

**The Process Of Urbanization And Its Implications
For Tourism Sector-A Sustainability Approach: The
Case Of Famagusta/TRNC.**

Homayoun Pasha Safavi

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Approval of the Institute of Graduate Studies and Research

Prof. Dr. Elvan Yılmaz
Director

I certify that this thesis satisfies the requirements as a thesis for the degree of Master of Science in Tourism and Hospitality Management.

Prof. Dr. Mehmet Altınay
Dean, Faculty of Tourism

We certify that we have read this thesis and that in our opinion it is fully adequate in scope and quality as a thesis for the degree of Master of Science in Tourism and Hospitality Management.

Assoc. Prof. Dr. Habib Alipour
Supervisor

Examine Committee

1. Prof. Dr. Mehmet Altınay
2. Assoc. Prof. Dr. Habib Alipour
3. Assoc. Prof. Dr. Hasan Kiliç

ABSTRACT

This study aims to explore and analyze the process of urbanization and its implications for tourism in the city of Famagusta/TRNC. The question is whether tourism development and urbanization processes are integrated based on a clear understanding of these two phenomena which are highly reciprocal and interdependent. Not only they reinforce each other, they are also making the same demand from the supply of services and facilities; tourists' demand, which is shared with the citizens is temporary, while citizens demand is permanent. Therefore, the strong interdependency between them requires a conscious approach within an urban planning instrument known as 'comprehensive plan'. Tourism development, as a new dynamism within the tertiary economic structure, has a reciprocal interaction with the processes of urbanization. In one hand, the declining urban areas have capitalized on their potential and even obsolete resources through redesigning, renovation, and refurbishment for the consumption of tourists. Thus, city managers/municipalities/planning departments/city halls have embarked upon tourism sector development to revive their declining metropolitan areas. In another hand, tourism has become an agent of change in many sleepy and forgotten settlements that initiated the process of urbanization (Griffin and Hayllar, 2006; Beriatos, 2008). No wonder, most of the cities have become a magnet for the tourists and the concept of 'urban tourism' has consolidated within broader tourism field. On this platform, the intended research will examine and assess the case of Famagusta/TRNC to explore to what extent urbanization process has been integrated to tourism dynamism knowing the fact that Famagusta is a tourist destination that tries to accommodate various modes of tourism with the aim of their full satisfaction.

The conceptual model for this study is adopted from Gunn and Var (2002) who have set up four fundamental strategic goals for 'tourism planning institutions' as : i) enhanced visitor satisfaction, ii) improved economy and business success, iii) sustainable resource use and , iv) community and area integration. These tourism specific goals are in line with the 'smart growth' paradigm, which guides an urbanization process that can serve the economy, community, and environment (Miller and Hoel, 2002; Winkelman et al, 2002). The assumption is that if urban planners and relevant institutions are not aware of the reciprocal relationships between tourism and urbanization, it will be costly and impossible to design strategic plans toward these goals. And/or, the goals may not be realized unless both urbanization process and tourism sector are integrated from the beginning. Urbanization process and tourism field are multidimensional that demand an approach based on communications, consensus-building, and legislative efforts that improve dialog, reduce polarization, and enable coordination of urban space and tourism industry. In this context, tangible initiatives that can be publicly debated need to be in the open. For entities charged, the challenge is to ensure that diverse stakeholder inputs with different views are synthesized into a coherent urban tourism system that can reconcile individual autonomy and communal desires toward the aforementioned tourism goals. For the purpose of this research, a qualitative methodology is utilized which will be based on an in-depth interview with officials in the municipality and community that include: planners, architects, managers, environmentalists, and academicians.

Keyword: Urbanization, Tourism planning, Sustainability, Urban tourism, Famagusta, North Cyprus.

ÖZ

Bu çalışma, kentleşme süreci ve Gazimağusa / KKTC şehirde turizm açısından etkileri araştırmak ve analiz etmeyi amaçlamaktadır. Soru turizm gelişimi ve kentleşme süreçleri son derece karşılıklı ve birbirine bağlı olan bu iki fenomen açık bir anlayışa dayalı entegre olup olmadığıdır. Birbirlerini takviye değil sadece, aynı zamanda hizmet ve tesislerin temini aynı talebi yapıyoruz; vatandaşların talebi kalıcı ise vatandaşlar ile paylaşılmaktadır turistlerin talebi, geçici. Bu nedenle, aralarındaki güçlü bağımlılık 'kapsamlı planı' olarak bilinen bir kentsel planlama aracı içinde bilinçli bir yaklaşım gerektirir. Turizm geliştirme, üçüncül ekonomik yapısı içinde yeni bir dinamizm olarak, kentleşme süreçleri ile karşılıklı bir etkileşim vardır. Bir yandan, azalan kentsel alanlarda turistlerin tüketim için yeniden tasarlama, yenileme ve tadilat yoluyla kendi potansiyellerini ve hatta eskimiş kaynakların sermayeye çevirdik. Böylece, kent yöneticileri / belediye / bölüm / şehir salonları planlayan azalan metropollerde yeniden canlandırmak için turizm sektörünün gelişimi üzerine ilerlemeye başlamış. Başka bir taraftan, turizm kentleşme (; Beriatis, 2008 Griffin ve Hayllar, 2006) sürecini başlatan birçok uyumlu ve unutulmuş yerleşimlerde değişim aracı haline gelmiştir. Şaşmamak, şehirlerin çoğunda turist ve 'şehir turizmi' kavramı daha geniş turizm alanında pekiştirmiştir için bir mıknatıs haline gelmiştir. Bu platformda, amaçlanan araştırma kentleşme süreci Mağusa amacı ile turizmin çeşitli modlar karşılamak için çalışan bir turizm merkezi olduğu gerçeğini bilerek turizm hareketliliğinden entegre edilmiştir uzatmak ne keşfetmek için Gazimağusa / KKTC inceleyecek ve değerlendirecek tam memnuniyet. Bu çalışma için kavramsal bir model formu Gunn ve 'turizm planlaması kurumlar' için dört temel stratejik hedefleri kurduunuz Var (2002) kabul edilir: i) geliştirilmiş ziyaretçi memnuniyeti, ii) gelişmiş

ekonomi ve iş başarısı, iii) sürdürülebilir kaynak kullanımı ve iv) toplum ve alanı entegrasyonu. Bu turizm belirli hedeflere ekonomi, toplum ve çevre (; Winkelman ve ark, 2002 Miller ve Hoel, 2002) hizmet edebilir bir kentleşme süreci yönlendiren 'akıllı büyüme' paradigması ile uyumludur. Varsayım kent planlamacıları ve ilgili kurumların turizm ve kentleşme arasındaki karşılıklı ilişkilerin farkında değilseniz, bu amaçlara yönelik stratejik planları tasarlamak için masraflı ve imkansız olmasıdır. Ve / veya, kentleşme süreci ve turizm sektöründe hem de başından itibaren entegre sürece hedeflerine ulaşılabilmesi olmayabilir. Kentleşme süreci ve turizm alanında çok boyutlu olduğu iletişim, uzlaşma sağlanması, ve, iletişim geliştirmek kutuplaşmayı azaltmak ve kentsel alanı ve turizm sektöründe koordinasyonu sağlamak yasama çalışmaları dayalı talebin bir yaklaşım. Bu bağlamda, kamuoyunda tartışılmıştır edilebilir somut girişimlere açık olması gerekiyor. Ücret tüzel kişilik için, meydan farklı görünümü ile farklı paydaş girişleri söz konusu turizm hedeflerine karşı bireysel otonomi ve ortak arzuları uzlaştırmak için tutarlı bir kentsel turizm sistemine sentezlenen sağlamaktır. Bu araştırmanın amacı için, niteliksel bir metodoloji de belediye ve toplum yetkilileri ile derinlemesine mülakat dayalı hangi kullanılmaktadır: plancıları, mimarlar, yöneticiler, çevreciler ve akademisyenler.

Anahtar Kelimeler: Kentleşme, Turizm planlaması; Sürdürülebilirlik;

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To My Family

TABLE OF CONTENT

ABSTRACT.....	iii
ÖZ.....	v
ACKNOWLEDGMENT.....	vii
DEDICATION.....	viii
LIST OF FIGURES.....	xiv
LIST OF TABLES.....	xv
1 INTRODUCTION	
1.1 Introduction.....	1
1.2 Problem Statement.....	4
1.3 Significance Of The Study.....	5
1.4 Rationale of The Study.....	6
1.5 Objectives of the Thesis.....	6
1.6 Methodology.....	7
1.7 Organization of the Thesis.....	7
2 URBANIZATION	
2.1 Urbanization and Urban Growth.....	9
2.1.1 Historical Background.....	14
2.1.1.1 Industrial Revolution.....	16
2.1.1.2 Population Growth.....	19
2.1.1.3 Migration.....	20
2.1.1.4 Urbanization Theories	22
2.1.1.4.1 Modernization/Ecology.....	24
2.1.1.4.2 Dependency/World-Systems.....	24

2.1.1.4.3	Distributive Coalitions/Urban Bias.....	25
2.1.1.5	Urbanization and City Planning.....	25
2.1.1.6	Urban Environment.....	30
2.1.1.6.1	Pedestrian-friendly Environments.....	31
2.1.1.6.2	Green Cities.....	32
2.1.1.6.3	Green Belt.....	33
2.1.2	The Case of Developed Countries.....	34
2.1.3	The Case of Developing Countries.....	37
2.1.4	The Case of Island States.....	40
3	TOURISM INDUSTRY	
3.1	Overview of Tourism Industry.....	46
3.2	Historical Background.....	49
3.3	Mass Tourism.....	50
3.4	Tourism Impact.....	52
3.4.1	Tourism Impact on Local Residence	52
3.4.2	Tourism Impact on Environment.....	54
3.4.3	Tourism Impact on Social.....	55
3.4.4	Tourism Impact on Economic.....	56
3.4.5	Tourism Impact on Culture.....	57
3.4.6	Tourism Impact on Politics.....	58
3.5	Alternative Tourism.....	59
3.6	Type of Tourism.....	58
3.6.1	Leisure Travel.....	60
3.6.2	Winter Tourism.....	60
3.6.3	Adjectival Tourism.....	61

3.6.3.1	Seaside Tourism.....	61
3.6.3.2	Mountain Tourism.....	61
3.6.3.3	Sport Tourism.....	61
3.6.3.4	Cultural Tourism.....	61
3.6.3.5	Health Tourism.....	61
3.6.3.6	Event and Gastronomic Tourism.....	61
3.6.3.7	Shopping Tourism.....	61
3.6.3.8	Business Tourism.....	62
3.6.3.9	Rural Tourism.....	62
3.6.3.10	Urban Tourism.....	63
3.7	Tourism and Urbanization – Conceptual Model	65
3.8	Tourism Planning.....	70
3.9	Urban Planning.....	71
3.9.1	Physical Planning.....	72
4 THE ISLAND STATES AND TOURISM		
4.1	The Island States and Tourism.....	75
4.2	The Case of Cyprus.....	76
4.3	The Case of TRNC.....	79
4.4	The Case of Famagusta.....	84
4.5	Famagusta as a Tourist City.....	88
4.6	The Process of Urbanization in Famagusta.....	89
4.6.1	Tourism in Famagusta	91
4.6.2	Municipality and its functions.....	93
4.6.3	Urban Growth.....	98
4.6.4	Urban Sprawl.....	99

4.7	City Government and Governance.....	100
4.8	Famagusta Master Plan.....	102
4.9	Problems and Prospects.....	103
5 METHODOLOGY		
5.1	Overview of the Research.....	106
5.2	The Study Method.....	107
5.2.1	Qualitative Approach.....	107
5.2.2	In-Depth Interview.....	108
5.2.3	Open-ended Interview	109
5.2.4	Sampling	110
5.2.4.1	Judgmental Sampling.....	110
5.3	Data Collection.....	111
5.3.1	Pilot Study.....	112
5.3.2	Filed Work.....	112
6 ANALYSIS AND FINDING		
6.1	Introduction.....	114
6.2	Analyzing the Data.....	114
6.3	Summary of Analysis and Fining.....	134
6.4	Integrative Data Analysis Matrix.....	137
7 DISCUSSION AND CONCLUSIONS		
7.1	Discussion.....	139
7.2	Policy Implications.....	140
7.3	Limitation and Future Research Directions.....	141
7.4.	Conclusion.....	141

REFERENCES.....	145
APPENDICES.....	176
Appendix A : List of Respondents.....	177
Appendix B : Sample of Interview Questions.....	178
Appendix C : Photos of Famagusta.....	182

LIST OF FIGURES

Figure 1: Mesopotamia Map.....	14
Figure 2: Urban Tourism Conceptual Model.....	68
Figure 3: Public Area in Hong Kong.....	74
Figure 4: Public Area in Istanbul.....	74
Figure 5: Public Area in Vienna.....	74
Figure 6: Public Area in New York.....	74
Figure 7: Map of Cyprus.....	77
Figure 8: Maop of TRNC.....	81
Figure 9: Net Tourism Revenues and Number of Tourists in Northern Cyprus 2003-2009.....	83
Figure 10: Lala Mustafa Pasha Mosque.....	85
Figure 11: Population Growth in Famagusta 1975- 2010.....	91
Figure 12: Sub-themes within the domain of urban tourism research.....	104
Figure 13: Data Analysis Process.....	137

LIST OF TABLE

Table 1: Process of Urbanization in other Countries.....	45
Table 2: Tourism Arrivals in Cyprus during 1988 – 2009.....	84
Table 3: Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2006 (Famagusta).....	94
Table 4: Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2006 (Famagusta).....	94
Table 5: Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2007 (Famagusta).....	95
Table 6: Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2007 (Famagusta).....	95
Table 7: Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2008 (Famagusta).....	96
Table 8: Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2008 (Famagusta).....	96
Table 9: Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2009 (Famagusta).....	97
Table 10: Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2009 (Famagusta).....	97
Table 11: Data Analysis Matrix.....	138

Chapter 1

INTRODUCTION

1.1 Introduction:

Now-a-days, urban areas and cities are not just the location of production and consumption for the purpose of the inhabitants. With the explosion in mass tourism, notably after the Second World War, urban tourism has become a significant function of and an economic base for the major urban areas and cities in general. This has been the case for most of the North American cities due to declining their economic base which caused by various factors including technological shift and suburbanization process (Smith, 2003).

