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**Presidential Address**

**By Gabriel Moser**

Dear all,

As you will read this, IAPS will have a new elected President and a new board conducting the destiny of our organisation. So I would like, first of all, to express my gratitude to everybody on the board for the work which has been done all these years, and to the membership for their fidelity to our organisation. It was a great pleasure to be president of such a lively, dynamic multidisciplinary community, and I hope that I have been able to at least partially meet the expectancies of everybody. Many thanks again for these wonderful years.

You will discover in this issue the name of the new President, **Ombretta Romice**, as well as the list of the new board members which will assume their respective tasks within IAPS. It will be the task of those newly elected or re-elected on the Board, jointly with those remaining on the Board, to define the priorities for IAPS in the coming years. Besides those who have been re-elected, the newly elected into the board, will provide IAPS various and valuable expertise. With **Hartmut Günther** from Brasilia we have after eight years of absence, finally again a representative of Latin America. **Riklef Rambow**, as specialist of the relevance of environment-behaviour research for architects and planners, **Kevin Thwaites** as a landscape specialist and **Giuseppe Carrus**, as environmental psychologist and organiser of our Rome conference, will, with their respective competences, significantly contribute to the development of IAPS. I am persuaded, that the new board will continue to actively participate in the development of a unique and valuable organisation.

The new elected board will have the pleasure to accompany the next IAPS conference which will take place in Leipzig. This conference will be, eight years after Vienna, another great opportunity for us to establish links with eastern European countries. As an international, European organisation, scientific and practical interchanges with these countries are for us very important. Their background in terms of research, education, policy and practice in architecture and urbanism as well as in psychology and ecology, and the problems they are facing today within sustainable development are fairly different from what we experience in our western environments, and we can learn a lot from each other.

I would like specially to thank the Editor responsible for the Bulletin, **Ricardo Garcia Mira** for the work he has done. In the few years he has been in charge of this extremely demanding task, he has profoundly transformed the Bulletin which has become a precious instrument within our organisation.

I would also like to express my gratitude for the job done by **Florian Kaiser**, our bibliography coordinator, who did indeed a very precious job pointing conscientiously at the latest relevant literature in people-environment studies. This is of considerable importance to all of us, and our students certainly highly appreciate to be informed of the latest publications. Finally, I would like to thank **Tony Craig and Anna Conniff** for their organising of the recent elections. I wish everybody all the best in their commitment with people-environment studies within the big family of IAPS.

**Editorial Address**

**By Ricardo García Mira**

I have just arrived from the IAPS conference in Rome and, with no delay, I am closing and printing the pending issues 33 and 34 of the Bulletin, in order to give back this responsibility, which was entrusted upon me four years ago, to the new Board and to its new Editor. This is a good chance to say to all of you: What a conference! Well done, good work! Congratulations to the organisers, Mirilia, Marino, Anna Maria, and Giuseppe! I am also very excited and I would like to thank all of you for your warm congratulations for my work (that I extend to my collaborators), especially those of Gabriel Moser and of the new elected President, **Ombretta Romice**, to whom we wish all the success in her management and direction of IAPS.

In the issue no 33 you will receive more information about the last IAPS conference, which was held in the old and majestic city of Rome. This issue puts together several contributions. The first presents the research carried out for the Galician Committee of Culture in the Northwest region of Spain, on the serious wave of fires that occurred in 2006, a work co-ordinated by Professor **José L. Barreiro**, who counted with the collaboration of a big research team from several Spanish universities. On the other hand, **Victor Coreno and David Stea** present a study on environmental perception and participation in environmental design for the improvement of residential quality. The work of **Robert Marans** sheds light on the impact of the socio-physical environment on wellbeing, presenting some current results from studies stemming from his previous Detroit Area Study carried out in 2001. A view of the Madrid market, by **Arturo F. Taboada** introduce us to the reforms that, in addition to incorporate sustainability criteria, connect us with the public, the art, and the history.

Finally, we dedicate two contributions of this issue to the memory of who was one of the most significant social psychologists of our times, **Carl F. Graumann**, to whom **Harmut Günter** dedicates a few words, and who **Bernardo Jiménez** has interviewed in 1993 during his stay in Germany.

Our usual sections on bibliography, by **Florian Kaiser**, books and journals, as well as a couple of recently defended doctoral dissertations, put an end to this issue. The next one (34), whose guest editor is **Elena Sautkina**, an environmental psychologist trained in Russia and France, currently working at Lisbon University, is a special issue dedicated to Environmental Psychology (EP) in different parts of the World, and puts together some reflections on the developments of EP in Brazil, Colombia, India, Nigeria, Canada, Russia and Europe. I hope you enjoy both issues. A big hug to you all! Looking forward to seeing you in Zürich!
**INTRODUCTION**

The impressive situation arising from the wave of forest fires in the summer of 2006 in the region of Galicia (the northwest of Spain) revealed the weakness of the region’s ecosystem when dealing with one of the most serious risks affecting this part of the world, the vulnerability of the land in the area, and the necessity to approach this problem from multiple perspectives in order to design effective strategies to deal with this problem.

After the series of fires of 1989, the then candidate to the presidency of the regional Government of Galicia, Fraga, presented the fight against fires as a personal challenge. And he started giving orders to the flames to stop, and that had a predictable result: except for a little miracle here and there, the tsunamis kept sweeping off entire countries and the flames kept burning Galicia.

While there is a tendency to approach disasters solely from a technical perspective, requiring the interventions of experts and public officials in charge of policy formulation, forest fires, and the risk they generate to the region’s ecosystem and to human beings, also possess a social dimension and addressing this type of disasters involves environmental understanding, active commitment of citizens and their participation in land management.

The study we describe here aimed to analyze and evaluate the subjective perception of the citizens of Galicia with regard to the forest fires of 2006 and to explore the dimensions that explain that perception. Because there are significant differences between the perspectives of experts and those of lay-people when it comes to forest fires, bringing these two perspectives together would shed more light on the strengths and weaknesses of policies directed at non-arable land and could potentially contribute to the design of better policies to mitigate risk in the area. As there are not many studies that aim to investigate the social perception of forest fires, this study was designed so as to obtain a better understanding of the public perception of the consequences of fires and the damage they cause, of the attribution of responsibility for and causes of the disaster, of the current level of trust in public institutions and of measures to be taken for prevention of future occurrences. After presenting the main results obtained, we will discuss some of the implications these have for policymaking.

A survey study was conducted to explore these dimensions, which was designed specifically for the objectives of this study. The sample was selected through a multistage sampling technique using clusters to select the first level units (municipal districts) while stratified random sampling with proportional allocation by province, gender and age group was used when selecting the second level unit (individuals). The sample was representative for Galicia and consisted of 651 subjects. The data were collected by means of computer-assisted telephone interviews, in a total of 37 different municipal districts. The field work was carried out in April of 2007.

**MAIN RESULTS OF THE STUDY**

In the case of attributions of causes and responsibilities, the results of the study show that the majority of those interviewed in 2007 considered criminal actions and irresponsible behaviour as the main immediate causes of the fires. This coincides with the findings of previous studies, regarding the attribution of causality in the case of forest fires (Varela, 2005). Also, the study shows that the citizens of Galicia see little relation between the fires and change of land use or the wood-processing industry, factors that are mentioned with relative frequency as being behind the fires. Compared with results from other studies though, we can notice that the general tendency is of an increase in the perception of intentionality as opposed to natural or accidental causes to which the fires were previously attributed (Doiz Reus, 2005, APAS & IDEM, 2003).

![Bar chart with frequencies](https://example.com/bar_chart.png)

In your opinion, what do you think were the main causes of the wave of forest fires last summer?
When asked about the factors and practices that they considered to be either the causes of, or having some relation to, the fires, a big percentage of those interviewed (78.7 %) answered that forest fires had “Quite a lot” or “A lot” to do with the current state of abandonment of non-arable land in Galicia. Also, 67.7 % considered two other relevant factors: the manner in which non-arable land is exploited and the current use of land.

When respondents were asked about who were the main agents responsible for the serious situation in Galicia, a large proportion cited the Regional Government of Galicia. If one adds together the percentages that attribute responsibility to some level of government, be it local, regional or central, one can see that 36.2 % of those interviewed attributed responsibility to the authorities, which is a much higher percentage than those citing social institutions and agents.

Compared to previous years, over 85 % of respondents perceived that both the number of fires and the surface area affected by them were greater than in previous years. And 70.7 % thought that people and property were exposed to fire to a higher degree than before. This does not reflect an objective reality, as, for example, the number of hectares affected by forest fires in 1989 was double that of 2006. So, it appears that the awareness of the population with regard to fires is greater in 2006, and it seems that people experienced a greater proximity and intensity of the fires, whether this was brought home by the media or by the real proximity to the flames that many respondents cited.

The perceived impact on the ecosystem, on the lives of the people in the affected areas and on some spheres of their working lives, amongst other aspects, was considered to be quite high. The ecosystem, life in the affected areas, the economy and the image of Galicia were seen by a high percentage of the sample as having been “quite badly” or “very badly” affected.

With regard to the psychological impact of the fires, the feelings felt by most respondents were “sadness” (almost 30%) and “indignation” (almost 30%), followed by “nervousness” (18%) and “fear” (10.8%). Nevertheless, the normal daily activities of 92.9% of respondents were not affected. Further research is needed into this question, but there are no big differences in this psychological perception between the percentages of people living in rural, semi-urban or urban areas, with different educational levels or with different relations to non-arable land, when assessing the impact, effect and causality of the fires.

