**SA10.30.12**

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THE PLACE OF GREEN INFRASTRUCTURE IN IMO STATE, NIGERIA OSUJI SABINA CHIAKA DEPARTMENT OF URBAN AND REGIONAL PLANNING, IMO STATE UNIVERSITY +2348037360784 chiakanne@yahoo.com UZOWUIHE MARVELOUS OBINNA TOWN PLANNING AUTHORITY OKIGWE Imo State, Nigeria marvelous2four7@yahoo.com ABSTRACT Green infrastructure is a network of decentralized storm water management practices, such as green roofs, trees, rain gardens and permeable pavement that can capture and infiltrate rain where it falls, thus reducing run off and improving the health of surrounding water ways. In this study, the primary objective intends to find out the level of green infrastructural provision in spatial planning and development of Imo State. Using Questionnaire, the researchers collected facts and analyzed them. The study identifies absences of public space, gated communities, growth of slums and segregated suburbs, environmental and climate crisis, etc, all bringing about low quality of urban life, high energy consumption and high vulnerability to external shocks such as longer and hotter heat waves, greater rivers flooding, more damaging storms and storm surges, increase urban heat island (UHI) impacts such as heat related illness and higher cooling demand and costs, increase frequency and intensity of combined sewer overflows (CSOS) etc. The study recommended the provision of an ecological framework for social, economic and environmental health of the surroundings.
Keywords: Green Infrastructure, Planning, Development, Approaches, Imo State

**SA10.30.12 Hybrid Ecological and Sustainable Mobility Networks for Northern Mexico**

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Northern Mexico cities include in their urban plans ideas for green networks -along washes and rivers and environmentally relevant areas- and networks for sustainable mobility -enabled by the redesign of traditional streets of various hierarchies-. Both systems are only minimally implemented when comparing plans with reality. Non-motorized transportation is slowly becoming an important player for the planning and administration of Mexican Cities. It is also the most visible and fastest growing area of interest for citizen groups that self-organize and promote the use of bicycles, demanding to their politicians more investment on this infrastructure. At the same time, an awareness and interest towards critical elements of natural systems such as washes and rivers is still to be appropriated and made visible, even if the plans for these do incorporate sustainable mobility programs. To this day, the vast majority of urban rivers and washes remains abandoned and polluted. This study contends that the most likely approach towards implementation of both green corridors -in natural systems elements- and sustainable mobility networks -in the retrofit of traditional urban infrastructure- is a hybrid articulating both. A spatial analysis of existing urban plans demonstrates that both systems as planned today are too ambitious in relationship to evidence of investment in these systems. The overlay of the planned networks shows an unaffordable redundancy. There is an excess of linear kilometers planned for both

separate systems revealed when comparing the capacity of connectivity and spatial coverage of modeled hybrid systems. Additional methods of inquiry are historical urban development analysis; an analysis of the state of local ecologies derived from local urban studies; interviews with directors of planning; and academic studio projects embraced as laboratories done in collaboration with Municipal Planning Institutes. The cities of investigation are Chihuahua, Hermosillo, Los Cabos, and Mexicali, all in arid northern Mexico.

**SA10.30.12 Comparative Study: The Impact of Socio-Urban and Cultural Context on Walking, Bicycling, and Transit use in Chicago, Seoul, and Paris**

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In last decades, followers of Jane Jacobs have sought to codify her ideas about “eyes on the street” enhanced by density and diversity of mixed-use neighborhoods, illustrated in her examples of Greenwich Village. Core hypothesis of this research emphasizes mixed-use, density and cultural diversity as encouraging urban development and neighborhood vitality mainly based on Jacobs’ argument, and connects it with walking, bicycling, and public transit. Comparative analysis of U.S, Korea, and France adds more details on walking, bicycling, and public transportation use, and contexts where these shift in three countries and their metropolitan areas. The examples of transit culture show different vitality in cultural, commercial life integrating with public transit in three countries, and many policy interventions can transform the public space experience to make individuals more participatory that include walking, bicycling and bohemian views. Past academic researches have shown that density is main factor on commuting choice and walkability, while cultural characteristics of city have been largely ignored in the field of post-New Urbanism and Transit-Oriented Development (TOD). In the meantime, urban sociologists such as Richard Florida, Richard Lloyd, and Terry Clark have argued that cultural Bohemianism has positive relation with a large spectrum of urban economy. Therefore, this empirical research brings cultural concept of Bohemia in analysis of public transit, walking, and bicycling. Bohemia is measured to test its impact on commuting choice and transit ridership, across three countries and metropolitan area of Chicago, Paris, and Seoul. Anticipated result is to show how cultural Bohemia enhances the impact of urban form on commuting choice in three countries and metropolitan area differently. While quantitative multiple regression analysis is main method, qualitative research will also be conducted through photographs and section drawings showing density and diversity of architectural, social and cultural form and users within 1/4 mile from transit station.