Tourism urbanization, as Mullins (2003) defines, is a process during which cities and towns are built or regenerated almost exclusively for the purpose of leisure and pleasure, and thus urban growth is closely tied to tourism-related industries (Mullins, 1991; 1992). The fulfillment of tourism urbanization is contingent upon specifically built spaces of consumption to attract tourists, often in the form of the exploitation of nature (Mullins 2003). Tourist cities represent a new and extraordinary form of urbanization because they are cities built solely for consumption of tourists (Mullins, 1991).

This form of consumption ranges from educational tours to pure fun, pleasure, relaxation and recreation. In fact, tourism has functioned as an agent of urbanization

and growth in some of the remote and forgotten seaside resorts around the world. Therefore, cities and urban areas that are marketed to the tourists need to think of urban planning strategies that combines the needs of the tourists and residents (Beriatos, 2008).

In a way, tourists are residing in urban areas for a short term; however, they expect and demand the best of the services and facilities that they use. Thus, these cities should plan and develop not only for the residents, but also for the visitors. Tourism is one of the fastest growing industries in the world; therefore, it is going to have profound impact on the urbanization and spatial development of landscape. Tourism urbanization emphasizes the role of tourism as the driving force of urbanization, urban tourism regards the city as the destination, rather than the product of tourism; and in urban tourism, city facilities cater to the needs of tourists but are not exclusively constructed for tourist purposes (Ashworth and Page, 2011; Edwards et al. 2008).

However, urbanization can be broadly categorized into two types: one is harmonious or sustainable, and the other is discordant or non-sustainable (Sha et al. 2006). The former means not only an increase in the ratio of urban population, but also a balanced development across various sectors and regions, giving rise to economic growth, full employment, healthy cities and prosperous villages (Sha et al. 2006).

While tourism plays a decisive role in forms and functions of the cities through processes of urbanization, the question is whether there is an integrated and harmonized reinforcement between the tourism system and urban planning of the

urban destination? Without a knowledgeable understanding of the nature of tourism in one hand and its impact and interrelationships with the urban planning in another hand, the process may not necessarily result in sustainable urban development with respect to quality of living environment, economic welfare, sustainable growth and urban attractively. In the meantime, sustainable urban tourism, which is dependent on quality of urban areas and their careful planning process, will remain uncertain.

In this regard, Gun and Var (2002 p. 21) have eloquently noted that:

‘Integrating tourism planning into official community (urban) planning has been slow to take place. The majority of planning goals for legal planning agencies have been directed toward the citizenry (not necessarily in Famagusta), not visitors. Although this is logical, it ignores the role of all city departments to cooperate in satisfying the needs of citizens as they host travelers. They reiterate that the city planning department should be the catalyst (but often is not) to coordinate the actions of the many city operating units. These units often include airport, animal regulation, art, attorney, building, controller, data services, engineering, health, fire protection, harbor, library, museum, parks, pensions, personnel, police, power plant, public works, purchasing, recreation, sanitation, social services, transportation, treasurer, and water supply. Certainly, the majority of these, with their separate policies and practices, (focus of policy and planning) have much to do with how a community is able to provide all the supply side development so necessary for long range (sustainable) tourism successes’.

This study focuses on the aforementioned paradigm to build a framework for analyzing. The case of Famagusta/Gazimagusa for the purpose of a critical investigation into the public and private sector attitude toward the sustainable approach to the growth and management of an urban area that is highly dependent on tourism. Furthermore, the present urban dynamism has evolved to a new era of postmodernism where the economic structures of the cities are intertwined with service/tertiary sector characteristics that tourism plays a determining role in its form and function.

What justifies the study is the demand for a new approach in the so called a postmodern urban system. This has been coined by Gladstone (1998 p. 3) in the following words:

Historically, cities have served as centers of production, exchange, and government. In fact, urban theorists have explained the very existence of cities--at least in capitalist countries--as a function of the various cost economies achieved through the agglomeration of economic activities in space. The cultural and leisure aspects of cities--from libraries and museums to night clubs and amusement parks--may be important economically, but rarely have they served as the locus of urban growth. One of the interesting features of the postmodern period, however, is the growing number of urban areas specialized in the tourist trade. Such urban centers include Las Vegas, Atlantic City, and Orlando in the United States; the Gold Coast and the Sunshine Coast in Australia; and Cancun in Mexico.

Mullins (1991) uses the term tourism urbanization to refer to any process of urban development centered on tourism (i.e., the production and consumption of pleasure)'. Based on the aforementioned paradigms, this study embarks upon a research to explore extend of policy maker's knowledge and commitment towards shaping and directing the future of this urban space which is constantly changing.

1.2 Problem Statement:

The tourism sector, which is also known as tourism 'industry', has played a reinforcing role in rapid process of urbanization and spatial changes that it has been experienced during the last four decades in and around different destinations. This process has been researched and recorded in the Mediterranean region more so as it is one of the magnets for the tourists at the international and national level.

The outcome and consequences of this process has been landscape deterioration, deforestation, spatial haphazardness, and qualification of urban areas, infrastructural bottlenecks, and numerous negative long term effects on the quality of life as well as

the long term economic viability of the cities. This challenging problem has been described for the case of Greece and its tourism in the Mediterranean which is also relevant to the case of Famagusta. As Beriatos (2008: 2) noted: ‘on the other hand, spontaneous building constructions -legal or illegal- and the consequent landscape alteration and downgrading, constitute a major problem for the functioning of the whole socio-economic and spatial system in terms of efficiency and effectiveness. However the growth of tourist infrastructure is anarchic and uncontrolled (in terms of both quantity and quality) and the situation soon becomes untenable.

It is not only that the said infrastructure proved to be insufficient to deal with the importance of the tourist flow, providing totally inadequate services, but there will also be an extremely adverse impact on fundamental tourist resources that are very difficult to replace (i.e. the environment) due to overexploitation, deterioration, and depletion’. It is on this ground that this study is justified and aims to examine the urbanization process in the city of Famagusta to explore the policies, plans and overall strategies regarding the sustainability of the city as a dynamic tourist center. The main variables that will be focused are: transportation, energy, housing, infrastructure, urban planning and land use laws, environmental policies, and tourism specific issues.

1.3 Significance of the Study:

As the main aim of this study is to study the process of urbanization in north Cyprus and its implication for tourism sector, it would help both governmental bodies and managers to better understand the concept of urbanization and its relation with tourism sector. As a result they may be able to apply sustainable strategies for urbanization process in Famagusta.

1.4 Rationale of the Study:

This study is conducted to assess the urbanization process for Famagusta and its implications for tourism sector. This study is conducted in consideration of the Famagusta's approach to urbanization process in order to apply the sustainable approaches for enhancing the urban situation and its relation with tourism sector.

This study contains information and data about problems and prospects for the urbanization process toward the improvement of economic base and environmental quality in Famagusta. Using these data, the researcher tries to pinpointing the strength and weaknesses of urbanization process, as well as, to specify the reasons of failure.

Moreover, the study shall be a guiding tool in providing other countries the specific strengths and weaknesses of the Famagusta's case in its pursuit toward urbanization process. This study could be used as a benchmark for other developing countries as well as other economies in transition who have been struggling with the affairs of enhancing and protecting the environment.

1.5 Objectives of the Thesis:

The objectives of this study will be finalized as follow:

1. To examine the process of urban growth and urbanization policies,
2. To examine the nature of sustainable approach to urban development,
3. To examine whether the present urbanization processes/policies are in line with tourism and tourists' needs,

4. To explore the main bottlenecks and problems in order to recommend sound policies for the future

1.6 Methodology:

A qualitative research strategy will be utilized/ applied for the purpose of this study. A survey will be conducted based on an in-depth interview with the municipality of Famagusta and Department of Town Planning. A semi-structured interview will be designed for the purpose of data collection. Data analysis will employ routinely applied methods associated with this type of research.

1.7 Organization of Thesis:

In this thesis, I will discuss about “The process of urbanization and its implications for tourism sector-a sustainability approach: the case of Famagusta/TRNC” and the importance of this study.

Chapter 1 will be containing of introduction.

Chapter 2 will contain history of urbanization and the elements that have effect on urbanization, the major’s issues in urbanization process and at the end it will be a measurement of urbanization in developed, developing and island state.

Chapter 3 will be about tourism and the history of this issue. It will also contain the impact of tourism, tourism planning, urban tourism and tourist.

Chapter 4 will be about the island states and tourism. In this chapter the main issue is about Famagusta, the process of urbanization in Famagusta, the role of government and planning process in this city.

Chapter 5 is about methodology. It will contain brief information about qualitative approach, data collection and data analysis.

Chapter 6 is about finding. The interviews will analysis and the report of the finding will arrange.

Chapter 7 is about discussion and conclusions. At the end, the summarize of the whole thesis will be prepared. Furthermore, the implication for managers and limitation of the current study will be discussed in this chapter.

Chapter 2

URBANIZATION PROCESSES

2.1 Urbanization and Urban Growth:

Urbanization and urban growth is not a new field in studies. From the first day that human understood they need to live in society, this field has emerged. There are various definitions for the term “urbanization” that more or less follow the same meaning.

Sumer, the first city in human history has believed to emerge around 3200BC. Between the Tigris and Euphrates rivers there was Mesopotamia (Kim, 2008 p.1). Mesopotamia was a consequence of the Neolithic Revolution which saw a shift in food production from hunting and gathering to agriculture based on domesticated plants and animals.

This emergence of cities in Sumer was the beginning of urban revolution. But this revolution was exceeded slowly. When agriculture began in the Fertile Crescent around 8500BC, the first city emerged several thousand years after the discovery of agriculture. Moreover, the emergence of cities was not unique to Mesopotamia. Interestingly, cities emerged independently in at least two other places, China and the New World, places where major domestication of plants and animals arose independently (Kim, 2008).

According to Opie (2006), cities and natural environment were connecting to each other closely. Animals played an important role such as providing power, transportation, food, and, even waste disposal for town dwellers in city life during nineteenth century. Nature shaped nearly every aspect of early cities (Opie, 2006).

Cities was near water or a source of energy; urban architecture was built from available materials, such as wood, clay for bricks, or stone; nearby farms or oceans provided food; and, horse power, wood, or water fueled early manufacturing and drove city development (Opie, 2006).

Although these early efforts sometimes altered the ecosystem by preventing migrating fish from moving upstream or changing the patterns of water distribution across the landscape, they nonetheless, did not liberate urban residents from the seasonality of everyday life. Manufacturing, economic activity, and daily life ebbed and flowed with the tides, time of year, navigability of rivers and roads due to flooding or icing, not to mention the length of the day (Opie, 2006).

Nevertheless, the process of urbanization and urban growth has been an ongoing process and the world is becoming a giant urban area. 'In 2007, the world crossed the fifty percent-urban threshold. For the first time in human history, a majority of the world's population lives in cities' (Wyly, 2006 p. 4). Although, population growth is an important indicator of urban growth, urban areas are becoming the major economic centers and innovation. With the shift to tertiary sector, urban areas have found a new dynamism including 'tourism'. Such process has resulted in urban areas to become new organizations of production and distribution. In the evolutionary

process of cities and urban areas 'tourism' has become a significant intervention in the dynamism of the cities. It is these dynamisms that demand an understanding of how to reconcile tourism and urban areas without compromising the form and function of the cities. The following Elements are highly significant for the city managers to understand and integrate the 'urban' and 'tourism' in order to build 'urban tourism':

- Production,
- Proximity,
- Reproduction,
- Capitalization,
- Place,
- Governance, and
- Environment.

Now, the question is how to place and fix tourism within these foundations of urban area? Wyly (2006 p. 15) notes:

'Finally, the logical implication of both of these points -- the interplay between old and new realities, and the synthesis of old and new theories and techniques -- suggests a third insight. New cities, new urbanisms, are constantly under construction. Cities are in constant flux, even though in many cities the rhythms of change can span decades or even centuries for particular kinds of processes or patterns. Elsewhere, the catastrophes of so-called 'natural' disasters, terrorism, and war make it quite clear that new urban geographies are being created'.