The perception of the response of the authorities and of various public institutions was not very positive. In general, the response of those living nearby and the population in general was evaluated as more positive than that of the authorities. Only 26.4 % of people thought the authorities had responded adequately, and only 15.7 thought the political parties did, compared to 53.3 that evaluated favourably the response of the population of Galicia as a whole and to 50.1 evaluating favourably that of the people living in the affected areas. This result may have to do with the growing active support given to volunteering and social mobilization in answer to environment crises and risks in recent times.

The low levels of trust expressed in public institutions are also striking, and is a fact to be taken into consideration when designing disaster management policy. Again, those living in the affected area and the population as a whole were valued more positively.

Current legislation on combating fires was also perceived negatively: 71 % of those interviewed think that the laws are either ineffective or not very effective, and only 18.1 % perceive them as quite effective or very effective. Further research is needed to determine which aspects of the legal framework receive a negative evaluation: the laws themselves, investigation and the search for evidence in order to present charges, the resources allocated for this purpose, or the resulting trials.

When asked about their sources of information about fires, 47 % say that their main source of information is the television, followed by the press, with 33.9 %. The quality of the information received was perceived as good by 48.4 % of the sample, and when asked about information on specific aspects, such as preventive measures, causes, impact or extinction, only 30 % of the respondents thought it was good. The social perception of events is closely linked to the way in which these are presented in the media. The greater receptiveness of the population to environmental problems, and basically to risks, is related to the coverage given to
these topics by TV channels and the press. The visualisation of catastrophes is important, as is the media debate and discussion that heighten public awareness of the complexity of the problems surrounding risk.

Finally, the majority of those interviewed think that more preventive measures (27.5%) and more police surveillance and intervention (27.8%) are necessary. It is curious to note that respondents attach little importance to education and information, without which the necessary change referred to earlier on will never come about, or that they show little trust in current policing measures (see Fig. 4). This is consistent with the finding that the main cause attributed to the fires is wilful criminal action, as has been explained above.

**CONCLUSIONS**

This study has shown that the main causes of the forest fires of the summer of 2006 in Galicia were perceived to be basically criminal actions or carelessness, with the responsibility for prevention then being seen to rest on the authorities. There is a demand for further surveillance and policing measures in order to combat criminal behaviour, and further preventive policies are seen as necessary, but there seems to be little appreciation of the responsibility of society as a whole and the importance of raising not only the awareness, but also the level of commitment of the population, regarding the fight against forest fires and the changes required from the standpoint of risk prevention. People are highly critical and demanding of the relevant authorities, and have very little trust in the way in which the non-arable land in our region is currently managed, particularly when this corresponds to the authorities, at whatever level, with more government intervention being required. On the other hand, they are far less demanding and critical when it comes to the role played by the population as a whole, local residents and land owners in the response to these forest fires. Although 57.4% of those interviewed or members of their family own land, and only 17.2% have no relationship with non-arable land, responsibility is basically perceived to correspond to the authorities. This is evidence of a lack of social co-responsibility with the problems of managing one’s own environment.

This study shows that there is a need for a change in the process of designing policies to prevent and combat fires, in the direction of a deeper involvement of citizens in this process. First, there is a need for a change in the discourse about fires and forests, in the direction of and the choice of strategies used in the communication between public institutions and the public. Problems need to be described correctly and communication about fires and risk needs to be credible, continuous and not sporadic, and also prompt and accurate in order to reduce uncertainty and insure efficiency. Furthermore, communication needs to be both reactive and proactive (McComas, 2004), with the latter being more efficient in generating trust.

The relevant institutions also need to review their action plans and coordination strategies for crisis situations in order to provide a rapid response to the demand for information, ensuring that this will be immediate and visible to those affected by the crisis. Also, they need to encourage the participation of citizens in general and of those affected in particular in the process of deliberation of policy and in crisis management. The literature dealing with the social management of risks describes a series of useful procedures designed to ensure joint deliberation and social participation, and to bring together managers, technical assessors, interest groups and the general public (López Cerezo & Luján, 2000).

For the first time, fires became a public subject, which was necessary if we were to face modernity. For this to happen though, mass media were supposed to make this issue a public problem. Instead, they treated it as a show and as a political problem. When an issue becomes part of the political fights, people cease to consider it a real problem. In Galicia, fires are not a main preoccupation; there is no awareness of them as being one. It is necessary, then, that the mass media present this issue in a manner that helps citizens to cope with it as a public problem.

Mass media cannot stop fires, but they can contribute to raise awareness, even if this would be a long term process. Mass media have three important social functions, which are to stimulate transparency in information, to develop proactive medium and long term communication policies and to use a less catastrophic and alarming language.

Finally, there is a significant lack of knowledge and contents being disseminated in educational centres on mountain problems and potentialities, and this is the case even in those places that possess an important forest area and where the mountain is one of the main economic sources. This absence is also felt in the curricula of primary and secondary schools and requires some changes. The educational system can have an invaluable contribution in promoting social responsibility and participation in disaster management and risk mitigation in general. Knowledge about forestry and forest ecosystems can contribute to creating a culture of forestry that is sustainable and realistic, and currently lacking in Galicia. It can also educate citizens about risk. An understanding of the technical language of risk is one of the pre-requisites for successful communication and participation in social debates. All these measures would contribute to more realistic assessments of risk and to assuming joint responsibility in the protection of our immediate environment.

[Image: A smoked day in Raxó-Pontevedra]
INTEROGRATION

In the planning of community environments in highly marginal zones, the users are frequently not taken into account in the process of designing their settings. In most of such cases the opinion of the experts and other professional groups considers solely those who do not represent the collective interest of the communities (Rodriguez, Garcia-Mira, Zarco, Gonzalez & Belda, 2007).

The majority of the professionals who design various areas of Mexico City do not utilize the resources offered by environmental psychology to provide alternative solutions to the problems of human behavior as affected by its surroundings, especially in marginal urban settings. Such is the case represented by the present study, where very few programs or directed initiatives have been provided to improve the quality of life of the people who inhabit residential environments, through their participation in the design of their urban-architectonic surroundings.

Here is where environmental psychologists need most to collaborate with the designers of architectonic, community, urban, and landscape environments, to increase knowledge of the human-environment behavior through studying the ways in which people interact and adapt to constructed and natural environments, and how these interactions and adaptations can aid in satisfying people’s specific needs (Holahan 1991).

From this knowledge, environmental psychology emerges, first, as a psychology of space, insofar as it analyzes the perceptions, cognitions, attitudes, and behaviors of individuals and groups in explicit relationship with their physical and social contexts. This aspect evolves at diverse spatial reference levels: micro, meso and macro environments. At these levels the transactions are holistic, such that nothing happens in isolated ways; The interactions of behavior with environment are influenced mutually by a dynamic process in which time is also of fundamental importance (Moser, 2003).

Within this transactional approach the present study realizes the application of participatory design and its related post-occupancy evaluation in the urban-architectonic environment of a Mexico City community. The primary target was the evaluation of differences in the perception of social and physical environments between users who participated in the design of their immediate surroundings (open streets and spaces in-between) and those who did not.

Downs and Stea (1973) indicate that the key to understand the human conduct consists in knowing how people perceive the word that surrounds them and how culture affects cognition (Friedman, Kerkman, Brown, Stea and Cappello, 2005). Rapoport (1978, 2005) also indicates that perceiving the environment involves relating or structuring three essential factors in human development: organism, culture, and cognitive representations, all of which can help to orient the designer.

Nevertheless, given the complexity of investigating populations in order to identify their needs and their expectations of quality of life and social satisfaction, designers and planners prefer to take into account solely general sources of information (e.g. demographic and land use data), administrative techniques (regulatory norms, such as codes and standards) or concerns of the client (public or private-sector) who provides the funding, in the design of collective environments. Thus, the potential user of the environment is often excluded, and, if considered at all, communicating images between designer and user solely by means of verbal language often results in serious misunderstandings involving differences in the cognitive three-dimensional representations of both.
In order to resolve the cognitive three-dimensional differences between designer and user in the design process, some environmental researchers work by means of the elaboration of three-dimensional models (rough, schematic scale models) that have been developed as an investigative tool to allow people to express the values they are incorporating in a desired spatial model, and thus to discover their preferences in order to use this information in the design process (Hardie, 1988). This way, what the user is imagining can be interpreted with clarity by the designer observing potential users’ handling of objects and materials in the process of constructing a scale model and how certain placements are justified. In addition, if this activity is realized as well by means of focus groups involving potential users, the verbal dimension of the negotiation process, the fine-grained interaction of ideas, produces results different from those usually obtained through individually-administered questionnaires and like techniques.

With this information, the designer or planner has greater chance of satisfying needs and expectations of the users and the solutions developed through such participation are more likely to incorporate a sense of appropriation and increased social and environmental sustainability.

**METHOD**

The research to be described was developed in Colonia Miguel Hidalgo, part of the Tlalpan Delegation, located at the south end of the Distrito Federal. This colonia arose as an irregular settlement, a product of the need for shelter caused by the uncontrollable growth of Mexico City’s burgeoning population. The colonia evolved for 70 years in three stages, clearly defined through the establishment of three political-administrative sections. The colonia is located at high altitude on a wooded slope rich in flora and fauna: everything in it is a challenge to sustainability.

