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Journal of Urban Technology

ISSN: (Print) (Online) Journal homepage: https://www.tandfonline.com/loi/cjut20

From the Editor

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To cite this article: Richard E. Hanley (2023) From the Editor, Journal of Urban Technology, 30:1, 1-2, DOI: 10.1080/10630732.2023.2168882

To link to this article: https://doi.org/10.1080/10630732.2023.2168882

Published online: 13 Feb 2023.

JOURNAL OF URBAN TECHNOLOGY
2023, VOL. 30, NO. 1, 1–2
https://doi.org/10.1080/10630732.2023.2168882

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The first issue of the journal's thirtieth volume offers articles on a wide array of topics from a wide array of countries. This issue focuses not on one technology nor on one geographic location. The very first article explores initiatives being used in China for land resource management. In their article, "Smart Initiatives for Land Resource Management: Perspectives and Practices from China," the authors, Chunfang Liu, Zhiying Zhang, and Shanqi Zhang first review the history and content of Smart Initiatives for Land Resource Management (SiLRM) in China and then present three case studies showing how these initiatives are now being used in Chinese cities. The authors explain that the integration of these multiple planning systems can have implications for other countries experiencing accelerated urban growth, especially as they relate to planning policies whose goals are the development of compact and sustainable cities.

China's land resource management innovations are ways of confronting one of the major global challenges, rapid urbanization. However, other challenges related to urbanization include the problems associated with issues such as eutrophication and climate change. Authors of the second piece in this issue look at the former of these challenges in their article, "Flexible and Resource-Recovery Sanitation Solutions: What Hindered Their Implementation? A 40-Year Swedish Perspective." To examine why Sweden, a country that was in the forefront of alternative sanitation solutions in the 1990s has lost its lead and its momentum in this area, Kristina Söderholm, Brenda Vidal, Annelie Hedström, and Inga Hermann used a 40-year perspective, and they found plausible explanations that included strong national intervention in promoting large, centralized solutions, which challenged the existence of small plants, the locus of innovative sanitation solutions. Their research has led them to conclude that new policies have to be adopted such as creating "a marketplace for nutrients from wastewater fractions and linking new sanitation solutions (e.g., graywater or urine separation) with conventional wastewater infrastructures."

Enterprise Architecture (EA) is an engineering approach and strategy used in determining the required enterprise capabilities necessary to deliver public service innovations digitally in smart cities. In their article, "Enterprise Architecture in Smart Cities: Developing an Empirical Grounded Research Agenda," Viviana Bastidas, Marija Bezbradica, Mihai Bilauca, Michael Healy, and Markus Helfert report on a case study they conducted to assess the applicability of The Open Group Architecture Framework in the design of a city service delivered in Limerick, an Irish Smart City. Their research led to the identification of ten major challenges in the further study of EA. These challenges included: the procurement process; added-value services; service orientation; citizen-centricity;

avoiding duplication; interoperability; refinement of EA layers; refinement of EA management practices; domain specificity; and EA modeling tools. These are the challenges that were identified by the authors as the ones that cities face when delivering public services in a Smart City.

In their article, Meihong Ke and Douglas Baker study the effects of airports on local economic development in the Australian context. The article, "Australian Airports and Local Economic Development," makes reference to John Kasarda's work on the positive effects of airports on regional economies, but they focus on the economic development of locales in the vicinity of airports. What makes the Australian context somewhat unique is the privatization of airports at the turn of the century. This, they find, has resulted in "a spatial agglomeration of growth and densification of economic activities at and around airports," allowing airport operators to strengthen their non-aeronautical businesses and develop land as commercial properties. It was these changes that led the authors to study the local, as opposed to the regional effects of airport development. The authors produce some interesting insights by using the number of establishments in different industries as an index to represent local economies rather than using census data of employment that are used in most studies.

The final two articles in the issue focus on the feelings of urban residents. For Mina Akhavan and Ilaria Mariotti, the focus is on the feelings of well-being, or not, of those working in coworking spaces in Italy, and for Subasish Das and Hamsa Abbas Zubaidi, the focus is on the sentiments of city transit users. The Akhavan and Mariotti article, "Coworking Spaces and Well-Being: An Empirical Investigation of Coworkers in Italy" uses the results of online questionnaires sent to workers in coworking spaces to gauge their sense of wellbeing. The authors found that coworking spaces promoted a sense of community and social proximity, more specifically, the elements of trust and new friendships. They also found that workers had very positive experiences in smaller cities, where they had the benefits of closer relationships but still had access to the kinds of knowledge industries formerly only available in larger, sometimes impersonal cities. The authors close with a contemplation of what COVID will do to this kind of work space. Das and Zubaidi didn't use questionnaires for their article, "City Transit Rider Tweets: Understanding Sentiments and Politeness;" they used Twitter. Their purpose was to study the Twitter responses in New York City and San Francisco transit "to develop a framework by developing multilevel sentiment analysis." Their study demonstrated that Twitter provides a great opportunity to understand the public perception of transit with the hope that this understanding will lead to improvements of the systems.

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