Urbanization is a process whiles a society's population that lives in a city rise. It is an important issue concerning diverse scientific and policy communities. Urbanization does not necessarily relate to growing the size of the cities. There have been many

periods when city growth was simply a product of overall population growth (Wyly, 2011; Wang and Mountrakis, 2010).

When rural areas are interfered with and eventually replaced by the expansion of contingent cities or densely populous areas we will have urbanization (Alig and Healy, 1987; Jacquin et al. 2008). Urbanization is raising concerns of environmental, ecological, and social nature. If land use transitions are effectively planned, continuous growth of urbanized areas will perturb and end up breaking the equilibrium of environmentally sensitive areas (Lee et al. 1999).

When one talks about modernization of a country defiantly we will face urbanization. However, urbanization can be broadly categorized into two types: one is discordant or non-sustainable, and the other is harmonious or sustainable. Sustainable urbanization means not only an increase in the ratio of urban population, but also a balanced development across various sectors and regions, giving rise to economic growth, full employment, healthy cities and prosperous villages. Sustainable urbanization also means not only an increase in the ratio of urban population, but also a balanced development across various sectors and regions, giving rise to economic growth, full employment, healthy cities and prosperous villages (Sha et al. 2011).

Urban slums, traffic congestion, pollution and crime make and a widened gap between urban and rural areas with the clear implication of too many and too high economic, social and environmental costs. The sustainability of urbanization has

increasingly attracted attention while challenges like resource depletion, climate change and globalization have been raised (Chen et al. 2003; Zhang et al. 2004).

The main problem of the treatment is its focus, which is mainly upon urban planning (Sjoberg, 1999; Mee, 2002), the land use system, and the impacts of urban expansion on arable land loss (Chen et al. 2003; Zhang et al. 2004).

In both developed and developing countries urbanization is increasing. However this rapid urbanization, with growing of the size of the cities should deal with the problems such as unemployment, poverty, inadequate health, poor sanitation, urban slums and environmental degradation (Angotti, 1993).

In 2007 the United Nations Population Fund released a report forecasting rapidly rising levels of urbanization over the next two decades, especially in the developing world. It noted that for the first time in history, more than half the world's population resides in urban areas. The same year UNHABITAT issued a report highlighting the slums and deplorable living conditions in cities in developing countries. That report estimated that by the end of 2007 there would be more than 1 billion slum dwellers, most of them living in developing countries. It claims that in many cases the economic circumstances of urban migrants are worse than those of rural peasants. In 2003 the United Nations surveyed member governments eliciting their attitudes toward urbanization. It found that the "vast majority" of these governments would have liked to shift populations back to rural areas and to stem the tide of urbanization (Spence et al. 2009 p.115).

2.1.1 Historical Background:

This part is allotted to the historical background review of urbanization. In this regard, Childe (1950) believed that in the human history the first city that is believed to be appeared around 3200BC was in Sumer, Mesopotamia. It was located between two rivers, the Tigris and Euphrates (See figure 1).

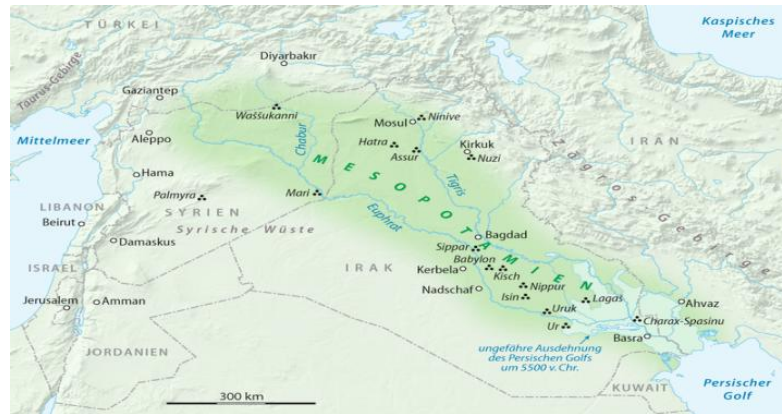


Figure 1 : Mesopotamia Map

Childe (1950) stated that the city was emerged as a result of Neolithic Revolution and there was a significant change in food production from hunting to agriculture that was based on domesticated animals and plants.

Kim (2008) confirmed that the emergence of cities in Sumer was a sign of the beginning of an “urban revolution”, although the revolution came extremely slowly.

Kim (2008) believed that the emergence of cities was not restricted to Mesopotamia. In two other places, China and the New World, cities emerged independently as well. In these mentioned places.

Researchers and scholars have different ideas about the emergence of cities in ancient times. Among them, Childe (1950) and Bairoch (1988) believed that the main factor caused to form cities was agriculture. In ancient times, agriculture

increased the population growth and could provide additional food for nonagricultural population.

Wrigley (1987) stated that the need for other secondary or other tertiary products will be increased as a result of an increase in income which is due to the rise in productivity of agriculture. Kim (2008 p. 12) confirmed that “the urban concentration of secondary and tertiary employment, such as craftsmen and merchants, enabled the exploitation of the division of labor, fostered technological innovations in many areas of the economy from irrigation, transportation, metallurgy to writing, and lowered the costs of coordinating long-distance trade”.

North (1981) believed that before the increase of territorial empires and nation-states, cities were considered to be centers of states. According to North (1981) a city-state comprised of a governing city and its food producing hinterlands. A city-state was a separate political, economic and geographical organizational unit. City states could provide the motive for improving the productivity for their citizens.

Kim (2008) believed that most probably cities could become centers of government because there were extremely close interaction between elites in cities and they could generate, collect and process the necessary information. Nevertheless, the industrial revolution and population growth played determining factors in reshaping the cities and countryside that pave the way for reforms and establishment of eventually urban planning. The sheer number of human beings put pressure on city resources including: housing, water, sewer, food supplies, and lighting were completely inadequate. Slums grew and disease, especially cholera, ravaged the population.

Crime increased and became a way of life for those who could make a living in no other way. Overall, the family structure, labor profile, the role of the railroads, population growth, and mechanization were the changes that industrial revolution brought upon urban areas (<http://online-history.com/wc2.htm>). In fact this was the beginning of contemplation about the modern urban planning and eventually rewriting the theories and concepts regarding the form and function of the cities (Banai, 1988; Ellis, 2002).

2.1.1.1 Industrial Revolution:

The Industrial Revolution was a period from the 18th to the 19th century. Changes in agriculture, manufacturing, mining, transportation, and technology were the causes of the industrial evolution. Industrial revolution has effect on the social, economic and cultural conditions of the times. . It began in Britain, and then subsequently spread throughout Western Europe, North America, Japan, and eventually the world (Maddison, 2003).

In England, the emergence of the first predominantly urban society, the shift from agriculture to industry, and the rise of steam power was the signs of industrial revolution (Daunton, 2011).

The causes of the Industrial Revolution are wage. Some historians believed that the revolution outgrowth of social. They believed industrial revolution ended of feudalism in Britain after the English Civil War in the 17th century (Kreis, 2006).

As national border controls became more effective, the spread of disease was lessened, thereby preventing the epidemics common in previous times. The

percentage of children who lived past infancy rose significantly, leading to a larger workforce. The enclosure movement and the British agricultural revolution made food production more efficient and less labor-intensive, forcing the surplus population who could no longer find employment in agriculture into cottage industry, for example weaving, and in the longer term into the cities and the newly developed factories. The colonial expansion of the 17th century with the accompanying development of international trade, creation of financial markets and accumulation of capital are also cited as factors, as is the scientific revolution of the 17th century (Kreis, 2006).

The industrial revolution has effect in human history. We could say that this revolution influenced daily life in most ways. Most notably, average income and population began to exhibit unprecedented sustained growth (Maddison, 2003).

In the late of 18th century, there is a transition in most industrial part in Great Britain. The replacement of mechanism instead of manual labor and draft animal based was a part of this transition. It started with the mechanization of the textile industries, the development of iron-making techniques and the increased use of refined coal (Lucas, 2002).

Trade expansion was enabled by the introduction of canals, improved roads and railways (Meier and Rauch, 2000).

One of the most important causes for the development of infrastructures of institutions to regulate urban development was the unprecedented growth of cities.

Like the industrial revolution itself, however, the pace, the extent and often the character of this urban growth differed widely among the countries of Europe and North America. These variations contributed to the different trajectories of institutional development. More widespread and more intensive urbanization during this era generally gave rise to more institutionalized infrastructures for urban governance. But urbanization alone cannot explain the variations in infrastructures that resulted, or the consequences where rapid urbanization was less widespread (Sellers, 2004).

The patterns of urbanization separate out into several types with distinct implications for the rise of urban interests. One of the most striking was common to the two countries that institutionalized two of the most opposed systems of supranational institutions at this time. In both Germany and the United States, following the rapid economic expansion associated with the similarly dramatic industrial revolutions, the number of cities grew most dramatically with the only comparably large number of cities, but much less rapid trends toward urban growth Great Britain diverged significantly from this trajectory. The institutionalization of national policy here, however, resulted from a process of urban growth that followed a much earlier and more gradual industrial revolution (Sellers, 2004).

What is clear, however, is that urbanization must be understood as a global phenomenon. We have seen a transition from an old international division of labor, built primarily by colonial relations in the nineteenth and early twentieth centuries, to a new international division of labor marked by the rise of large, complex multinational corporations. In the old division of labor, wealthy, highly urbanized

nation-states dominated industrial production, while poor, mostly rural nation-states served as sources of agricultural products, natural resources, and cheap labor (Wyly, 2011).

2.1.1.2 Population Growth:

One of the major issues in urbanization is population growth. Population growth is the change in a population of a destination, and can be describe as the change in the number of individuals of any species in a population using "per unit time" for measurement. According to statistics world population is about seven billion. Asia is the most-populated continents and China is the most populated country in the world. Africa is the second. One of the major issues for every government is to control this growth and then accommodate these residences. Human beings always have a threat of high mortality because of famines, accidents, illnesses, infections and war. Therefore the relatively high fertility rates were essential for species survival. Due these majors in 19th century global population was about one billion (O'Toole, 2009).

In 20th century, there was a huge revolution in health care, technology and unprecedented rapid improvement in health care all over the world, as a result we could see increasing in longevity and falling in the mortality. The population realized these changes and took steps to reduce their fertility but the decline in fertility was not so steep. As a result the global population has undergone a fourfold increase in a hundred years and has reached 7 billion. The economic prospects, in much of the developed world, urbanites tend to be much greater than those of ruralizes. So increasing urbanization could be considered good news (O'Toole, 2009).

The growth of urban populations throughout the world has led to calls for government regulation to prevent urban sprawl and create land-use patterns that are less auto-dependent. Such regulations are costly: by significantly increasing the cost of housing, they turn urban areas in to enclaves for wealthy elite. At the same time, the regulations have little effect on transportation patterns. Despite having more compact cities, Europeans drive for 79 percent of their travel, compared with 84 percent in the United States. Rather than increasing regulation, urban leaders should focus on reducing it in order to create opportunities for people of all incomes to build wealth (O'Toole, 2009 p. 97).

For more than 60 years, various national, state, and local governments have used the supposed dire consequences of “unplanned and chaotic” urban development to justify government plans that trample on private property rights and limit the housing and transportation choices of urban residents. Rather than improve human health and the quality of the environment, these plans all too often represent little more than an elitist view of how people should live – or, worse, how other people should live (O'Toole, 2009 p. 97).

2.1.1.3 Migration:

Migration is defined as “movement of people to a new area or country in order to find work or better living conditions” (Oxford Dictionary); or “movement from one part of something to another”. In the recent years, there have been various literatures that tried to study “migration” and its relation and impact on some social and economic issues in different countries; such as the studies by Tilly (2011) that identified the impact of the economic crisis on international migration, Paik and Ham (2011), Wintres (2011), Bailey (2010) and so forth.

Torpey (1999) believes that as long as people have searched for food, they have migrated from place to place. Although he believes that international migration is a relatively recent development. According to Tilly (2011 p. 675) “the global economic crisis that exploded in 2008 dramatically changed the context for international migration”.

According to Martin and Zürcher (2008) international migration is considered to be an important family decision. There are different reasons for migrating to another country. These reasons mainly can be grouped into two categories: economic and noneconomic. Martin and Zürcher (2008) believes that an economic migrant are willing to move due to employer recruitment of guest workers, or demand-pull reasons whereas non-economic migrants are willing to move to escape unemployment or persecution, or supply-push.

Acharya (2003) states that the main reasons for migration are some issues such as wage differentials, the availability of jobs and work opportunities, and opportunities for workers to grow in the labor market. Acharya (2003) believes that migration can be used as an effective and powerful tool to combat poverty. It has direct effect in terms of higher earnings as well as some indirect effects in the form of remittances. Remittances can lead to stabilizing the household food security situation as well as creating local jobs (Acharya, 2003).

Migration also has some negative impacts for both migrant workers and the host economies (Acharya, 2003). In his article, he mentioned that migrants sometimes have to pay bribes, get cheated or they may face deprivation whereas in the host

countries, it may cause the job losses for the local workers. But according to Acharya (2003) migrants consider the negative effects to be more than the positive effects.