During the early period of the neighborhood’s development, major streets were constructed to gain access to the neighborhood, but it was not until the year 1989 that formal neighbor organization was established; secondary streets began to be paved; installation of a public lighting system was initiated; and potable water, storm drainage systems, telephones, and sidewalks were planned. Previously ignored public spaces were included in the design process after the realization of infrastructural work.

The research site, the second section of the neighborhood, was selected intentionally because the first author had resided there for 29 years. This contributed ample basic knowledge of the community as well as gaining the confidence of neighbors.

In order to realize this investigation three main factors contributed:

1. The support and participation of the second author, an expert practitioner in methods and techniques of citizen participation.
2. An organizational structure for planning work in the colonia: the Association of Residents of Colonia Miguel Hidalgo (an officially recognized non-governmental organization).
3. A news bulletin, under the NEIGHBORHOOD name, describing advances in community work, to keep the community informed.

The participatory design sessions were held on the site, so that users could make direct reference to the locations of their ideas in the place itself. In order to evaluate the impact of the changes in the neighborhood, a survey instrument was administered to 1001 participating neighbors of the three sections of the community (out of a population of approximately of 17,000 inhabitants). The instrument consisted of six subscales that measured: locus of control, self-concept, social perception of neighbors, project perception (“work in equipment”), urban environmental perception and the perception of home.

Applying factor analysis to the instrument yielded a quite satisfactory level of discrimination of $p = 0.001$. Assessing the level of reliability of the instrument yielded an alpha of 9108, representing high reliability.

One of the first items of the questionnaire was: in which of the following activities has the interviewee participated to benefit his community? Eight activities appeared to discriminate among the active, less active/passive, and non-participating interviewees. The “actives” organized their neighbors, designed open spaces, and managed and constructed projects. The “passives”, those that supported requests directed to public authorities, attended decision meetings and cooperated economically in the realization of projects. The nonparticipating interviewees did not engage in any of the above-mentioned activities.

**RESULTS**

The results show that the proportion of active respondents (12%) is about the same as nonparticipating respondents (15%), with 73% of respondents, those that cooperate without committing themselves to behavioral changes, being passive participants.

With respect to the six scales that constituted the questionnaire, locus of control, self-concept, social perception, project perception (“work in equipment”), perception of the neighborhood and the home, the only significant differences were found in locus of control, self concept and perception of neighbors. The first two favored the old neighborhood and third favored of the new neighborhood, probably due in the former case to attachment to the old one, and in the latter case (favoring the new one), to the urban changes that had already been achieved.
Nevertheless, with regard to level of participation, the four scales distinguishing active participants yielded, for this subgroup, superior self-concepts, social perception, project perception ("work in equipment"), and perception of the home.

Significant differences between colonia sections with regard to relative section age, all subscales. "Ancient" refers to older parts of the colonia.

Significant differences by participation level

Analyzing results of the factor analysis of each of the scales between those who participated in design (291) and those who did not (710) revealed that of nine factors, eight favor design participation: arousal, responsibility, self-concept, level of cooperation, project work ("work in equipment"), symbolic meaning of the neighborhood, physical image of the home, and symbolic meaning of the home.

MAIN FINDINGS, IMPLICATIONS, AND CONCLUSIONS

These results confirm the major hypothesis that participation of users in the process of design of their surroundings favors enhanced perception and interactions with the environment, in such a way that, appropriately adapted, also promotes sustainability. Time is involved, as well: short-term responses do not reflect the possibility that negotiations with public authorities, based upon results of participation, may fail.

It is usually assumed that government officials act with effectiveness and efficiency in attending to resource management, using citizens' taxes. Typically, this results in small, territorially segmented changes. This is not necessarily a shortcoming of the process, since it is the local level over which people perceive that they have jurisdiction and control, through the organization of small assemblies whose members negotiate and thereby establish their goals in, and plans for, environmental design and enhancement of their urban image. This process, whose goal is to produce consistency between the activities of the users and appropriation of urban space, requires, first, coordinating both active and passive participants; and, second, motivating nonparticipants to collaborate in establishing a desired pattern of change.

Once constructed and achieved, these new physical and social spaces can be expected to include both environmental restoration and enhancement of the physical and psychological health of residents. The resulting fortification of social capital maintains systems of environmental and social ecology, sense of identity, and senses of territoriality/social property within the context of the megalopolis – or any community, for that matter. Such a development, in people's hands, relates to changes in the local and global natural environments, favoring, with appropriate collateral education, enhanced personal and social responsibility for environmental enhancement.

REFERENCES


INTRODUCTION

During the past decade, a program of comparative research on the quality of urban life has been underway in several world cities and metropolitan areas. Robert Stimson from the University of Queensland in Australia and I initially conceived of the program as a collaborative effort between scholars interested in quality of life in cities, people-environment studies, international work, and policy-based research. In the late 1990's, Stimson and his colleagues had conducted a household survey in southeast Queensland aimed at informing government officials about attitudes toward the region's rapid growth and changing conditions in its core city, Brisbane. In 2001, I directed a similar study in the Detroit metropolitan area as part of the University of Michigan's Detroit Area Study (DAS). DAS 2001 addressed a number of issues of interest to person-environment researchers concerned about impacts of the socio-physical environment on individual and group well-being. (see Marans, 2003; http://sitemaker.umich.edu/das2001/home). Both the southeast Queensland study and DAS 2001 were committed to measuring people's perceptions of the environment and behaviors within it and the environment itself. That is, household surveys were used to tap perceptions and behaviors while GIS and other data sources were used to measure various attributes of the socio-physical environment associated with the survey respondents.

In 2003, a second quality of life survey was conducted in southeast Queensland and since that time, similar surveys have been launched in the Brabant region of the Netherlands; Istanbul, Turkey; Famagusta in northern Cyprus; Salzburg, Austria; and Bogota, Colombia. Additional quality of urban life research projects that follow the model established by DAS 2001 are being discussed in Kuwait, Dubai, Bangkok, Istanbul, Turkey; Famagusta in northern Cyprus; Salzburg, Austria; and Xi'an and a number of other places.

The overall plan for the program has been to assess the quality of life in cities and urban regions around the world during the first decade of the 21st century. Specifically, the aim has been to launch a series of locally initiated projects that would 1) provide local planners and other policy makers with information that would guide them in their decision-making, 2) create data bases that would enable person-environment researchers and others in each setting to examine social, psychological, and behavioral responses to environmental conditions, 3) establish benchmarks or indicators against which data from subsequent quality of urban life studies could be compared, thus measuring the impacts of environmental change, and 4) create opportunities to examine cultural differences in responses to environmental settings through comparative analyses. Plans are currently underway for an edited book describing the methodological and theoretical contributions of the program and the experiences and findings from each city.

Researchers involved in the quality of urban life work collectively have recognized that one of its many significant advantages is having quantitative data covering a range of thematic areas that are addressed. That is, the household surveys (and corresponding objective measures) have considered housing, neighborhoods, social networks, travel and transportation, recreation, parks and open space, public safety, residential mobility, environmental quality and other salient topics. These thematic areas are central to the interests of planners, environmental psychologists and others interested in person-environment studies. Quality of urban life studies not only enable researchers to examine relationships within a particular thematic area but also between them.

In this paper, I present selected findings covering one of many thematic areas addressed in the Detroit area study -- travel and transportation. First, however, an overview of DAS is discussed.

DETROIT AREA STUDY -DAS 2001

During spring-summer 2001, a combination of face-to-face-interviews and mail questionnaires were used to gather information from over 4300 adults living in 7 counties in southeast Michigan. The largest city, Detroit, is located in Wayne, one of the counties. In addition to survey responses, DAS 2001 compiled contextual information about the minor civil divisions (MCDs) or smaller cities and towns, villages, and townships and the particular environmental settings associated with each respondent. Contextual information includes housing and demographic characteristics, land use characteristics, distances to key locations such as parks, health care facilities, and transit stops, and other characteristics of the places where respondents' MCDs) such as growth rates, employment, and school information. Finally, respondents who completed the mail questionnaire had the opportunity to write "additional thoughts" about the quality of life in their community or in the Detroit region.

TRAVEL AND TRANSPORTATION IN METRO DETROIT - BACKGROUND

Historically, Detroit has been known as the automobile capital of the world. Not only was it the home to the world's largest automobile manufacturers, but the city's pattern of development was determined in large part by the prevalence
Transit systems, willingness to pay for various transportation, and the rapidly rising costs of travel. To a large extent, the automobile culture was fueled by relatively inexpensive vehicles and low gas (petrol) costs. In 1999-2000 when DAS 2001 was being planned, a gallon of gasoline averaged $1.30 or about 22 Euros per liter. The findings also reveal residents' hopes for the future.

FINDINGS ON TRAVEL AND TRANSPORTATION

The specific topics on travel as part of the quality of urban life study were: modes of travel to shopping, work, and school, commuting time and stress, uses and evaluation of public transit systems, willingness to pay for various transportation improvements, and the need for public transportation. Findings covering several of these topics are presented here to illustrate the manner in which the results have been communicated to planners and to the general public. The findings, taken together illustrate the heavy reliance on the automobile among Detroit area residents and the pattern of residential development that has contributed to this situation. The findings also reveal residents' hopes for the future.

