoliberal global order that has led to the rapid rise of slums in the latter half of the 20th century. As such, there are no prescriptive measures here for ameliorating the urban quandary. Davis starts one chapter quoting Alan Gilbert and Peter Ward, "If unmitigated capitalism has a mainly unacceptable face, a corrupt state acting on behalf of the rich is still worse. In such circumstances, little is to be gained by even trying to improve the system." The tenor of the book mostly follows this sentiment; Davis leaves little room for even the possibility of making things better. For example, efforts to upgrade slums on site are dismissed for an acceptance of slums as an eternal reality, while projects that seek to house slum dwellers in new developments are faulted for being overwhelmingly captured by the middle class. Davis is also largely in agreement with William Easterly, seeing international NGOs as part of the problem for the developing world, rather than as part of the solution.

While *Planet of Slums* is an impressive piece of research, there is no indication that Davis has spent any significant amount of time in the slums that he writes about, leading to credibility issues. Grand proclamations on the hopelessness of slum upgrading and the worthlessness of NGOs are done on the basis of only a few sources, and Davis lacks the experience to evaluate those claims. Davis is hopeless in a way that many who have worked in slums are not. Davis's leftist leanings sometimes lead him astray, and he will go too far from reality to try to make a point. He attributes the 1997 overthrow of President Mobutu in the Congo to the decimation of the urban economy of Kinshasa, implying that foreign invasion and civil war came afterwards. Similarly, he connects Israeli policies of bulldozing Palestinian homes to global efforts to clear slums, without any connection to the complexities of the conflict there.

Pessimism aside, there is valuable material here for planners and other development professionals who wish to work on improving the lives of slum dwellers. In particular, the classification of the different types of slums that Davis provides in Chapter 2 is critical for any practitioner to understand. Slums can exist in both the urban core and the periphery, inhabited by both renters and squatters, with different levels of legality in each place. Just like any other community, planners need to understand the unique dynamics of each particular slum before trying to address its needs.

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↘ COMMUNITY NEWS

International Division Co-Sponsors 8th Annual IACP Conference in Guangzhou, China

by Fei Yang

The International Association for China Planning (IACP) held its 8th Annual Conference in Guangzhou, China from June 21-22, 2014. The conference brought together planners, designers, scholars, scientists, and government officials from China and all over the world to exchange ideas on the theme "Urban Regeneration: New Model and New Practice." The aim was to discuss the concerns and expectations for China's newly proposed urbanization model, which has shifted from land development through industrialization and investment to the creation of livable cities through compact, intelligent, and low-carbon development.

Chinese experts and their counterparts from other countries jointly presented their ideas in nearly forty sessions focused on traditional topics like transportation, land use, housing, and urban design as well as on ones that are just emerging. Thanks to the APA International Division, which co-sponsored the event, IACP was able to offer CM credits for the keynote sessions. The keynote sessions featured Philip Berke from TAMU, Robert Bullard from Texas Southern University, and John Landis from the University of Pennsylvania. Philip Berke spoke about climate change and suggested that China plan ahead for resilience when designing new developments. Robert Bullard was concerned with environmental justice and saw a need to promote equity. John Landis highlighted 26 global planning success stories and the lessons learned by each of those cities.

Held concurrently with the conference, was the 2nd International Dean/Chair's Forum on Urban and Rural Planning, which brought together twenty deans from China and the US to share ideas on how to keep China's planning education programs in pace with its new paradigm. After the conference, IACP president Qingsheng Pan led a two-day visit to Tengchong City in Yunnan Province. The group toured the city's major places of interest and shared its analysis with local government officials.

Fei YANG is a PhD graduate from the University of Florida. He is working at Zhejiang University, Urban-rural Planning and Design Institute as deputy director of the Transportation Planning and Design Branch and director of the International Cooperation Center.



Top Large Image: A room full of academics at the Deans' Forum. Photo by Fei Yang.

Small Bottom Image: A group of Chinese and international experts admires the views of Tengchong City. Photo by Fei Yang.



▶ WINDOW TO THE WORLD

The Role of Graffiti in Dakar, Senegal

Text and photos by Victoria Okoye

In Dakar, graffiti is not illegal; it is political, and it is art. Graffiti not only plays a role in beautifying the city, it also provides a very public commentary on politics and society. Graffiti, in the forms of political messaging, public murals, and full-fledged paintings, cover many of the city's walls. In April 2014, Dakar hosted the fifth annual Festigraff, an annual graffiti festival that brings together more than 50 graffiti artists, from throughout Senegal, Africa, and the rest of the world.

In the top photo, the phrase “Kara, candidate of the youth for the future of the country” (translated from French) refers to a political candidate who was running for office. In the middle photo, graffiti addresses everyday citizens, calling for social change: “Together let’s beautify Senegal because it’s sick,” it says, calling out to every passerby who reads it. Graffiti art also pays respect to deceased leaders. In the lower left photo, the ubiquitous rendering of the mystic and Muslim Sufi religious leader Amadou Bamba, who founded the Mouride brotherhood. At the lower right, a rendering of former Burkinabe political leader Thomas Sankara, who lead ambitious social and economic development programs in Burkina Faso and gave the country its name (meaning “Land of the Uncorruptable People”).

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