According to Kundu (2007) in the phase of globalization, migration and urbanization are the manifestation of economic development. As a result, it is extremely important to understand the causes and consequences of the former, namely migration, in terms of changes in the distribution of population and economic activities.

Kundu (2007) believes that a large part of migration in less developed countries has been linked to stagnation of agriculture and the extreme lack of diversification in agrarian economy. In less developed countries, the agricultural production and income is very low as well as unstable which results in lack of livelihood opportunities in rural areas. This issue leads to out-migration from rural to urban area.

2.1.1.4 Urbanization Theories:

“Urbanization is the process by which large numbers of people become permanently concentrated in a relatively small area”
(<http://www.britannica.com/search?query=Urbanization>).

According to researches and literatures we can claim that there are different theories that are related to urbanization and scholars have benefited these theories in their works. These theories mainly study different social and economic aspects of urbanization. Kendall (2007 p. 11) notes "Urbanization accompanied modernization and the rapid process of industrialization". Historians also believe that urbanization process and the issue of industrialization are closely connected to modernization.

According to Orum (2011) one of the first theories that have a great and significant effect on urbanization in social life is the one by Georg Simmel that was a German scholar. Orum (2011) states that Simmel tried to expand sociology that concentrated on the special methods that influenced social life. Orum (2011 p. 853) confirmed that “Simmel’s effort to understand the nature of urbanization and, in particular, the metropolis of the late nineteenth and early twentieth century, displayed his characteristic method of analysis”.

There are other significant theories of urbanizations that have been used by some other scholars. Orum (2011) in his article mentioned the theories by American scholars. He stated that Louis Wirth, a sociologist, worked on central theoretical argument that focused on nature of urbanization. In this regard Orum (2011) mentioned that Wirth confirmed that urbanization can produce various significant social consequences among people in their daily life.

According to Ma (2011) the classical theory of urbanization that concentrated on dual economy model was developed by Lewis (1955). Ma (2011 p. 142) in this regard claims that “the theory takes rural–urban migration as the equilibrium mechanism of surplus labor, which withdrawn labor from the rural sector with almost zero marginal productivity to modern urban sectors with approaching full employments”.

Czech (2004) believed that principles related to economic geography show that the process of urbanization will continue and help increasing economic growth.

Furthermore, he claimed that principles that are related conservation biology is an indicator of competitiveness in urban areas.

There are three main theories of urbanization that have been discussed by Kasarda and Crenshaw (1991) that are related to developing countries. These theories are “Modernization/Ecology, Dependency/World-Systems, and Distributive Coalitions/Urban Bias”. This part is allotted to a brief explanation about these main theories.

2.1.1.4.1 Modernization/Ecology:

Kasarda and Crenshaw (1991) believed that these set of theories have three main concepts. According to these scholars, the process of urbanization and development is truly and inevitably connected to its primary state at the beginning of modernization process. The second concept and assumption that is applied for this set of theories is technology is a significant and important factor in the process of urbanization and modernism that is even more important than a community’s social organization. In other words, we can claim that the usage of technology is a primary factor of social change. They finally stated that the modernization/ ecological approach asserts that cultural diffusion can gradually impose a harsh convergence of development patterns that are related to First and Third World countries.

2.1.1.4.2 Dependency/World-Systems:

As stated earlier; another urbanization theory is Dependency/World-Systems. According to Kasarda and Crenshaw (1991 p. 482) all theorists in this concept are consensus that “either through intentional coercion or through the inherent logic of capitalism certain areas and their populations have been underdeveloped" (Frank 1967, Galtung 1971, Wallerstein 1974, Hermassi 1978, Chirot and Hall 1982)

believed that this theory is based on three assumptions. These theorists believed that firstly there is a unique capitalist development pattern. Secondly, these theorists believed that capitalism is able to build and generate social structure. Finally according to Timberlake (1987), “world-systems and dependency theorists model social organization, technology, and population dynamics as endogenous facts in development and urbanization” (Kasarda and Crenshaw 1991 p. 483).

2.1.1.4.3 Distributive Coalitions/Urban Bias:

Distributive coalition’s theory was discussed by Olson's (1982) and urban bias theory was discussed by Lipton's (1977). As mentioned in Kasarda and Crenshaw (1991) these two theories have also three basic assumptions. Firstly, political institutions are more powerful than the organizations and institutions for development. Secondly, these theorists state that coalitions created through common self-interest that is combined to have pressure on the state or to have domination on it. Furthermore, the aim of these activities is to create laws that can divert social surplus to special interests. Thirdly, these theorists believe that the only property of economic regime is not coalition-building. To sum up, theorists that attempt to apply this approach tend to see distributive coalitions as well as spatial and social bias in public policy.

2.1.1.5 Urbanization and City Planning:

In the beginning of the second half of the twentieth century, planning became progressively associated with the rational comprehensive model. One of the distinctive features of this new way of thinking was the integration of evaluation in the plan making process. In a specific planning situation, the decision maker would consider all possible courses of action, according to a number of established ends, identify and assess all the consequences following from the adoption of each course

of action, and then select the most preferable alternative (Oliveira and Pinho, 2010 p. 333).

According to Mumford (1961) it is impossible to create a city without plan. As an essential cellular unit of planning, is one of the fundamental steps toward re-establishing a new urban form.

Another feature, distinguishing the rational paradigm from the classical paradigm associated to Patrick Geddes's survey-analysis-plan, was the new way of considering the physical dimension of the city. While in the classical paradigm the emphasis was on the city in the rational paradigm the focus was on the process and the method, leading to an unintended devaluation of the city as the planning object (Oliveira and Pinho, 2010 p. 333).

Urban planning as a formal discipline began with the 1947 Urban and Rural Planning Act. This new concept of urban planning was developed by Geddes and Abercrombie and conceived mainly as a way to predict and shape future land use and development patterns. Thus, the service and utilities infrastructure needs of new developments could be coordinated and constructed more effectively. These land use maps were re-evaluated at five yearly intervals. The philosophy underpinning this British Act suited a type of urban planning that came to be known as Comprehensive Planning (Athari, 1997; Hiraskar, 1998).

The process of urbanization and city planning are really connected and they should be considered together. Alexander (2011) refers to planning as a process of deciding

that enables individual what to do and how to do something. Different studies have attempted to investigate the issue of city planning. Sierra and Steiner (2007) in this regard claim that in order to have a successful city, its environments must be taken into consideration as well. There must be a rational balance between different needs such as environmental, social and economic needs. There are some significant issues that are necessary for having a successful city such as high security in investment sectors; infrastructure and it should fulfill the needs of its citizens in the best way possible at the forefront of all its activities. Sierra and Steiner (2007) claim that if a city cannot manage its urban planning, there will be grave results that can affect its environments, society and the economy. All these issues may result in poor health, social chaos, poverty and economic inefficiency.

Arimah et al. (2009) also in their research tried to study and focus on city planning. They believe that urban planning must consider different factors that shape 21st century cities. Some significant challenges such as economic, demographic, and socio-spatial must be considered for future urban planning. They confirmed that approaches to city planning faced many significant changes in many developed countries; although, we are witnessing the older methods of master planning in many developing countries.

Arimah et al. (2009) in their study mainly focused on modern planning rather than the older ways. They confirm that “the most obvious problem with modernist planning is that, being based on spatial interventions that assume a far higher level of social affluence than is the case in most developing countries, it fails to accommodate the way of life of the majority of inhabitants in rapidly growing, and

largely poor and informal cities, and thus directly contributes to social and spatial marginalization” (Arimah et al. 2009 p. 24).

Arimah et al. (2009) confirm that may fail due to some reasons such as the changes in climate, food insecurity, and oil dependence. Furthermore, it may experience a dramatic fail to recognize the need for involving societies as well as shareholders in urban areas planning.

Schwaninger and Koerner (2004) confirm that in fast-growing cities, one of the great challenges is urban development and many researches and studies have been dedicated to this issue thus far.

von Petz (2010) in his study tried to focus on urban planning and development. He believes that in each historical period there are various and different methods that are used for urban environment and each of these methods have their own style and method. He states that history may be repeated to some extent, but there are some main differences in its components every time. As a result he concluded that: “it is important in the field of urban planning to gain a sense of perspective on the successes and failures of the past, as new developments in the urban environment have to work with or around what already exists and take into account the ways in which urban forms have changed over time” (von Petz, 2010 p. 375).

According to Neuman and Smith (2010) for the case of global cities, due to their positions in the global economy, transportation networks and telecommunications, they are in favorable positions.

According to Sierra and Steiner (2007) believe that in order to have sustainable development some important criteria such as understanding the complexity and conflicting relationships is required. They confirm that there are different methods to integrate the community into the urban planning process and different levels can be designated for environmental activities. They state that “cities can also use different instruments to integrate the environment into urban planning and management approaches: policy instruments, process instruments, planning instruments and management instruments” (Sierra and Steiner, 2007 p. 17).

According to Oliveira and Pinho (2010 p. 333) some issues in Urban Planning must be considered such as the need for evaluation and its integration in the planning process, the timing of the evaluation exercise, the different conceptions of success in plan implementation, the necessary adjustments between the evaluation methodology and the specific plan concept, the evaluation questions, the criteria, and the indicators, and finally the presentation of the evaluation results and their use by decision makers.

As is already known, the concept of ‘governance’ refers to ‘a shift from state sponsorship of economic and social programs and projects to the delivery of these through partnership arrangements which usually involve both governmental and non-governmental organizations’ (Murdoch and Graham, 1998 p. 41). Governance studies are mainly about institutional design, models of policy making, policy and planning processes, and so about steering and cooperation rather than, for instance, deception, tactics or strife. However, new forms of urban governance are now very much on the agenda (Sehested, 2002). In most cases, governance here is about new

forms of steering and managing urban processes, in many cases ignoring the ‘governmentalities’ framing urban governance initiatives and experiments.

Need an ongoing exploration of urban governmentalities whether tangible or institutionalized as commonsense, because these discursive and practical dispositive represent and refer to an understanding of ‘the real’, as well as turning ‘reality’ into politics and planning (Pløger, 2004).

2.1.1.6 Urban Environment:

The issue of urban environment has been studied by different scholars and researchers. According to Crause et al. (2007) a successful city should be considered by its environment that can lead to its efficient operation. There should be a rational balance between environmental, economic and social requirements. They stated that there must be an investment security for citizens and there must be sustainable planning activities that can provide suitable outcomes for the urban economy, as well as environment and society. Poor planning may lead to grave results that bring poor health, economic inefficiency and social unrest for the citizens. According to Crause et al. (2007) the most common and known health illness is due to the existence of environmental hazards. In this regard, local governments have a considerable effect on the development of urban-environment relationships and they are responsible for the interaction between their hinterlands and the global community.

Local governance has a considerable role in cities. It can make more competition in cities and through developing the sustainable urban environment there will be more investors (Crause et al. 2007). Sustainable development requires an understanding and conflicting relationships. These relationships create an integrated method and

culture. There are various strategic approaches that can integrate the environment into the procedure of urban planning. In societies, environmental activities can be done at various levels. According to Crause et al. (2007) different instruments namely policy instruments, process instruments, planning instruments and management instruments are different instruments that are used to integrate the environment into urban planning and management approaches.

2.1.1.6.1 Pedestrian-friendly Environments:

Among scholars, Frank et al. (2003) and Saelens et al. (2003) believe that some attributes of the environments are related to walking and cycling for travel usage.

Some significant and considerable predictors of non-motorized travel have been identified. According to Kockelman (1997), Rodriguez and Joo (2004) the important predictors are “residential density”, “the presence of specific land uses” and “pedestrian supports” such as sidewalks, perception of walking comfort, and neo-traditional street design. The latest researches reveal that well-connected and compact land uses are due to lower amount of VMTs and ozone precursors per capita (Khattak and Rodriguez, 2005; Frank et al. 2006). Furthermore, according to Cao et al (2006 p. 140) “residents of traditional neighborhoods believed to be more supportive of walking relative to traditional suburban neighborhood designs appear to favor passenger cars, which are less polluting than light duty trucks preferred by traditional suburban residents”.

de Nazelle and Rodriguez (2009) believe that despite the advantages of pedestrian-friendly environments, they also bear some disadvantages and risks. Specially, when the outdoor physical activities increase, it may cause harmful and injurious health

results because people are exposure to widespread air pollution as well as traffic dangers. Although pedestrian-friendly environments can decrease air pollution and traffic threats by reduced vehicle-miles traveled on roads, a great shift to non-auto means may be required. This can help prevent the high exposure as a result of in-street physical activities.

Sustainable design practices are now required increasingly to ensure that roads have a recognizable design and predictable traffic situations where users know what they should do and what they can expect from other users. Promoting a pedestrian-friendly environment involves trade-offs among different user's needs, such as the integration between motorized traffic and pedestrians where speeds are low and the separation where speeds are too high (Giuffre and Granà, 2012).

2.1.1.6.2 Green Cities:

Dittmer (2005 p. 3) defined "Green Cities" as "creating sustainable green cities and the impacts these efforts have on the people who live there".