Shopping Trips and Work Trips. Metro area residents were and are heavily reliant on their automobiles for shopping and work trips. When asked how they typically travelled to the grocery store where they did their major shopping, 97 percent of the wider metro area respondents—compared to 89 percent of Detroiters said they drove. And compared to 25 percent of Detroiters who said they had walked to a grocery store “during the past week,” only 14 percent of all respondents said they had done the same. As for other (non-grocery) store trips, just a third of the Detroiters said they had walked to other stores compared to about 15 percent from other parts of the metro area. Other than Detroiters, those most likely to report walking for shopping trips were small town residents. People living in the newer suburbs and in rural areas were least likely to walk.

The amount of walking people reported was associated with their views about the convenience of walking in their neighborhoods. When asked if they agree or disagree with the statement, “My neighborhood is conveniently located for people to walk to stores, parks, etc.” about 6 in 10 from the newer suburbs and one in 10 from the rural areas felt this way. Of course, people’s perceptions do not always correspond to their actions. Whereas nearly half (46 percent) of the metro area respondents believed they live in a place where it is convenient to walk to stores in their neighborhoods, just one-quarter reported such trips in the previous week. For respondents traveling to work or school, the automobile was also their primary mode of travel. Most (93 percent) said they typically drive alone and only 2 percent carpool to work or school. The remainder walk, travel by bus, or use other means. Fewer Detroit respondents (83%) reported driving alone.

Commute Time to Work and School. Most metro Detroiters spent less time commuting than did residents of other major cities. For metro Detroit respondents, one-way trips to work or school averaged 24.4 minutes (slightly lower than the 2000 U.S. Census figure for metro Detroiters of 26.5 minutes). In contrast, residents in the metro areas of Chicago (31.7 minutes) and Los Angeles (29.2 minutes) spent more time commuting to work. Trips in metro Detroit ranged from a few minutes to two hours depending on where within the region one lives.

The Stress of Commuting. When asked how stressful their commute is, 6 percent said it was always stressful while 57 percent said it is sometimes stressful. The remainder (37 percent) said it their commute to work or school was never stressful. There is a strong relationship between travel time and reported levels of stress while commuting: as travel time increases so does the amount of reported stress. For commuters traveling more than 30 minutes to work or school, 15 percent said their trip was always stressful, while only 2 percent of commuters traveling 30 minutes or less said they are always stressed by the journey to work or school (see Figure 1).

Further analysis, however, shows important differences in relationships between commute times and stress: stress levels for long distance commuters differ between counties. More than one in 5 commuters from Detroit and the rest of Wayne County who travel more than 30 minutes—said their trips are always stressful, while the same is true for less than one in 10 long distance commuters from other parts of the metro area.
Public Transportation Use and Ratings. Heavy reliance on the automobile throughout the metro area corresponds with limited use of public transit. For the region as a whole, nearly 9 in 10 (86 percent) said they never used public buses. Even in places where public transportation was readily available, ridership was low with two-thirds of the respondents indicating they never rode the bus. In Detroit with the largest bus system in the region, just 13 percent said they rode a bus a few times a month or more often. As shown in Figure 2, public transit use is associated with how far people live from a transit stop. People who live within 1/16 of a mile (.10 kilometer) from a bus stop are twice as likely to use buses as those living between 1/8 and 1/16 of a mile away (.2-.4 kilometers), and four times as likely to use public transit as those living beyond 1/2 of a mile (.8 kilometer).

In Detroit, regular transit users, or those riding buses at least 3 times a week, were more than twice as likely to be African American as white, have incomes of less than $30,000, and not own an automobile. In Washtenaw County where another transit system operates, frequent users also tended to have incomes of less than $30,000, have no cars in the household, and were either employed full time or were students.

When asked to evaluate public transportation available to them in their neighborhoods, less than a third of respondents rated public transit favorably, a third rate it negatively, and the remaining third gave local public transit a neutral score. Respondents from the large cities outside the urban core gave the most favorable ratings while the least favorable ratings came from respondents in the newer suburbs, the small towns and villages and the rural areas of the region.

Metro area residents had mixed opinions about the overall transportation system of the region. When asked to rate the region’s system in terms of freeways, roads and public transit, only 33 percent give the system good marks while 45 percent rate it poorly.

Transportation and the Quality of Urban Life. When ratings of transportation in neighborhoods and in the region were examined in relation to quality of community life, significant relationships were found. That is, irrespective of where people live, negative assessments of the transportation available to them adversely impacted their feelings about the quality of their community and the region as a place to live. In fact, many residents believed that life in the region could be improved with better public transit. In response to the statement, “Public transit that is safe and reliable would improve the quality of life of metro Detroit residents,” a significant number (69 percent) from all parts of the region “strongly agree” or “agree.” Whereas most Detroiters (80 percent) believe there are quality of life benefits from public transit, at least two-thirds of the residents in the other counties also agree with the statement. Less than 10 percent disagree with the statement.

Willingness to Pay for Transportation Improvements. Although most respondents supported the idea of public transit for the region, their support was tempered when asked if they were willing to pay more in taxes to make public transportation improvements. While one-third of respondents said they would increase their tax bill for this purpose, another third indicated they would not, and the remaining third gave a neutral response. It was not surprising to see that Detroiters were the most willing to pay for improvements to public transportation whereas respondents in the outlying counties showed the strongest opposition to a tax increase for this purpose. Comparing respondents who believed public transit is important and were willing to pay taxes to support it (strong supporters) with those who thought it is important but were not willing to pay taxes for it (weak supporters), this study found that strong supporters significantly outnumber weak supporters in Detroit and Oakland the most affluent county. In the outlying counties, weak supporters outnumbered strong supporters by almost two to one.

Although there was general support for public transit in the region, questions regarding auto travel revealed stronger sentiments and a greater commitment to private automobile, especially by non-Detroiters. While Detroit respondents were as likely to support spending on road improvements as on public transit improvements, the wider metro area residents were much more willing to pay for improvements to county roads and highways than for public transit improvements.

CONCLUSIONS

While deliberating changes to metro Detroit’s transportation system, state and local policymakers have accounted for the thoughts, values, and actions of their constituents such as those reported here. Both constraints and opportunities are presented to policy makers as they consider options for improving mobility including the possible development of a light rail line system connecting several cities with Detroit and each other. On one hand, policymakers face constraints such as limited support for tax increases to improve public transit that existed on the minds of residents in 2001. With greater congestion today and fuel prices topping $4 per gallon (or about 68 Euros per liter), metro Detroit residents are more likely to support improved public transit. On the other hand, policymakers are likely to find a stronger public belief that quality of life improvements can result from improved public transit. These propositions can be tested with further quality of urban life research.

REFERENCES

In the former municipal slaughter house of Madrid, built in 1910, a new cultural experience called Intermediae is taking shape.

After a long journey across Europe, where he studied the work of Bherens in Berlin and of Garnier in Paris among others, Luis Bellido, which was at that moment the municipal architect of Madrid, draws up at his return the plans for a machine-city in a serial urban style of simple equations.

A first line of buildings was designed to host live cattle and other animals.

A second line of buildings, to separate the various species: game, birds, bovine and bulls.

A third line for the slaughter and taking apart of the animals and a fourth line for refrigerators and storage.

For a hundred years, this city performed its activity of cattle sacrifice and was a waiting room for the distribution of products.

The intervention of the Architecture studio led by the young architect Arturo Franco proposes the reutilization of this space without the intervention of onerous and polluting construction companies and wins the prestigious Award of Architecture and Urbanism of the Community of Madrid 2008, for his clear and robust intentions. His new provisions for recycling and reutilization fit these times of climatic purgatory and penitence.

Even if it was an industrial machine, the slaughter-city was equipped with housing for its staff and for this reason it possessed something of Coqueville, some of the falansterian aspirations of Fourier and, of course, Mister Bellido had knowledge about the prosocial ideas borne out of the industrial revolution after the 1800s and applied the urban remedies proposed by Saint Simon, Cabet and Considerant.

In spite of the exotic and rhetorical Mudéjar style of those enclaves of supply, sacrifice and conservation, a certain air of sordid industrial ugliness reigned in the place, camouflaged as pretentious historic architecture.

A hundred and fifty years have passed since the Considerant’s manifesto: “To you, men of imagination, courage and poetry! What are you doing in today’s bourgeois world? Are you comfortable in this immense shop?” It seems that the yearnings of civilization felt by the utopians of the industrial revolution, are now finding a place in our process of civilization. In this time, the artists, the poets, and the free thinkers have denounced the inhumanity of the industrial system and, with their proclamations, they have forced the conquest of new levels of humanity and wellbeing and have contributed to the distrust of the spectacular touch that technology, new materials and Architecture might bring and have insisted in turning toward the past, as a memory that can become the recipient of new cultural manifestations.

The PS1 MOMA in New York and the Ex Mattoio in Rome have become predecessors of the idea of the City Council of Madrid called “Intermediae”. The individual as an unfinished project interacts by searching for new meanings in order to understand the world.

Similar to the act of Prokofiev interpreting Romeo and Juliet in the Arena of Verona, this city full of symbolism and recycled for cultural purposes will confirm through Intermediae the aphorism of Tylor about the passing from savageness to civilization as a main tendency of culture. These kinds of places constitute laboratories of analysis of human acquired habits and skills.

Similar to any other city in the style of Alfonso X, the slaughter house of Legazpi in Madrid was born surrounded by defensive walls, as an authentic Utopian city. Born at the beginning of the previous century, it had to undergo big famines as a result of the war. Now it becomes a cultural
Environmental psychology is commonly defined as the study of the reciprocal relationship between persons and the environment. Yet, what is the essence of this reciprocity? Who are these persons; what are their environments?

(Re)reading Carl Friedrich Graumann (31.3.1923 – 8.8.2007) provokes, if not answers, some instigating reflections: Can one even conceive of persons disassociated from the context into which they are brought up and within which they act? Furthermore, what are the implications of speaking of environment rather than nature? Even if one were to assume persons and the environment to exist independently of one another, and hence subject to separate analyses, Graumann teaches us that the essence rests in the recognition that their relationship goes beyond reciprocity, that the two are indissociable.

Environmental psychology is commonly defined as the study of the reciprocal relationship between persons and the environment. Yet, what is the essence of this reciprocity? Who are these persons; what are their environments?

(Re)reading Graumann’s vast oeuvre not only provokes reflections regarding the nature of environmental psychology, but, quite literally, in all of psychology. As the (co)editor of the 12 volume Handbuch der Psychologie (1966-1983), he contributed to presenting a comprehensive overview of the field as it existed at the time. This experience, together with his interested in the history of the field, directly contributed to his ecological perspective regarding psychology, meaning that the study of psychology should be ecologized. The perspective conceives the individual – the prime object of psychological studies – as rooted in spatial and temporal dimensions, hence necessitating that any investigation in general, clinical, developmental, social and the many applied fields of psychology take into account space as well as time.

The research and application resulting from Graumann’s ecological perspective and posture demand that persons must be dealt with as part and parcel of their natural contexts – be that ‘untouched’ nature or constructed environments. “We”, the researchers and practitioners, as individuals engaging in intentional interactions – experiences and behaviours – with the time, space and objects of our research, become a case in point of the ecology of the person – environment relation.

In conclusion, I will touch on a further fundamental insight and contribution of Carl Friedrich Graumann to psychology: The communicative dimension, which constitutes the ‘mechanism’ of the intentional, ecological relation of persons and their multiple contexts. As a Brazilian humorist put it, Quem não se comunica, se trumbica – those who do not communicate, stumble. We thank Carl Friedrich Graumann from helping us stumble a little less in this complex, challenging and exciting field of environmental / ecological psychology.
Professor Graumann ¿how do you became involved with environmental psychology?

I think my case is a special case because actually from my early time as student my interest in psychology was always combined with the phenomenological orientation. To me this means that whatever we do with psychology whether we talk about consciousness, or about attention, or about behavior or attitudes, the basic idea is that according to principal objectives of intentionality is always directed to something in the world, is object related, and so for me, the basic psychological unit is the person-environment relationship, and this relationship, of course, we have to understand is the actual interaction relationship. So, in a way, I was philosophically prepared for this approach which then became known as environmental psychological approach, which his main link or theme is the natural environment. Then, of course, is this relationship between the person and environment, environment and the person, only now it is the scientific attitude, research of the many ways how we cope with the environment, how the environmental affect us etc, etc. But that was my approach actually from the phenomenological key concept of intentionality as the men world relationship. So I got into it, I would say in the 60’s when environmental psychology began in the late 60’s, and we, mainly in connection with the New York group of Harold Proshansky and William Ittelson, became more familiar with this new kind of psychology, which also from the beginning was not psychology properly, it was an interdisciplinary approach. So, when I visited New York in 1973 and my wife (Lenelis Kruse) was attending courses at the graduate school at the City University, when I brought in phenomenological issues they were quite interested but were not familiar with this, were this close, so this is an interesting metatheory for environmental psychology.

There is a relation between what Proshansky has written about the need of a phenomenological approach to environment and your own approach?

I would say theoretically William Ittelson was close with, but he came from the transactional school. Even before we got involved in environmental psychology, I was always in harmony with William Ittelson. Proshansky came from social psychology and his approach was different.

Now I want to ask, which books and authors influenced you more at that time in environmental psychology and why?

Well, there are different sources. I always was beyond the field of mainstream psychology. I was a Lewinian. I was very much interested in Kurt Lewin work. So I became familiar with his epistemological psychology and phenomenological approach and his field theory. I became familiar with the work of his student Barker, and his ecological psychology was of interest for me for a while. I thought this is a way to proceed, but then, Barker developed his behavior setting approach and I was disillusioned because this was not longer psychology to me, it was certainly almost anti-phenomenological because not the things as people use them and as they experienced them, here and now, but as fixed things given to you, this is good people sitting in the table with chairs around and so an then that is what you do with it. So, almost that kind of environmental determinants and that definitively that, was not the theory I have in mind for environmental psychology and it has become a very Orthodox current of course. Gerhard Kaminsky is the representative by Gerhard Kaminsky (who you are going to visit), he is convinced of this behavior setting approach, he has kind of modified it but is too static still.

How can you explain the influence of Kaminsky in Germany?

Kaminsky was one of the seniors here in the field. I mean, Tubingen was one of the first universities in Germany to introduce environmental psychology in the curriculum. I don’t know who was first I don’t care, but he has concentrated in this Barker approach and the behavior setting and he has trained all his students in behavior setting analysis.

In the case of Kaminski, if Barker’s work was oriented more behaviorally, how do you explain that German psychologist of his age, came to be influenced by Barker?

I don’t know, I mean with Kaminski I could have and explanation, he like orderly systems like graphs and so the things can be clearly recognized, he likes to divide situations up into elements and that’s something you can do with the behavior setting approach, many people act that way, many Germans act orderly. But I would not say that seen as a whole the Barker school has a special influence in this country.

How do you see now the proposal of a phenomenological oriented environmental psychology?

This orientation has still a function, has, on one hand, a description function, in order to give us the structure, the structure of personal environment relationship with both environment and system, with this you have a good description. This is still, I would say, a function; and now, the special theory in a phenomenological approach is that the description should not be the scientific description in personal objective description but an intentional description. Things are only what they are, if you take them away they affect you in the way you experience them, and I think this is still important. But is only a function of the whole approach, still them, but is never the whole is only a function in this approach.
Ittelson original language could be related with recent critical developments in social psychology against the american experimental social psychology and the behaviorist environmental approach, did you have a point in common?

The only point in common is that we insist in the human subject that is unique and decides that he is and not some body else, like some scientist or scientific community decide. But it is the individual subject or the individual group, which is a common subject, who decides, this is for eating, or this is for blowing, or this is for digging, or this for either swimming, or it is too dangerous, too risky to fly. So the viewpoint of this subject, all the viewpoint of the group is the ultimate thing.

Your were criticizing Barker and I asked if it has any relation with critical social psychology, because also in environmental psychology there has been people criticizing the american environmental psychology lack of theory and too much empirical work in all the areas. What do you think is missing in this still dominant environmental psychology?

Well, is difficult to stay that simple because if you take the two volumes of the Handbook of Environmental Psychology, take the first volume and read the introductory chapter by professor Irwin Altman, they give you all the theories and Irwin gives you the metatheories of how to conceive this person environment relationship. So, is not a lack of theory, I wouldn’t say is the lack of theories, the lack is of the relationship between this wonderful theories on one hand, and the empirical work in the other. Almost all the work that you see in environmental psychology including our own, may be connected with this or that theory but not necessity, because they are so comprehensive and so generous, that you may apply here and there. So, what you have in others theories are the close connection, close relationship between theory and research, that is not the case in environmental psychology. So, theories we have many but in a way it is arbitrary.

If we speak of metatheory, would you say the same?

Well, I told you about my meta theory, phenomenology is a meta theory, is not only a metatheory is also a metamethodology, which is about the same, and I’m concerned with the transactional approach that William Ittelson roaded into environmental psychology and now it has spread. And I think that it is a very good approach because it gives you way to the human mind of the group or the individual in collective form on the one hand, and whatever we single out in the environment and the mutual influencing and the continued ongoing changes on both sides. That make sense, that make a phenomenological sense, and if you called transaction, is okay. So, I will say at present, I will say this is the best metatheory, best I mean the most fruitful metatheory we have, and this is also what we don’t have in behavior science.

And at present in what topics are you more interested in?

I have and old favorite, my old favorite are little things, objects of view, this was actually my first application in environmental psychology, what is now call environmental psychology, we were interested in what we called ecological perspective, it was the year of 1972 or 1973, that the idea that, again, the phenomenological approach, every conscience is the conscience of something. But also every behavior, every individual behavior act is related with something, I sit here on a chair, and I communicate my ideas to you and you don’t just listen, you tape it and make notes with your pen in a piece of paper. So, the thing that is always involved in behavior action interaction communication, that we have it disregarded in psychology, I call it the neglected thing. So, this is my interest in the road of things in every day communication. Next year we have a conference on this topic in the German Psychological Society in Hamburg.

At the moment what is the main characteristic of German environmental psychology in your opinion?

The variety is the main characteristic. If you compare special things, take Kaminski special thing, he talks about behavior setting, and take Lenelis Kruse present special thing, which is enroll the people into environmental change, that is what she is doing most of the time now. And we have both a very strong interest in urban psychology. My research project on the identity of city and city quarters, that was funded by the German Science Foundation for several years. The cities that we studied were Heidelberg, Mannheim, Gottenburg, Paris, Munich and Aix-en-Provence, different cities and what real people identified with, what is the identity of the cities, this is urban psychology. There quite a few urban psychologists but there are others who never have done anything in this field. My wife original special interest was privacy, still is a favorite approach and maybe she goes back into privacy research, which was closely connected, by the way, with the work she did at the graduated center of the City University of New York. I could go on with it, but I could say that there is a unifying interest in German environmental psychology.