Dittmer (2005) believed that the term "green cities" seems to be an oxymoron term. He stated that the term "city" consists of images of images of smog, heavy traffic, polluted land and litter, poverty and crime. On the other hand, the term "suburb" conjures up litter free, clean spaces, spacious parks and green spaces. The contrast between cities and suburbs are so clear. But in the case of United States, according to Dittmer (2005), the scenario is somehow reverse. He confirmed that "as more and more people have spilled out into the suburbs, they have begun to experience the very conditions they moved to the suburbs to escape: gridlock, crime, pollution and a rapidly increasing cost of living (Dittmer, 2005 p. 3).

According to Fouchier (2009) the climate change in cities and regions is so vivid. Many cities are adapting to green economy by applying the programs that are related to recycling, reducing the production of waste materials, green building, and by providing career in clean high tech sectors. There are also different programs that leaders and mayors are attempting to apply in order to decrease their city's carbon footprint. They are trying to apply the new investments and they are trying to create sustainable plans to make cities denser as well as walk able.

In this regard, local authorities have forced to apply some standards requirements for recycling, energy usage, and applying limitations on urban spread. Fouchier (2009 p. 9) introduced some planning tools that make changes in climate and help creating green cities which are “local climate change action plans, ecosystem planning, green development codes and zoning ordinances, subsidizing green architecture, building materials, and roofs, pedestrian and bicycle planning, energy-efficient street lighting, urban landscaping, densification, and the greening of schools and government buildings”.

2.1.1.6.3 Green Belt:

The concept of Green Belt was initially suggested in the late 19th century. In 1898, Ebenezer Howard's proposed Garden Cities were intended to be “planned, self-contained, communities surrounded by greenbelts, containing carefully balanced areas of residences, industry, and agriculture” (Howard, 1898). In the 1930s Campaign to Protect Rural England campaigned for a clear barrier of undeveloped land against ribbon development and urban sprawl. As a result of these campaigns and other local initiatives, the first Green Belts were designated in London and

Sheffield, the former assisted by an Act of Parliament in 1938. By 1955, Green Belts were firmly supported by both national planning legislation and policy (Phillips and Spiers, 2009).

The Green Belt covers nearly 13% of England, significant not only because of its extent, but because it provides both a breath of fresh air for the 30 million people living in or near to our largest towns and cities. Green Belt land faces many challenges. It is expected to meet diverse and often conflicting needs, and attracts considerable scrutiny due to the planning controls which govern it and the urban pressures which it faces. The original purpose of Green Belt is clear. It was introduced 60 years ago to protect the countryside from urban sprawl and to retain the character and vitality of cities. For this purpose, which remains fundamental, it has been highly effective. Subsequently, objectives for the use of land once designated as Green Belt were introduced to planning policy in 1995. These were set to provide recreation and attractive landscapes, to improve damaged and derelict land, to secure nature conservation and to retain farming and forestry. This report considers the extent to which Green Belt is currently meeting these positive objectives and also looks ahead at what the Green Belt could deliver in the future (Phillips and Spiers, 2009).

2.1.2 The Case of Developed Countries:

“A developed country is a country that has a high level of development” (http://en.wikipedia.org/wiki/Developed_countries). Jeffrey (2005) states that there are some other terms that can be used for referring to developed countries such as "advanced country", "industrialized country", "more developed country" (MDC), "more economically developed country" (MEDC), "first world country", and "post-

industrial country". Different countries have tried to apply urbanization in a sustainable way.

According to the published statistics in World Economic Outlook, there are 47 countries that are categorized in developed countries.

Opie (2006) in his study tried to focus on the issue of urbanization in the United States. The United States, which is now a developed country, started urbanization in the nineteenth century (Opie, 2006). He believes that urbanization started in US when people and natural resources moved to cities from countryside. Simultaneously, many European people at that time moved to US. Majority of people in the United States lived in the countryside and villages in the early nineteenth century. However, Opie (2006) states that in those times big cities dominated the economic and social life of the country. Different reasons at that time caused the higher population in big cities such as good materials and techniques that allowed individuals to build cheaper buildings.

Gradually an increasing variety of food from greater distances appeared due to the existence of cheaper and faster transportation. In the United States, as Opie (2006) confirmed, there was a great revolution in power generation and usage. They replace wood and whale oil as well as human and animal power with other fuel such as coal and petroleum.

China is another example of developed country and is listed among developed country according to world economic outlook, 2011. Henderson (2009) claims that

China has been encountered with remarkable economic growth over the past three decades. For China, the issue of urbanization will become a great opportunity for having a sustainable growth and expansion. Henderson (2009) suggests that urbanization has become a significant feature in China's economy. Henderson (2009: 2) believes that "still, China's annual rate of urban population growth, at about 3.5 % per year is well below the 5-6% rates typically experienced by other developing countries during their periods of rapid economic growth". He claims that the country will definitely face rapid urbanization over the next few years.

The issue of urbanization has been a key concern for researchers and they have tried to study this issue in different countries. Another study that attempted to discuss urbanization in developed countries is the one by van Remmen and van der Burg (2008). In their article, they tried to study urbanization in Netherland. They state that since the World Wide II, this country has faced urbanization and has changed its infrastructure. The institutional setting for urbanization and infrastructure has changed dramatically in the 1990's. van Remmen and van der Burg (2008 p. 1) state that "the necessary connections between the transport system and urbanization were guaranteed partly through urbanization contracts that were agreed in the 1990's by state, regional and local level". The current government in Netherland still continues the policy that can lead to urbanization in the country.

van Remmen and van der Burg (2008) in their study confirm that national government has applied an additional concept which is called area development. The government shared a concept that can help two fields to be converged.

According to van Remmen and van der Burg (2008) this concept is enhanced by decision of the existing government that may lead to make a policy in which spatial as well as infrastructure planning can be connected at a national level. In this study it has been concluded that new ways and methods are being released in order to make sustainable plan toward urbanization in Netherland.

Another study that was conducted to investigate urbanization in developed countries is the one by Andersen and Engelstoft (2004). In this study, they attempted to focus on urbanization in Denmark. According to World Economic Outlook (2011), Denmark is listed as a developed country. Andersen and Engelstoft (2004) claimed that the majority of people in Denmark live in urban areas in the recent years. They believe that the urban system that exists in Denmark today dates back too many years ago, between the 8th and 11th century. Only a few cities have been established since then before the urbanization process in 19th century.

Andersen and Engelstoft (2004) confirmed that almost more than 80% of the population in Denmark lived in the countryside until the early 19th century. At that time, about 10% of population lived in Copenhagen; and the last 10% lived in other cities. In their research, Andersen and Engelstoft (2004 p. 56) claim that “the second half of the 19th century was a period of rapid economic and urban growth; industrialization predominantly concentrated in Copenhagen and the population of the city increased by factor 5 before the end of the century”.

2.1.3 The Case of Developing Countries:

The process of urbanization has been discussed in different developing countries as well. Various studies have attempted to focus on this issue such as the studies by

Sheffrin (2003), Datta (2006), Roberts and Kanaley (2006), Flórez (2003) and so forth. “A developing country, also known as a less-developed country is a nation with a low level of material well-being” (<http://www.thefreedictionary.com/developing+country>). Sheffrin (2003) believes that there is no definition of this term that has been recognized internationally. As a result, the level of development may be different within developing countries. He also claims that there are some developing countries that have high average standards of living.

According to statistics that published by World Economic Outlook in 2011, there are 155 countries that can be categories in this field.

One country that is listed among developing countries is India. According to Datta (2006), India has a low level of urbanization. He states that the urbanization of India is often known as pseudo-urbanization. Big cities in India have major problems. Datta (2006) confirmed that housing, slum, water, infrastructure, and quality of life are the main problems facing big cities in India.

According to Datta (2006), for the case of India as a developing country, the process of urbanization is a product of massive population and poverty is the main reason for migration from rural to urban areas. The negative processes of urbanization in India are globalization, liberalization, and privatization. Datta suggests that “redirection of investment is recommended to develop strong economic base for small and medium city neglected so far so that migration flows are redirected to small and medium cities” (2006 p. 1).

Another research that attempted to study urbanization in developing countries is the one by Roberts and Kanaley (2006) that tried to focus on the issue of urbanization in Malaysia. They believe that Malaysia is experiencing rapid urbanization and there have been lots of changes in its economy. Due to this change in economy, people bring pressure on government to provide them land and the number of migrants to urban areas also has increased.

Brazil is another developing country that is facing rapid urbanization process, especially over the last century. Martine and McGranahan (2010) among other researchers have tried to study the issue of urbanization in Brazil. They claim that policymakers have tried to influence urbanization process in different ways and they have been so successful thus far.

Martine and McGranahan (2010 p. 5) claim that “From an international vantage point, the most striking feature of urbanization in Brazil is its precocity and rapidity – a trait shared with several other Latin American countries”. They stated that urbanization process in Brazil has been developed so quickly in comparison with other countries outside the developed world.

Flórez (2003) in his article tried to investigate the process of urbanization in Colombia as a developing country. He claimed that one important determinant that caused to increase urbanization in Colombia was migration from rural to urban area. He claimed that migration is still at increasing level in this country.

He also confirmed that due to a great number of migrations, unemployment and deterioration in the quality of employment have also increased.

In this study, he indicated that migration has a great effect on employment in informal sector especially for women. A strong assimilation process in the labor market in urban area for female migrants has been suggested in this study. Flórez (2003 p. 19) suggested three dimensions for the relation between migration and informal labor markets: “first, data quality; second, conceptualization of the informal sector; and third, evidence to facilitate a successful insertion of migrants in the labor market”.

2.1.4 The Case of Island States:

Island states have not been immune to the forces of globalization and world economic structure. As Connell (1984 p. 306) noted: ‘The island states of the South Pacific have been drastically changed by their integration into the global economy. Migrants from rural areas have swollen city populations. The resulting problems--increasing population density, shanty-towns, social dislocation and environmental degradation--will intensify unless steps are taken soon. These problems, however, are products of international processes and may ultimately be beyond the abilities of the island states to counteract’. In respect of the present global structure, island states need to overcome some of the urbanization problems if they aim to benefit from the world economy. As Douglas (2006 p. 75) noted: ‘global shifts and the international contexts of change occur at a range of intensities across local, regional and global spatial scales and levels of impacts. They affect small islands physically, environmentally, economically and socio-culturally, and in their internal and external roles and responsibilities’.

The process of urbanization is an important issue that has been studied in the case of Islands as well. According to Hofko (2009 p. 43) “Islands are a series of sculptures showing miniature snapshots of life”. Hofko states that Islands are isolated pieces of lands that are considered to be wrenched from the earth as a result of some force of nature. Numerous researchers and scholars have tried to study the case of Islands in their work in recent years such as Sheldon (2005), Kirmanto (2008), Oe (2006) and so forth.

Among scholars, Sheldon (2005) considered Islands as special places that have natural attractions and special challenges for having sustainable planning. He designated different categories and classifications for Islands. He believes that Islands differ in various ways and understanding different types is essential for decision makers and policies for sustainable planning.

In his study, Sheldon (2005) considers six main categories for Islands. The classifications are island's climate, the proximity to the related mainland as well as its size, whether it is a single island or part of an archipelago, and the governance of the island destination. Sheldon (2005) believed that some islands have autonomous governments while the others are controlled by the system of mainland government.

The fifth classification, according to Sheldon (2006), is the ones that have growing resident populations and others that are experiencing declining populations. He states that “the last classification relates to the homogeneity of the population and the socio-cultural sustainability of island destinations” (Sheldon, 2005 p. 2).

So on the basis of this information, we could not generalize a universal pattern of planning to all type of islands and definitely each island needs a unique method of urbanization that suits the land.

According to Wikipedia there are 102 islands around the world. 49 of these islands are Sovereign States and the rest are Dependencies and other notable regions.

Oe (2006) in his article has tried to study the process of urbanization in Japan. He believed that Japan has faced a great and rapid population increase and urbanization during the latter half of the 20th century. He stated that the country is experiencing turning point of a population decrease and high-aged community these days. A great majority of population is focused in a very limited area.

Oe (2006 p. 5) stated confirmed that “Japanese population was about 44 million at the beginning of the 20th century and increased surpassing 83 million in 1950 and reaching 127 million in 2000”. Japanese population has increased dramatically in the first half of the 20th century. Iimi (2005) believes that the process of urbanization is known by increasing in amount of production and the usage of production. This issue has a great impact on economic growth. The process of urbanization and its growth in Japan is very considerable and one of the most significant characteristics of this process is urban system development that is balanced between regional and urban areas.

According to Iimi (2005) investment in public infrastructure has been highly applied in Japan in rural areas in order to increase the standards of living in regional areas and also to control the development of urban and regional areas.

Indonesia that is categorized among islands is facing the rapid urbanization in the recent years. Kirmanto (2008) in his article tried to study the process of urbanization in Indonesia. The clear evidences in urbanization in Indonesia are the economic growth and increasing number of migrants to urban areas. According to Kirmanto (2008 p. 4) “by 2008, at least 50 percent of the population was living in cities and urban areas were increasing at 4.4 percent per year, well beyond national population growth”.

This issue caused that about more than 110 million people in 60 cities located in some coastal areas. These people may be confronted with some hazards such as flooding, earthquake, and contagious diseases. The high rate of urbanization in Indonesia led to unplanned and emergency settlements because they have tried to provide adequate and suitable shelters. This issue has created many problems in Indonesia (Kirmanto, 2008).