Out of your phenomenological oriented environmental psychology, the Kaminski Barkerian environmental psychology and the global change work of Professor Kruse which others approaches can you mention?

A strong systems theoretical approach. There are people who do research on environmental risk and coping with risk taken from theories of uncertainty, behavior analysis. Then we have the stress people, the Lazarus stress and coping theory approach, industrial stress, traffic noise what ever it is. I mean these are theories which are realized in specific researches but major current, I mean that is the major current. Some of course do the environmental or the environmental development research, within the original fields.

How do you differentiate between umwelt and eco psychology and how they have influenced or has affected the development of the German environmental psychology in your opinion?

I only know that eco psychological psychology made a school of their own they are kind of separate from the rest, that’s the Gibsonian, not the Barkerians. They have an association of their own that is a German branch from the international, but they are kind of dissociated from the environmental psychology community. I mean there are people that say we must make a difference between environmental psychology, Umwelt psychology, and ecological psychology, pretending is not, but some can even fight for it, but I can’t recognized it, I don’t care how you call it I mean, I’m interested in the ecological problems of the environment, of the man environment relationship.

In your experience what is missing in German environmental psychology now?

Missing?, brains and men, that is a problem too, with the missing relationship between theory and research.

This interview was part of an academic stay funded by DAAD, Germany, at the University of Heidelberg, at his office. October 12, 1993, Heidelberg, Germany.

Interview by Bernardo Jiménez-Domínguez.

Transcription assistance: Georgina Sosa Gómez.
Around 20 miles away from San Cristóbal de las Casas, in the highlands of Chiapas (Mexico), approximately 3000 m above the sea level, we arrived to Oventik, a Zapatista community, which did not appear on our road map. A few miles before, a banner reads like this: “You are on a rebel Zapatista territory. Here the people govern and the Government obeys”. Our curiosity took us to asking for permission for a visit. Two men wearing a mask are our reception committee which, after asking for our personal data, will accompany us to “The Good Governance Assembly”. After waiting for a while, we were authorised to enter the site. Three masked men and three women were sitting on one side of the table. On the other side, we, curious, mentally compounding the situation, and interchanging impressions about Chiapas and the Zapatista project, resources and the environment, education and health, gender equality, … with the people representing the 7 autonomous municipalities of the “caracol”(snail) of Oventik. 

There are observers from the UN, Human Rights Watch, and many other NGOs, warrant that these communities do not disappear. They are autonomously organised, socially and politically, with the consent of the federal Government which turns its back on them, but tolerates their pacific rebellion. Many immigrant communities in Europe during the fifties had enjoyed much better conditions than these ones, which share with many other regions in Latin America the problem of access to basic resources that a democracy should have the legal and moral obligation to warrant.

The rescue of Betancourt and 14 more hostages from the FARC is an important issue, which should be celebrated, because kidnapping is one of the biggest humiliations that a person can suffer. As with most things related to revolutionary movements, it forces us to reflect upon the need to improve our instruments and negotiation models of peace processes, and to structure them not only around de-mobilization and de-militarization, but also around the analysis and resolution of the phenomenon which constitutes the cause of conflict: poverty.

PROPOSAL

Authorship
Authors:
University or institution:
Contact (just one author):
Address: e-mail:
Postal code: City:
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Paper proposed for submission *
Title:
Abstract (200 words):
Keywords:
The paper is a: (research, theory review, reflection, intervention, evaluation, or anything else)

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SPECIAL ISSUE ON “URBAN ENVIRONMENT AND HUMAN BEHAVIOR”
This is a preview of the information about the last Conference of IAPS, which was held in Rome between the 28th July and the 1st August. More detailed information will be sent by the organisers and included into a next issue of the Bulletin. At the moment, I just want to let you know, especially those of you who couldn’t attend, that it was a great success, in terms of organisation, number of delegates, quality of presentations, keynote speakers, symposia, photographic exhibition, social events, and other interesting and stimulating activities!

The opening ceremony took place in La Sapienza University auditorium and most presentations were held at LUMSA University, co-organiser of this scientific event.

The IAPS Board said goodbye to the former President, Gabriel Moser, as well as to the Bulletin Editor, Ricardo García Mira, in both cases because they reached the maximum period of 8 years as Board members. Florian Kaiser and Angela Castrechini have decided to leave the Board for personal and/or professional reasons. The IAPS Board also welcomed the new board members: Hartmut Günther, Riklef Rambow, Kevin Thwaites, and Giuseppe Carrus.

Ombretta Romice, a young architect from the University of Strathclyde, UK was elected unanimously as the new President by the IAPS Board. We all wish her our best in her management of our organisation.
The constant exposure of the Cairene Fine Arts community (students and faculty members) to the different disciplines it encompasses, is an effective factor that shapes artwork as unique outputs in all fields including Architecture and Urban Planning; Interior Architecture; Theatre; Cinema and TV; Painting, Oil and Mural; Graphics and Print Making; Animation, Book Art; Sculpture - Space Forms; Medals and Relief. All these fields include a strong design component that involves procedural, critical, and creative thinking.

There is evidence that a continuous learning process occurs unconsciously because of the close physical proximity of the different departments and programs within the Faculty of Fine Arts. This offers the Faculty's community members a great opportunity to learn from each other, share ideas, and give and receive opinions and comments. Notably, it has been an integral distinctive aspect of the Faculty for several decades. We may label such an aspect as the "hidden curriculum," a concept that expresses the interactional process and the everyday experiences manifested by the daily routines of students and teaching staff.

With the increasing complexity of design professions and design disciplines, it is becoming clear that while the typical informal process of interaction is valuable, a need for a more structured thinking on how different design disciplines could collaborate in a more rigorous manner in education as well as in practice is evidently on the rise. A transdisciplinary approach is proposed to explore, reflect, and investigate possible ways of achieving interaction between design disciplines at the education, research, and practice levels.

Transdisciplinary—the subject of this symposium is radically distinct from interdisciplinarity. Interdisciplinarity is concerned with the transfer of methods from one discipline to another. Like pluridisciplinarity or multidisciplinarity, interdisciplinarity overflows the disciplines but its goal still remains within the framework of disciplinary research. Transdisciplinarity however is about crossing the boundaries of disciplines. As a practice-oriented approach, transdisciplinarity is not confined to a closed circle of scientific experts, professional journals and academic departments where knowledge is produced. Through mutual learning, the knowledge of all participants (from different disciplines) is enhanced, including local knowledge, scientific knowledge and the knowledge of concerned industries, businesses, and non-governmental organizations. The sum of this knowledge will be greater than the knowledge of any single partner representing one discipline. In the process, the bias of each discipline is minimized.

This symposium is open to specialists, scholars, practitioners and academicians from all design and art disciplines and from other influential disciplines including sociology, psychology, environmental psychology, education, information technology, etc. to openly discuss and debate how the notion of Transdisciplinary and how it may contribute to the creation of a better world. The symposium will address a number of general topics that include—but not limited to:

- Knowledge Production and the Potential of Transdisciplinarity
- Sociology and Psychology meeting Art and Design
- Transdisciplinarity and Design and Art Pedagogy
- Transdisciplinarity and Design Practices
- Transdisciplinarity and Sustainable Development
- Transdisciplinarity: Art, Space, and the City
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BOOKS

NEW OR FORTHCOMING

Person-environment-behavior Research: Investigating Activities and Experiences In Spaces and Environments

Pricing in road transport: A multi-disciplinary perspective

Architekturpsychologie: Schule, Hochschule und Bürogebäude der Zukunft

Bibliography

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CONTENT

Research into spatial influences on people’s everyday activities and experiences presents many conceptual and methodological complexities. Written by leading authorities, this book provides a comprehensive framework for collecting and analyzing reliable person–environment–behavior data in real-world settings that rarely match the controlled conditions described in typical texts. An array of research designs are illustrated in chapter-length examples addressing such compelling issues as spatial patterns of voting behavior, ways in which disabilities affect people’s travel and wayfinding, how natural and built environments evoke emotional responses, spatial factors in elementary teaching and learning, and more. A special chapter guides the student or beginning researcher to craft a successful research proposal.


CONTENT

Transport pricing is high on the political agenda throughout the world, but governments seeking to implement this often face challenging questions and significant barriers. The associated policy and research questions are not always addressed adequately from a mono-disciplinary perspective. This book shows how a multi-disciplinary approach may lead to new types of analysis and insights, contributing to a better understanding of the ins and outs of transport pricing and therewith, eventually, potentially to a more effective and acceptable design of such policies. The book addresses important policy and research themes such as the possible motives for introducing road transport pricing and potential conflicts between these motives, behavioral responses in transport pricing for households and firms, the modeling of transport pricing, and the acceptability of transport pricing.


CONTENT

People generally like to have “control” over their environments. This need is expressed through personal design of architecture and personal regulation of external stress factors. For this reason, the concept of control over the environment has been applied as a central criterion for three case studies of all grade school (Waldorf School, Cologne), university (University of Koblenz) and office (Post Tower, Bonn) buildings.

Firstly, a monograph of psychological studies of innovative buildings modeled after the International Performance Evaluation has been described in German. The “Koblenz Architecture Questionnaire” is used as an instrument for evaluating the three structural environments examined in this study.
Up to 21 psychological criteria for a building’s success are applied to each structure. The goal of all three studies is, above all, to be able to generate suggestions for improvements when renovating and constructing new buildings. The two most central questions are: Is there a difference between a User-Needs Analysis evaluation of the building “at present” and an evaluation of “importance for the future?” Do architectural elements impact performance criteria? In the studies, three mapping sentences following the facet approach and two schemes for judging the quality of educational and office buildings have been developed. In the three studies, there are highly significant correlations between the most important performance criteria. These criteria reveal how targeted improvements made to specific aspects of environment can positively enhance user control over the environment, feeling of wellbeing and, subsequently, performance.

The target reader for this book is someone who would like a general understanding of how buildings can be improved from a psychological standpoint as well as what aspects of design are found in forward-looking buildings. Physical environment not only influences peoples’ experience and behavior but it can also enhance performance in learning and work. What aspects of environment are responsible? Which methods of evaluation help identify these aspects? The role of real estate developers and contractors of schools, university campuses, representative office building and prize-winning administration buildings are considered along with the work of psychologists, architects, planers, and sociologists.


CONTENT

A social approach to the study of fires is very necessary in the design and implementation of natural environment and forest programs and policies. Forest fires, and the risk they generate to the ecosystem and to human beings, are not only technical problems that can be solved solely by technical experts and the evaluation they make; they also involve environmental understanding, active commitment of citizens and their participation in land management.

The dramatic situation that was the result of the Galician forest fires, in the summer of 2006, revealed the weakness of this region’s ecosystem when exposed to one of the most serious risks affecting this community. Also, it made visible the fact that a complex problem – one that has many causes, among which the most important are perceived to be the intentional and irresponsible actions of people - requires multidimensional strategies.

This chapter analyses the subjective perception that the citizens have of the forests fires, and tries to contribute to the development and improvement of efficient public policies in the fight against fires. The necessity to integrate technical and objective criteria, along with the more subjective ones, in the analysis of fires is discussed; also, the reader is provided with an analysis of the social representations of fires, which contain key information for evaluations related to the decision-making process.

Zeit, Geist and Sein, loosely translated as Time, Spirit and Being, are deconstructed from titles in philosophical works that help in our interpretation of matters connected to environmental design. Their relevance was difficult to discern at a time when people attended to their own spaces in their own time, but the inclusion of new users and thus new makers of environmental relationships has given rise to interpretations that appear as new needs for thinking and living. It is therefore appropriate for practicing environmental designers to understand not only that history and identity exist but also how they come into being. Hence we need a phenomenological approach that is hermeneutic and interpretive in its understanding rather than foundational. Only then can we understand what we must do to design for a multicultural background rather than pay attention to ways of making space homogenous for one dominant culture. The conclusion is that perhaps we need a new way of understanding culture, a way that allows us to experiment with social actions in order to widen access to beneficial experiences that exist in most cultures some of the time and some cultures most of the time.


In a collective action, people act together with the intention of producing public goods. Public, or collective, goods are states or objects that benefit the many but only emerge if a sufficient number of persons make contributions. The present study explains the dynamics of participation in collective action campaigns by considering the interaction of different processes. With the resulting model it is possible to determine the optimal combination of diffusion measures for such a campaign. Before using the model for experimenting, we calibrate its parameters using data from a real world collective action. We find this to be a most important step in order to demonstrate that the model can be grounded empirically and to demonstrate the practical usefulness of simulation for consulting and design of real world processes. Finally, some “what if” scenarios reveal the model’s power of explanation and prediction.


Households constitute an important target group when it comes to encouraging energy conservation. This dissertation provides an overview of the effectiveness of interventions aimed at encouraging households to reduce their energy use through behavioral changes. It also provides more insight into the factors related to household energy use and conservation. Tailored interventions in particular appear to be effective in reducing energy consumption. In a field experiment, households were given tailored information about energy saving measures they could apply. They were asked to try and save 5% energy and an interactive website indicated how much energy they could save with each measure to attain that goal. Households also received feedback about their energy savings. Households who received the combination of tailored information, goal setting and tailored feedback via the Internet saved 5%, while households in a control group used more energy. Households in the experimental group had adopted more energy-saving measures and had more knowledge of energy conservation, compared to the control group. Household energy consumption appeared to be mainly related to socio-demographic variables, such as income and household size. Energy savings appeared to be mainly related to individual factors like perceived behavioral control. If the aim is to encourage households to adopt more sustainable lifestyles, it is important to provide them with more insight into which energy saving options are most effective for them to conserve energy. In view of the annual energy reduction targets set by the Dutch government, a tailor-made approach via the Internet can be in important step in that direction.
Mean or green? Value orientations, morality, and prosocial behavior


CONTENT

In this thesis, I examined how values are related to environmental behavior. Generally, two types of values seem important: egoistic and altruistic values. Egoistic values stress the importance of benefiting yourself when acting proenvironmentally. Altruistic values emphasize that individuals are motivated to act proenvironmentally to benefit others. Various scholars suggested that a third, “biospheric”, value orientation is relevant when explaining environmental behavior. People with a biospheric value orientation will mainly base their decision to act proenvironmentally or not on the perceived costs and benefits for the ecosystem and biosphere as a whole. In contrast to earlier studies, we found that biospheric and altruistic value orientations can be clearly distinguished.

Results of this thesis strongly suggest that people do not act proenvironmentally solely on the basis of egoistic value orientations. Both altruistic and especially biospheric value orientations are important as well. Furthermore, the three value orientations were strongly directly as well as indirectly related to moral considerations and environmental behaviors. People who are egoistically oriented experience weak moral obligations to act proenvironmentally, resulting in weak proenvironmental intentions and behavior. In contrast, people who strongly value other people and the environment show strong moral obligations to act proenvironmentally which supports acting proenvironmentally.

Results of this thesis suggest that people do not act proenvironmentally solely on the basis of egoistic values. Both altruistic and biospheric values are important as well when explaining these types of behaviors. Therefore, in order to reach stable “green” behavior, interventions must not only be based on calculated utility, but also on morality.


CONTENT

This interdisciplinary thesis combines psychological and transportation planning knowledge. Three main questions are investigated. 1) What concepts and ideas do people have with regard to a public transportation system (cognitive user perspective)? 2) What orientation and information factors within the public transportation system enhance Ease-of-Use and make it simpler and more efficient to use public transport in metropolitan areas? 3) How can Ease-of-Use of a public transportation route be measured?

A combination of qualitative and quantitative methods was used. Between 2002 and 2007 a total of nine different studies were conducted: An in-depth study on a single exchange student, an interviews study with exchange students, a questionnaire study on exchange students, a before-after interview study with travellers on selected bus stops, an before-after telephone interview study on residents, an expert questionnaire study via email, a behaviour observation study on travellers, a before-after questionnaire study on travellers on a tram line, and an on-board questionnaire study.

To analyse the cognitive user perspective the term memory representation was introduced, that includes cognitive maps of and additional knowledge about a public transportation system such as service frequency. Memory representation is influenced by experience. Three learning phases in an unknown public transportation system are proposed and a general information search script is described. A new approach is presented regarding the organisation of public transportation knowledge: The ground level is that there exists a public transportation option, the next level is the identification of the mode of transport and at the highest level of the hierarchy is the code for the line. Within the second level, the public transportation mode, a hierarchical structure of public transportation option knowledge is proposed. Three factors are postulated that contribute to the extent to which a line is represented in people’s memory: visibility, straight route layout and labeling.

Which orientation and information factors within the public transportation system enhance Ease-of-Use, i.e. match the cognitive user perspective? It was found that trunk bus lines enhanced Ease-of-Use and at-stop real-time information can have various positive effects. The role of good maps is explained and stretched and the importance
of consistent information throughout the travel chain is also pointed out. In addition, many valuable concrete hints are given with regard to how to match the system properly with the cognitive user perspective.

Undoubtedly, an interaction exists between system and user and they influence each other. This is where the third research question comes in: How can Ease-of-Use in public transportation systems be measured? The iterative process of defining and measuring Ease-of-Use resulted in a scale that measured the defined concept well with good reliability and validity.

The final discussion highlights the contribution to science of this thesis and presents some possible paths for further research. The thesis consists of a summary and eight papers.