In Jamaica today, urbanization is a constant process for persons to move from one area to the next without hesitation compared to the previous generations. Urbanization has seen a significant increase over the years because of persons pursuing a better standard of living. People move because of the economic growth situation of the country which results in the need to find better jobs, the environmental effects and last but not least crime and violence. The financial crisis

of the country plays a vital role in urbanization, with higher demands for goods and services manufacturers, wholesalers and retailers tend to increase the cost of goods and services trying to make a profit for their business. Industrial revolution, agriculture revolution and technological revolution are others main factors that has a direct effect on urbanization in Jamaica (Kingsley, 2011).

Cuba is highly urbanized society. Governmental policy with respect to capitalism changed the rate of rural to urban migration and urban population has been increased. Cuba will continue to increase the level of urbanization at a moderate rate and will be over 80 percent urban by 2015. Moreover, emigration from Cuba had an effect on the urbanization process. The current window on capitalism will motivate urban expansion. There has been an increase in joint ventures between the government of Cuba and foreign companies. There is now a new venture in which there is foreign investment in mining, agriculture, construction, hotels and commerce without Cuban involvement in the capital (Ebanks, 2011).

For better understanding the main issues of urbanization in other countries that has been mentioned above, table 1 has been designed for understanding the main elements that has direct effect on urbanization. By comparing these elements with the case of Famagusta and North Cyprus, it becomes much easier to understand whether these factors are suitable for this case or not.

Table 1: Process of Urbanization in other Countries

Developed Countries	
United State	<ul style="list-style-type: none"> • good materials and techniques for build cheaper buildings • cheaper and faster transportation • increasing variety of food from greater distances • revolution in power generation and usage • replacement of energy source
China	<ul style="list-style-type: none"> • sustainable growth and expansion • rapid economic growth
Netherland	<ul style="list-style-type: none"> • change in infrastructure • changing transportation system • area development • sustainable planning
Denmark	<ul style="list-style-type: none"> • rapid economic and urban growth • industrialization
Developing Countries	
India	<ul style="list-style-type: none"> • massive population and poverty • migration from rural to urban
Malaysia	<ul style="list-style-type: none"> • rapid urbanization • changes in economy • increasing imigrant
Brazil	<ul style="list-style-type: none"> • rapid urbanization
Colombia	<ul style="list-style-type: none"> • increasing imigration from rural to urban • women employment
Island States	
Japan	<ul style="list-style-type: none"> • population increase • increasing of production • economic growth • balanced between regional and urban • investment in public infrastructure • increase the standards of living
Indonesia	<ul style="list-style-type: none"> • economic growth • increasing number of migrants to urban areas • Increasing Imigrant
Jamaica	<ul style="list-style-type: none"> • economic growth • financial crisis • higher demands for goods and services • industrial revolution • agriculture revolution • technological revolution
Cuba	<ul style="list-style-type: none"> • govermntal status • migration • increase in joint ventures • foreign investment

Chapter 3

TOURISM

3.1 Overview of Tourism Industry:

Tourism is one of the largest and fastest growing industries in the world; its impact on the employment generation and economic activities has been registered by World Tourism Organization, United Nations, and numerous studies (Neto, 2003).

Tourism matters because it provides both a lens to see and energy to interact with others. It invites us to engage in exchanges of life with others and to remind us thereby of its most precious and vulnerable aspect: the intricate relativities of defining people who are not us. Tourism matters because, in a world of confusing connections and disconnections between human beings, our lives with others matter (Jack and Phipps, 2005 p.1). Nevertheless, 'tourism' as complex as it may be, has a close affinity to 'urbanization' process and nexus between these two socioeconomic aspects lies in nature of both phenomenon's development process and impacts. It is useful to bring in a definition that has a clear connotation of the interaction between these two processes. Despite numerous definitions of tourism, Leiper (1979) offered the following definition which exposes its relationships to urbanization process notwithstanding its lack of mentioning the term 'urban'. "Tourism can be thought of as a whole range of individuals, businesses, organizations and places which combine in some way to deliver a travel experience. Tourism is a multidimensional, multifaceted activity, which touches many lives and many different economic

activities” (Neto, 2009 p. 46). Interestingly, this can be easily said about ‘urbanization’, which is also a multidisciplinary field of study.

Defining the tourist industry is difficult. It is not an industry to fit the category of Standard Industrial Classification (SIC). All of the definitions concentrate on the services that a number of different sectors, such as the travel industry, hotels and catering, retailing and entertainment provide to tourists (Bardgett, 2000).

Tourism can be view as one of the most important socio-economic phenomena of the twentieth century. At first it was just an activity that people shift from one place to another. But nowadays it became a mass phenomenon during the post-World War II period, particularly from the 1970s onwards (UN, 2001).

It is correct that 80% of all tourist activities are domestic, but many countries tend to give priority to international tourism. Because, while the former basically involves a regional redistribution of national income, the latter has now become the world largest source of foreign exchange receipts (UN, 1999).

The tourism industry is divided in a large number of small businesses (Bardgett, 2000). International tourism is one of the fastest growing sectors of the global economy (UN, 2001).Tourism has also become the major source of income for an increasing number of Small Island Developing States (SIDS). Foreign exchange earnings can, however, vary significantly among these tourism driven economies because of ‘leakages’ arising from imports of equipment for construction and consumer goods required by tourists, repatriation of profits earned by foreign

investors and amortization of foreign debt incurred in tourist development (UN, 1999; UN, 1996). Nevertheless, tourism has become a salvation to many urban areas and it will continue to play a significant role in the management and planning of the urban areas. Urban tourism aside, the research in tourism and urban areas are also relevant to the characteristics of tourism itself as a broad field. In fact, tourism field is made of two separate lines of study where one is focusing on 'business of tourism' (TF1), and the other field is looking into social, economic, and environmental impact of tourism (TF2). Therefore, tourism field has been elaborated as: '(tourism field = TF1+TF2)' (Tribe, 1997).

The World Tourism Organization defines tourists as people "traveling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes" (WTO, 1995 p. 14). In looking at the existing research on lifestyle migration, two streams of lifestyle migration of both domestic migration and international migration can be highlighted. Domestic migration is defined as population movement in a country from one location to another. International migration occurs when peoples cross state boundaries and stay in the host state for some minimum length of time (http://en.wikipedia.org/wiki/Human_migration).

International tourism has a close relationship with migration. Immigrants typically retain close emotional attachments to their country or place of birth and many take the opportunity to make return visits to their homeland. Such trips often involve visits to friends and relatives and sometimes stay with friends and relatives. The children, grandchildren and subsequent descendants of migrants may also travel back

to the homeland from which their family originated, though family and friendship associations inevitably decline over time and the “ethnic” connection is increasingly obscured as a motive for travel. The study which follows is concerned with first generation migrants and consequently the terms “expatriate” and “non-expatriates” have been used in preference to the term ethnic travellers (Gamage and King, 1999).

3.2 Historical Background:

Tourism is defined as “the activity of travelling for pleasure, to see sights, for recreation etc.” (<http://www.thefreedictionary.com/tourism>). Watson (2008) believes that the history of tourism may go back to at least 2000 years ago. It started when rich and wealthy citizens of ancient Rome decided to spend their summer somewhere more than the place they lived in and they were looking forward to spending their summer in the countryside. This industry gradually progressed and developed by the need of travelers for accommodation and other needs. But after The Roman Empire, tourism industry ended for hundreds of years due to safety issues.

Lew (2008 p. 412) considers different types of tourism such as “Agritourism, Birth tourism, Culinary tourism, Cultural tourism, Extreme tourism, Geotourism, Heritage tourism, LGBT tourism, Medical tourism, Nautical tourism, Pop-culture tourism, Religious tourism, Slum tourism, Space tourism, War tourism, Wildlife tourism and so on” .

According to Theobald (1998) rich and wealthy individuals tend to see different new places and they would like to experience new cultures and foods, learn new languages and visit historical places and monuments. Theobald (1998) stated that many years ago some important places such as Baiae were very populating resorts or

wealthy people to spend their vacation. In 1936, the League of Nations defined foreign tourist as "someone traveling abroad for at least twenty-four hours".

Singh (2008) in this regard believes that the United Kingdom was the first European country that attempted to enhance leisure time in order to increase industrial population. He states that at the beginning this applied to "the owners of the machinery of production, the economic oligarchy, the factory owners and the traders" (Singh, 2008 p. 84). As the post-industrial period was maturing, population growth, expansion of urban life, technological innovation in transportation, and economic growth, as well as, wealth distribution, tourism began to take a different path. Especially, car ownership revolutionized the explosion of travelling to faraway places right after the WWII as the economy of the western countries expanded dramatically. Now tourism is rightfully a 'mass' oriented industry with over one billion travelers not only upon planet Earth, but also into the space.

3.3 Mass Tourism:

One of the major phenomena in the history of tourism was the birth of mass tourism in the twentieth century. The beginning of mass tourism was first witnessed in England with the industrialization and urbanization that ensued the post-industrial revolution. With the eruption of first and second world wars, tourism experienced a set back; however, during the post-WWII, along with reconstruction and transportation, tourism began to grow. As the economic wealth increased, so did the travelling. The concept was created to represent large scale tourist flows spending their holidays at the same destination. Soon, during the 1960s, mass tourism began to be the subject of criticism for its negative impacts, especially on the environment. However, many mass destinations such as Lloret del Mar in Spain, have achieved

such reputations that they continue to attract millions of tourists each year. Global warming is the most important environmental issue for the twenty-first century and activities such as mass tourism are pointed out for their potentially destructive impacts on the environment (Mairesse, 2008).

Sharpley (1999 p.117) defines mass tourism as a social, economic, political and geographic phenomenon, describing the movement of large number of people who have holiday through the purchase of a standardized and all inclusive package. He reduces mass tourism as mass purchasing and mass consumption of product. Mass tourism is a distinctive type of tourism product that is “manufactured, marketed and sold”.

According to Vanhove (1997), mass tourism has two mains characteristics. Firstly, mass tourism involves the participation of large numbers of people in tourism. And then, it implies that the holiday is standardized, rigidly packaged and inflexible. Vanhove (1997) acknowledges that the key benefits of mass tourism are without doubt income and employment generation.

It is crucial that the tourism industry takes responsibility regarding environmental impacts. Mass tourists have to be educated to respect the environment because being environmentally respectful means more than just not littering. Mass tourists have to be informed about the impacts of such activity and progressively orientated towards forms of tourism more respectful to the environment. Alternative tourism is one solution to cope with the negative impacts of mass tourism and should be more promoted by the tourism industry. Indeed, many mass tourists do not even know the

existence of such forms of tourism. The author assumes that, if this kind of tourism was more promoted, it would probably attract people who, traditionally, have been mass tourists willing to become more environmentally respectful but currently choose mass tourism for its ease of arranging (Mairesse, 2008).

3.4 Tourism Impact:

Tourism industry has different impacts and many scholars have attempted to study these impacts in different areas. According to Tatoglu et al. (2002) different studies tend to focus on various areas including social, economic, cultural and environmental factors where both positive and negative perceived impacts are assessed and examined. According to Pizam (1978) early work on perceived impacts of tourism, which dates back to the 1960's, tried to focus mainly on the economic factor and positive effects of tourism in this regard. From then on, the impacts and consequences of tourism on other areas were examined more precisely anthropologists and sociologists (de Kadt, 1979). Different searchers also tried to study positive and negative effects of tourism indifferent areas between 1980's and 1990's (Andereck and Vogt, 2000; Ap and Crompton, 1998; Lankford and Howard ,1994; Snaith and Haley, 1999; McCool and Moisey, 1997; Inskip, 1991; Upchurch and Teivane, 2000).

3.4.1 Tourism Impact on Local Residence:

This part is allotted to discuss about the impacts of tourism on local residence. Tatoglu et al. (2002 p. 81) believes that "the economic impacts of tourism are usually perceived positively by the residents". First and foremost, is an industry that generates revenues for local residents from external resources? The residents can gain foreign exchange that and help to increase a nation's balance of payments (Gee et al. 1997; Liu and Var, 1986; Dogan, 1987). This can increase employment for

local residents by providing those jobs in hotels, restaurants, entertainment sectors and tourist services.

Haley and Haley (1997) believe that tourism can produce indirect employment by creating demand for local products that would not have been existed without tourists. According to Inskip (1991) when tourists' demands increase in a region, new infrastructure investment and communication and transportation facilities will also be affected (Milman and Pizam, 1988). As a result, the residents of that region are expected to have better quality of life and they may have better income and growing level of economic activity.

However, tourism industry has some negative impacts if it is not well planned and controlled. Liu and Var (1986) and Husbands (1989) confirmed that when tourist areas gain success, the prices of goods and services also increase. Because seasonal facilities operate during peak seasons, the demand for accommodation will increase that leads to a higher price for hotels and houses (Pizam, 1978; Var et al. 1985).

Tatoglu et al. (2002) in their article claim that the revenues that come from the tourists may benefit landowners and businessmen whereas the residents may be suffered from the high cost of living. This issue will lead to a mal-distribution of income (Dogan, 1987).