CONTENT

The need for display of self in architecture and for users’ self-regulation of stress factors, which demonstrate that users crave individual control of their environment (cf. Flammer, 1990; Burger, 1992) motivated this study to use the concept of environmental control as a central criterion for the evaluation of built environment. It was applied to three case studies: a school, a university campus, and an office building. Advantages and disadvantages of the data-gathering methods of architectural Programming, User-Needs Analysis, and Post-Occupancy Evaluation were analyzed to highlight their significance in terms of Building Performance Evaluation as described by Preiser and Schramm (1997, 2005). The “Koblenz Architecture Questionnaire” was used as an instrument for assessing the built environment of the three case studies, and the study reports selected findings from these surveys. The investigation seeks to determine the effect of architecture - especially buildings' provisions for user control of environmental conditions - on user performance (cf. BOSTI studies, 1984, 2001) in three innovative buildings: the Waldorf School in Cologne, the new campus for the University in Koblenz, and the Office Tower of the Deutsche Post World Net AG in Bonn. Performance is measured in terms of (1) learning and work efficiency, (2) well-being, (3) environmental control, (4) social behavior (the latter just for the school project), and by means of 21 and 16 additional psychological criteria for success of the organization in the cases of the university and the office building, respectively. The study aims, among other things, at reassessing the theoretical concept of ‘environmental control’ and at making recommendations for both improvement of existing buildings and the design of new projects. Two central questions are: In User-Needs Analysis, what is the difference between the assessment of a building for its current use and its estimated performance in the future? Do certain architectural features influence user assessments on the given performance criteria? In the studies, three mapping sentences were developed according to the ‘facet approach’ (Borg, 1996) as well as two systems to judge the quality of school and office buildings. Using these systems, information was obtained in all three studies to construct questionnaires. In the school study, teachers were asked 139 questions, pupils 86 questions. Responses were obtained from 26 teachers and 122 pupils. For the university, 147 students and 28 faculty members responded to 203 questions. For the office building, 56 student-experts were asked 254 questions. Characteristics of the built environment were rated using the following scale: +2 (very good “at present”, and accordingly very important “in the future”) down to −2 (very bad “at present”, and very unimportant “in the future”). A general finding was a high and significant correlation between the responses for the three main performance criteria in all three case studies, especially for the ‘importance for the future’ aspect. This supports the conclusion that a perception of higher degree of environmental control by users will lead to an increased sense of well-being and consequently, there will also be a higher expectation of improved work or learning efficiency ‘in the future’. The three studies further show for example that users in all three environments desire ‘retreat opportunities’ which may take the form of student offices in schools, niches and small group seating in classrooms, and sheltered seating in outdoor areas and work tables in the cafeteria for the university. For the offices, users wanted more visual privacy (less transparent office partitions in Combi Offices) for less visual control of their activities by supervisors and co-workers. The relationships found by the studies between the responses on
the central performance criteria and the spatial characteristics of the three buildings support the contention that focused improvements in the built environment, especially with respect to features that enhance user control of environmental conditions, will influence users’ well-being as well as work performance and work or learning efficiency in a positive way.


The issue (Archnet-IJAR Volume 2, Issue 1, March 2008) is now out and available --archived and indexed on Archnet Digital Library at MIT. Recently, the journal became part of Avery Index to Architectural Periodicals, Ulrich’s Periodicals Directory, and the DOAJ-Direcotry of Open Access Journals.

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Theme issue: immigrants’ residential experience: an Overlooked area in environmental design research

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Adaptation Strategies In Temporary Migration: Social And Spatial Practices

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Immigration involves fundamental differences in cultural values, and (depending on the legal status of immigrants) different rights and privileges (Dovidio & Esses, 2001). As a rule, contract migrant workers are employed in a country, other than their own, under contractual arrangements that set limits on the period of employment and on the specific job held by the migrant (United Nations, 1998). That is to say, their length of stay is usually dependent upon the length of their employment contract. They cannot change jobs without the permission of the authorities of the receiving state. Women, who make up an important part of these types of migration flows, are often the sole breadwinners in their families. The increasing amount of money remitted by migrant workers, has become an important positive item in the national accounts of their countries. Wages earned abroad, and remitted home, pay for basic subsistence needs; these include schooling, small businesses and better housing for the families left behind.

In an attempt to identify relevant variables for the study of psychological adjustment in this type of temporary migration, we carried out an investigation in Hong Kong among women from the Philippines working under contract as domestic helpers for local families. Initial observations led us to consider the various community settings that migrants engage in, and seemingly rely on, during their time in Hong Kong. These included migrant centres and churches, as well as more informal settings such as public areas that are subject to massive appropriation by members of the community on a recurring basis—parks, pedestrian walkways, public space adjacent to buildings—which appeared to be a sociospatial practice that was highly contested by the local population. Sonn and Fisher (1998) have stated that these types of settings play an important protective role for individuals and groups experiencing change, adversity and other challenges. They provide an environment in which shared symbols and shared histories are propagated, and where adjustment to the reality of migrant life can take place. In-depth interviews were carried out with women in all aforementioned settings to find out how they made sense of the migration experience. Recurring themes among participants were: (i) the migrant life path, i.e., expectations for the future in light of past life experiences in the country of origin and the present living conditions in the host city, and (ii) migrant imagery, i.e., conceptions of the migrant’s role in temporary migration, especially with regard to the financial gain involved. Further data was collected by way of a questionnaire from a total of 225 participants, who were all living and working in Hong Kong as domestic helpers in 2005. This method allowed us to obtain additional data regarding perceived life paths over the migration period, and the conception of the migrants’ roles and meanings associated to financial gain. It also gave detailed information regarding participants’ appropriation of social settings in the host city.

Very broadly, results indicate that participants tend to seek out as well as avoid certain settings as a function of shared understandings of the migration experience. Those who perceived migration as an
improvement over the long term, while giving little thought to present living conditions in the host city, tended also to view migration as the fulfilment of peer and familial expectations. These individuals tended to avoid contested community settings (i.e., public areas appropriated on a massive scale and a recurring basis). Those who perceived migration as a marked improvement as compared to life in the country of origin, but who gave little thought to their future following their stint in the host city, viewed financial gain in terms of the pride in providing for their families back home. These individuals tended to frequent all types of community settings in a seemingly indiscriminate way. Finally, those who perceived their present condition in the host city as a hardship while hoping for a better future, with little thought to their past experiences, appeared to question their relationship to money and the meaning of financial gain in migration. These individuals showed a marked preference for community settings heavily contested by the local population (that is to say again, public areas appropriated on a massive scale and a recurring basis).

Results suggest that migrants frequent specific social settings with the knowledge that they will come upon others with whom they share a common fate, and an understanding of what it means to be a temporary migrant. Here for example, community settings afford migrants a context within which to define their roles in relation to the families that they are providing for back home, and therefore constitute an important resource for adjustment in temporary migration. Likewise, it appears that different social settings in the host city can be seen to serve as contexts within which migrants are able to question—or put off questioning—present life conditions in the host city, or future life conditions following their temporary stay. We seem then to move closer to what Sonn and Fisher (ibid.) have termed ‘alternative settings’ to focus attention on those marginalized and excluded from the dominant group. Here, migrants do indeed seem to frequent—or avoid—certain places as they consider their place in the local social structure that they must adjust to, albeit temporarily.

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The aim of this thesis was to study the techniques used by Álvaro Siza in his works. The drawings of Álvaro Siza seem to always have an important purpose. This architect displays a series of exuberant, eloquent and diverse geometric sketches as well as freehand drawings leading to building forms. Many of these drawings have been published and their study allows us to get a precise knowledge of a particular way to plan. We will analyse, more specifically, two of these works, “El banco Pinto & Sottomaior de Oliveira de Azemeis” and “El Centro Gallego de Arte Contemporánea” de Santiago de Compostela.

Within the complex scope of architecture during the last twenty years, Siza’s work is peculiarly positioned. His critical architecture is essential among the architectures that are trying to overcome the postulates of the Modern Movement, and therefore is historical. These are the first stages of his interest on architecture. Before learning architecture Siza models first a global vision of the world’s spatial dimension using his vocation to sketch and sculpt. Afterwards, during the seventies, he stays in the region of Miño building in collaboration with the best local craftsmen.

Siza uses the drawings in two different ways: on the one hand, the rough sketches of his notes and notebooks. The best known are the freehand showing places, building shapes, intensioned perspectives, and architectonic ideas in general. Frequently, he mixes the sketches with daily subjects like voyages, friends, picturesque sites, etc. Moreover, there are also some pencil-made geometric sketches which are less published and known, which the architect used for his starting projects, done just before or simultaneously with the first sketches.

The rigour and precision present in Álvaro Siza’s projects led us to consider his last drawings as central to the project and used as a baseline.

In the project of Oliveira de Azemei, an Euclidean-orthodox geometry and a meticulous and intense lineal construction for a small size building appear from the very beginning. There are no many freehand sketches of this project available.

In the project of Bonaval however, the first part of the project contains basic traces making use of the environment. Afterwards, disruptions, superpositions, siftings and findings not completely solved in the geometry (perhaps in other geometry) try to place the big “maclados” prisms initially suggested by the program and shapes of the site. The use of freehand sketches (small carton models) is very generalized in this work, driving the project evolution over the missing initial geometric support. Different alternatives and checks are performed and studied besides icon testing, shape verification, etc.
Currently, in the architectural scope, Siza offers positive and teaching answers about how the environment can become an inspiration and not a load or an unbreakable boundary. The landscape, the places, are modelled and invented. There is nothing permanent –neither untouchable, nor even the “historical legacy”- in today's metropolis. Nevertheless, its construction is being performed with indifference from the routinely and conservative projects of the immediate old out architecture, or with the spectacular plastic exuberance suggested by the publicists placing their messages in the city. Between the indifference and the announcements, the theoreticians do not hesitate adopting this as an authentic today’s reference. However, nowadays that is – the indifference- the deep and frequent form of the places to live. Only recently there is hope to transform the chaos into resources for the architecture through the powerful informative machines and the available data, expecting a city –impossible today- built with sense. But “the city” was always impossible –the social and urban theorisation’s about it transformed it always into a utopia- therefore, by now, to give some sense to this necessary place for common live, we must trust the –small, precise and eloquent- pieces sometimes inserted in the urban nets. Their elaboration is the result of the risks and responsibilities individually assumed by few architects.
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IAPS AIMS and OBJECTIVES

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We are also looking to further and facilitate international collaboration. This is best achieved by working with other EB organisations, but we are also currently looking to see how we can facilitate the setting up of a network of EB Research Units and Laboratories. This could potentially be highly beneficial for both international collaborative research funding and the teaching and training of young researchers.

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