Tatoglu et al. (2002 p. 82) claim that "tourism may cause a gradual change in a society's values, beliefs and cultural practices. Local residents feel this impact more heavily". Residents would like to change their life style such as the way they dress,

eat, entertain themselves and so forth. This may be considered as another negative impact of tourism.

The residents tend to protect the historical places and monuments in order to attract more tourists to their place (Inskeep, 1991; Liu and Var, 1986). As a result many people from different culture can get together and they can improve mutual understanding as well as improving their culture (Brayley et al. 1990). These impacts may seem positive at first, but it can be considered as negative impact as an indication of acculturation or cultural degradation (Mok et al. 1991, Brunt and Courtney, 1999). Local residents may compare themselves with tourists and would like to have the same luxuries. This issue may be considered as another negative impact of tourism.

Ap and Crompton (1998) suggest that tourism can contribute to some changes in value systems, individual behavior, family relation and community organizations. These impacts may be considered to be negative or positive. When tourism develops in an area, different social structure may emerge. Basically they may be categorized as a rich class that consists of businessmen and a lower class which mostly consists of immigrants (de Kadt, 1979; Dogan, 1987). Some scholars believe that some moral values may be declined due to tourism and in some areas the crime rates and tension in the community may increase (Liu and Var, 1986; Milman and Pizam, 1988; Lankford, 1994; Lindberg and Johnson, 1997).

3.4.2 Tourism Impact on Environment:

The quality of the environment, both natural and man-made, is essential to tourism. However, tourism's relationship with the environment is complex. Many activities

can have adverse environmental effects. Many of these impacts are linked with the construction of general infrastructure such as roads and airports, and of tourism facilities, including resorts, hotels, restaurants, shops, golf courses and marinas (Evans, 1998). The negative impacts of tourism development can gradually destroy the environmental resources on which it depends. On the other hand, tourism has the potential to create beneficial effects on the environment by contributing to environmental protection and conservation (Jamieson, 2000).

It is a way to raise awareness of environmental values and it can serve as a tool to finance protection of natural areas and increase their economic importance. Negative impacts from tourism occur when the level of visitor use is greater than the environment's ability to cope with this use within the acceptable limits of change. Uncontrolled conventional tourism poses potential threats to many natural areas around the world. It can put enormous pressure on an area and lead to impacts such as: soil erosion, increased pollution, discharges into the sea, natural habitat loss, increased pressure on endangered species and heightened vulnerability to forest fires. It often puts a strain on water resources, and it can force local populations to compete for the use of critical resources (Jamieson, 2000).

3.4.3. Tourism Impact on Social:

Social impacts refer mostly to the effects from the direct contact of hosts with tourists.

Societies are exposed equally to negative and positive phenomena from tourism. They have been classified as negative when they contribute to disruption of society's components, and as positive when they upgrade vital attributes. Degradation of the

environment, crime, alcoholism, and drug use, prostitution, gambling, increase of cost of living, and changes on value systems have been ranked at the top of the negative impacts (Briassoulis, 2000).

In contrast, some positive benefits to residents have been noticed, such as the economic gains and the opportunity to enjoy an improved infrastructure resulting from the presence of tourists. Among positive consequences, are the efforts of international peace-keeping associated with tourism, women's emancipation (de Kadt, 1979 p. 64), as well as revitalization of traditional dancing, dying arts and ceremonies, which strengthen the culture, employment opportunities, increased welfare, education, ecological protection, etc (Briassoulis, 2000).

3.4.4 Tourism Impact on Economic:

Businesses and public organizations are increasingly interested in the economic impacts of tourism at national, state, and local levels. Tourism's economic benefits are touted by the industry for a variety of reasons. Claims of tourism's economic significance give the industry greater respect among the business community, public officials, and the public in general. This often translates into decisions or public policies that are favorable to tourism. Community support is important for tourism, as it is an activity that affects the entire community (Archer, 1984).

Tourism businesses depend extensively on each other as well as on other businesses, government and residents of the local community. Economic benefits and costs of tourism reach virtually everyone in the region in one way or another. Economic impact analyses provide tangible estimates of these economic interdependencies and a better understanding of the role and importance of tourism in a region's economy.

Tourism activity also involves economic costs, including the direct costs incurred by tourism businesses, government costs for infrastructure to better serve tourists, as well as congestion and related costs borne by individuals in the community (Bull, 1995).

Community decisions over tourism often involve debates between industry proponents touting tourism's economic impacts and detractors emphasizing tourism's costs. Sound decisions rest on a balanced and objective assessment of both benefits and costs and an understanding of who benefits from tourism and who pays for it (Miernyk, 1965).

Tourism's economic impacts are therefore an important consideration in state, regional and community planning and economic development. Economic impacts are also important factors in marketing and management decisions. Communities therefore need to understand the relative importance of tourism to their region, including tourism's contribution to economic activity in the area (Miernyk, 1965).

3.4.5 Tourism Impact on Culture:

The tourism industry is a very potent agent of change in the lifestyle of the host communities. As tourists come from diverse cultural backgrounds, they bring with them their socio-cultural traits which are different from those of the host communities. Thus, interaction between differing cultures can result in either positive or negative socio-cultural impacts (Terraces, 2008).

Cultural tourism is one of the largest and fastest-growing global tourism markets. Culture and creative industries are increasingly being used to promote destinations

and enhance their competitiveness and attractiveness. Many locations are now actively developing their tangible and intangible cultural assets as a means of developing comparative advantages in an increasingly competitive tourism marketplace, and to create local distinctiveness in the face of globalization (Arzeni, 2009).

The Impact of Culture on Tourism examines the growing relationship between tourism and culture, and the way in which they have together become major drivers of destination attractiveness and competitiveness. Based on recent case studies that illustrate the different facets of the relationship between tourism, culture and regional attractiveness, and the policy interventions which can be taken to enhance the relationship, this publication shows how a strong link between tourism and culture can be fostered to help places become more attractive to tourists, as well as increasing their competitiveness as locations to live, visit, work and invest in (Arzeni, 2009).

3.4.6 Tourism Impact on Politics:

The growth and development of tourism, particularly in the developing countries, is dependent not only on the economic factors, as the case is often presented, but also on the political forces that govern these countries. Not only these internal political structures affect tourism but international politics also has a vital impact on the tourism policies and tourism growth (Litvin, 2003).

Every aspect of tourism whether it is a question of international travel, cross border movement, currency exchanges, airline operations, operations of multinational corporations, etc. is governed by political decisions. One should not forget that

political upheavals and unrest in one part of the world have their impact on other parts of the world affecting tourist flows into a country. Similarly, tourism policies are laid down by politicians at all levels and the political ideology of a political party has its impact on tourism. In many countries tourism was considered a leisure activity by the governments and policies were formulated to derive income for the state by imposing heavy taxation on this sector (Litvin, 2003).

In many countries this practice continues. In many countries the political decision makers are tourism illiterates as they have not been able to appreciate its relevance as a tool of economic growth or on the other hand where it is extensively promoted by politicians they look only at the economic benefits and ignore its negative impacts (Litvin, 2003).

3.5 Alternative Tourism:

Alternative Tourism is a concept that opposes polarization and is therefore a more humane and naturalistic substitute for mass tourism (Weaver and Lawton, 2002). Alternative Tourism promotes limited-scale, low-impact, community-based activities. It may be defined as, “tourism that gives emphasis to the contact and understanding between the hosts and the tourist, as well as the environment” (Smith and Eadington, 1992) or as “tourism consistent with the natural, social and community values and that allows a positive relationship among locals and tourists” (Wearing and Neil, 1999). From a business/industry and general point of view Alternative Tourism involves the existence of small or medium companies, created by families or friends, where there is the possibility of more visitor contact with the communities and where most of the time there is respect for an environment (Cater, 1995). Alternative forms of tourism include Sustainable Tourism, which may be

considered to be a force that strives to develop tourism with a human face and care for the environment and its ecology (Leong, 2008).

The ultimate aim of alternative tourism is to create a better quality of life for all people, economic sustainability. Alternative tourism, by rejecting mass tourism, attempts to help societies become part of a larger movement of alternative globalization (Higgins-Desbiolles, 2008).

3.6 Type of Tourism:

There are various types of tourism in the world such as seaside tourism, mountain tourism, sport tourism, cultural tourism, health tourism, rural tourism, event and gastronomic tourism, shopping tourism and business tourism.

3.6.1 Leisure travel:

Wealthy people have always travelled to distant parts of the world, to see great buildings, works of art, learn new languages, and experience new cultures and to taste different cuisines. Long ago, at the time of the Roman Republic, places such as Baiae were popular coastal resorts for the rich. The word tourist was used by 1772 and tourism by 1811. In 1936, the League of Nations defined foreign tourist as "someone traveling abroad for at least twenty-four hours". Its successor, the United Nations, amended this definition in 1945, by including a maximum stay of six months (<http://en.wikipedia.org/wiki/Tourism>).

3.6.2 Winter tourism:

Although it is acknowledged that the Swiss were not the inventors of skiing, it is well documented that St. Moritz, Graubünden became the cradle of the developing winter tourism; since that year of 1865 in St. Moritz, when many daring hotel managers choose to risk opening their hotels in winter. It was, however, only in the 1970s when winter tourism took over the lead from summer tourism in many of the Swiss

ski resorts. Even in winter, portions of up to one third of all guests (depending on the location) consist of non-skiers (<http://en.wikipedia.org/wiki/Tourism>).

3.6.3 Adjectival tourism:

Mass tourism could only have developed with the improvements in technology, allowing the transport of large numbers of people in a short space of time to places of leisure interest, so that greater numbers of people could begin to enjoy the benefits of leisure time.

3.6.3.1 Seaside tourism:

Recreation by the sea, water sports (swimming, rowing, sailing, surfing, windsurfing).

3.6.3.2 Mountain tourism:

Mountain hiking, climbing, biking.

3.6.3.3 Sport tourism:

Winter sports Such as skiing, snowboarding, cross-country skiing. Summer sports, extreme sports (rafting, paragliding, sky diving, etc.) and sport events (world championships).

3.6.3.4 Cultural tourism:

Historical sites, buildings and monuments and places of historical events such as battles filed.

3.6.3.5 Health tourism:

Spas, fitness, relaxation, wellness.

3.5.3.6 Event and gastronomic tourism:

Music, theatre or beer festivals or trying wines and meals of regions abroad.

3.6.3.7 Shopping tourism:

To go for shopping abroad due to lower prices of goods.

3.6.3.8 Business tourism:

International, national, regional or local conferences, seminars, business trips, etc.

3.6.3.9 Rural tourism:

Rural tourism focuses on participating in a rural lifestyle. It can be a variant of ecotourism. Any village can be a tourist attraction, and many villagers are very hospitable. Agriculture is becoming highly mechanized and therefore requires less manual labor. This is causing economic pressure on some villages, leading to an exodus of young people to urban areas (http://en.wikipedia.org/wiki/Rural_tourism).

Rural tourism is a multi-faced activity that takes place in an environment outside heavily urbanized areas. It is an industry sector characterized by small scale tourism business, set in areas where land use is dominated by agricultural pursuits, forestry or natural areas (Richards and Hall, 2000).

The Rural Tourism product could be segmented to include such product components as rural attractions, rural adventure tours, nature based tours, ecotourism tours, country towns, rural resorts and country-style accommodation, and farm holidays, together with festivals, events and agricultural education (Halloran, 2000).

Rural Tourism should be seen as offering a different range of experience to those offered in big cities” and that “the emphasis in rural tourism is on the tourist’s experience of the products and activities of the area (Holden, 2000).

Strategies to use tourism as a motor of growth in rural areas emerge in different contexts. They are, at heart, about enabling rural producers to reduce reliance on

agriculture, and engage in new economic opportunities that are competitive in the more globalized markets, which now reach their doorstep. In Eastern Europe, the emphasis has been more on tourism as a tool for rural regeneration following agricultural collapse, while in Africa; the emphasis is more on diversification of under-developed areas (Holland et al. 2003).

Tourism development planners may share the growth objectives outlined above, or may be subject to increasing political pressure to show their contribution to them. Even where tourism is run by a separate ministry with its own agenda, demonstrating and expanding the impact of their industry can be an important goal (Holland et al. 2003).

A tourism ministry will have to demonstrate its contribution to national development plans and to poverty targets, to compete for scarce government resources. In addition, there are other reasons for promoting rural tourism that relate to development of the tourism product, and this is quite different to the poverty-rooted objectives of promoting rural development. These are nevertheless important motivations to understand as they influence wider institutional support for rural tourism (Holland et al. 2003).

3.6.3.10 Urban Tourism:

Urban tourism studies focus on urban tourist precincts that are a growing area of interest as practitioners. Researchers and policy makers seek to understand the phenomenon of tourism within the urban environment (Edwards et al. 2008).

Urban tourism is with us from long ago. Creation of Mesopotamia and Sumer was the first step of urbanization phenomenon. People with the aim and inclination to do so have been attracted to towns and cities just to visit and experience a multiplicity of things to see and to do. These towns and cities were the main source of national culture, art, music, literature and definitely magnificent architecture and urban design. . It was the concentration, variety, and quality of these activities and attributes, that created their attraction and put certain towns and cities on the tourism map (Karski, 1990 p. 15).

Urban tourism can be distinguished from other forms of tourism by various features. These features can be applied for some non-urban destinations as well (Edwards et al. 2008).

Urban tourism brings together people, place and consumption, and mixes cultures, values, expectations and experiences; it provides an exciting landscape for exploration. There have been lots of researchers in urban tourism field such as Burgess (1975), Pearce (1977) based on Lynch's (1960), Blank and Petkovich (1979), Judd and Collins (1979), Ashworth and Tunbridge (1990), Ashworth and Tunbridge (2000), Page (1995), Law (1993), Law (1996), Van der Borg and Van der Meer (1995), Murphy (1996), Grabler et al. (1997), Tyler et al. (1998), Judd and Fainstein (1999), Orbasli (2000), and Hayllar et al. (2008).

Vandermeij (1984) mention urban tourism is one of the most misunderstood and underestimated. Hall (1987) draws attention to the potential for tourism to contribute

to the regeneration of declining industrial urban centers, and Pearce (1987) notes the dearth of research on urban tourism.

3.7 Tourism and Urbanization – Conceptual Model:

The modern urbanization process, which began to intensify during the post-industrial revolution, is constantly challenged by population growth and expansion of urban areas around the world. In fact, the world is experiencing a rapid rate of urbanization as population is migrating from rural areas to urban areas around the world. ‘Exactly 30 years ago, the United Nations convened the Habitat I conference in Vancouver in 1976. However, it would be true to say that in 1976, rapid urbanization and its impacts were barely on the radar screen of the UN, especially as only one-third of humanity lived in urban areas. Then, the world’s population was primarily rural. But since then, the world has started to witness the greatest and fastest migration into cities and towns in history. Now, 30 years later, the proportion of people living in urban areas has risen to fifty percent and will continue to grow to two-thirds, or 6 billion people, by 2050’ (UN-HABITAT, 2006). As elaborated by Campbell (1996 p. 296):

‘In the coming years planners face tough decisions about where they stand on protecting the green city, promoting the economically growing city, and advocating social justice. Conflicts among these goals are not superficial ones arising simply from personal preferences. Nor are they merely conceptual, among the abstract notions of ecological, economic, and political logic, nor a temporary problem caused by the untimely confluence of environmental awareness and economic recession. Rather, these conflicts go to the historic core of planning, and are a leitmotif in the contemporary battles in both our cities and rural areas, whether over solid waste incinerators or growth controls, the spotted owls or nuclear power. And though sustainable development aspires to offer an alluring, holistic way of evading these conflicts, they cannot be shaken off so easily’.

Tourism has an impact upon urban services, accommodation, and the built heritage as well as the open-area landscapes and waterscapes. It is a major economic and

selective land-use activity within all Anglo settler societies and most OECD nations. It has become an economic growth leviathan, which often neglects its conservancy origins. It is an activity prone to boosterism (Hall, 2002) and 'boom and bust' vagaries. Tourism has emerged as the most diverse unruly and complex subnational planning policy process of all, because it implicates non-governmental organizations, local as well as central government, the private sector, those who own the tourism attractions and events, and of course the tourists themselves as consumers (Riddell, 2004).

By broad definition (Mathieson and Wall, 1982) tourism is 'the temporary movement of people to destinations outside their normal places of work and residence, the activities undertaken during their stay in those destinations and the facilities created to cater to their needs'(Riddell, 2004 p. 36).

Interdisciplinary professionalism and socio-cultural diversification is implicated and interwoven with tourism. The salient point to make, which has implications for all those who would plan for this industry, is that there is no single output; instead there is a variegated, ever-continuing provisioning and throughput. Clearly identified are the transportation, accommodation and victualing services; yet these do not comprise a 'tourism product'. The output product includes tourism attractions and events, imparted information, transportation accommodation and victualing; and the most important output of all, tourist satisfaction (Riddell, 2004).

The physical impacts within settler societies can be identified directly from an abrasive clutch of motorized transportation modes: including, in addition to the usual

cars, buses, trains, planes and ships, an array of helicopters, hydrofoils, jet boats, jet bikes, balloons, four-wheel-drive vehicles, trail bikes and motor skis (Riddell, 2004).

Noteworthy is their direct physical impact – as a conduit for the introduction of water-borne pests and diseases, destruction of flora and fauna, litter discards, sewage disposal, and vandalism. The socio-cultural impacts can be identified at destinations where visitor-visited contact occurs, particularly when indigenous first peoples are engaged commercially to provide entertainment in a context which commodifies and parodies their cultural heritage and debases the individuals involved. Tourist attendance at cultural celebrations and religious events, and their use of local recreational facilities (intensive as well as extensive) can degrade both the local people's facilities as well as the visitor's sense of welcome (Riddell, 2004).

To put the tourism and urbanization in a conceptual context, a model has been developed based on the processes and approaches which can integrate tourism and urbanization as two pillars of urban dynamism (See figure 2). Tourism has been established as an important agent of urban areas progress and change around the world (Beriatos, 2008; Qian et al. 2012; Diodati, 2009; Judd, 1999). The conceptual model is based on an assumed tourism-driven urbanization. This is a local strategy and supported by national government.

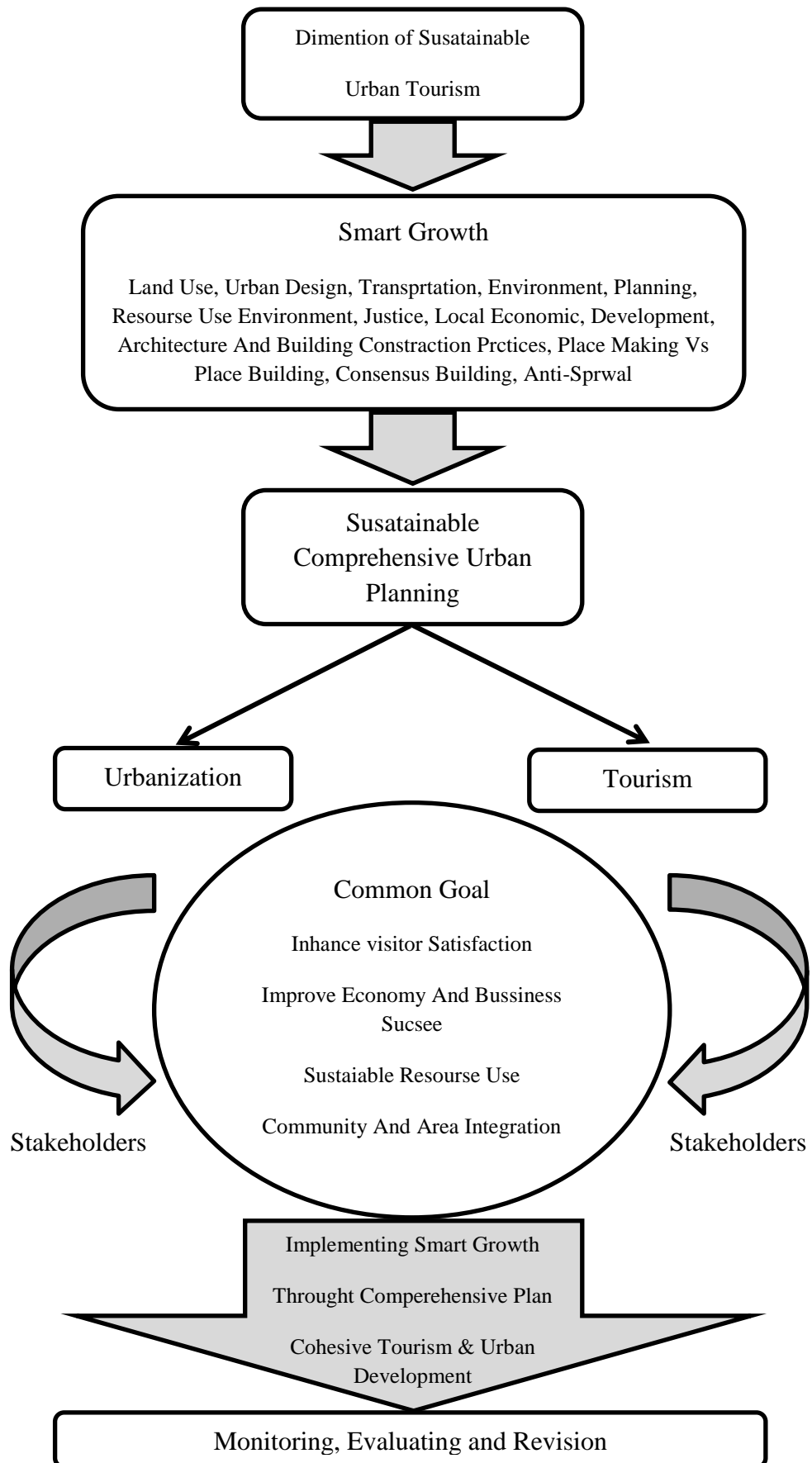


Figure 2: Conceptual Model

In this model the role of local government is highly fundamental and its task is immense. However, national government is a supporting agent. Local government in partnership with community (i.e., private sector, investors, NGOs, universities, and institutions...etc.) have responsibility to proceed within the framework of models like this. Knowing the fact that models are not an end in themselves, they can reform, changed, and enhanced depending upon the condition and resources. However, the first stage starts with a vision; a vision of a sustainable urban growth and management (Gunn and Var, 2002). As Qian et al (2012 p. 152) noted: ‘...but here it is suggested that tourism - a development initiative based on the creation of space for consumption, rather than production - can also foster significant expansion of urbanized built environment and remarkable transformation of local socio-economic structures’. For example, in the case of Famagusta, ‘smart growth’ can become a useful planning tool to combat numerous hazards fo unbridled urbanization (Miller and Hoel, 2002). Smart growth can bring efficiency and order to the urban environment, as well as, it can adapt to the needs of the tourists of any kind. One important element in the model is that when urban areas or even rural areas are subjected to ‘tourism’, they are not essentially spaces of production, but rather they become the procuction of spaces of consumption (i.e., tourists are consumers). This changes the function and form of the urbanization process from its classical task of spaces of production of goods. In this regard, Mullins (1993, 2003) elaborated:

“Tourism urbanization is a process during which cities and towns are built or regenerated almost exclusively for the purpose of leisure and pleasure, and thus urban growth is closely tied to tourism-related industries . The fulfillment of tourism urbanization is contingent upon specifically built spaces of consumption to attract tourists, often in the form of the exploitation of nature “ (as cited in Qian et al, 2012 p. 153).

3.8 Tourism Planning:

Planning is a significant issue that must be applied in development of tourism and management (Lai 2006). Lai (2006) also claimed that planning has been accepted as an important principle at different levels in tourism development such as national levels and regional levels.

Huang et al (2010) believe that tourists' desire to participate in tourism planning and their influence in planning is a considerable issue. They state that tourists are an important part of destination and they are the ultimate and final buyers of the product.

According to Gunn (2002 p. 132) "tourism planning is proposed as the effort to develop tourism "in an orderly manner and toward desirable goals". However, there might be some contradictory aims for tourism planning and its development within a society.

Timothy (1999) believed that the general procedure in tourism planning is to develop gradually from a narrow physical method to a balanced planning way that will focus more on the involvement of the community and environmental sensitivity.

Elliot (1994), Gunn (2002) and Inskip (1991) confirmed that a normal approach to planning may be successful for increasing the number of tourism for a destination and accommodation; however it may not be able to deliver development to society in a beneficial manner (Bianchi, 2002; Richter, 2001).

Hall (2000) believed that tourism is considered as the largest industry in the world, because it can create employment in different sectors, and it can create capital investment. Furthermore, Tourism as an industry has a powerful impact on people.

However, Doan (2006) stated that although tourism has a great impact and influence on people, it cannot be considered as a kind of solution can despite the size and impact of the industry, it cannot be considered a universal solution that can cure the deficiencies in countries' development. Furthermore, he insisted on having a sustainable and efficient planning.

3.9 Urban Planning:

Urban planning refers to the institutionalized process of making decisions about the future use and character of land and buildings in city regions (http://en.wikipedia.org/wiki/Urban_Planning).

Cities are probably the most complex things that human beings have ever created. They are the wellsprings of culture, technology, wealth and power. People have a love-hate relationship with cities. We are torn between our needs for community and privacy and the conflicting attractions of urban and rural life (Shrey et al. 2008).

Urban Planning can be defined as the design and regulation of the uses of space that focus on the physical form, economic functions, and social impacts of the urban environment and on the location of different activities within it (Shrey et al. 2008).

Urban planning has always been of chief concern since times immemorial. Evidence of planning has been unearthed in the ruins of cities in China, India, Egypt, Asia Minor, the Mediterranean world, and South and Central America (Shrey et al. 2008). Early examples of efforts towards planned urban development include orderly street systems that are rectilinear and sometimes radial; division of a city into specialized functional quarters; development of commanding central sites for palaces, temples and civic buildings; and advanced systems of fortification, water supply, and drainage. Most of the evidence is in smaller cities that were built in comparatively short periods as colonies. Often the central cities of ancient states grew to substantial size before they achieved governments capable of imposing controls (Shrey et al. 2008).

Modern roundabouts represent a very safe design solution compared with other conventional intersections, both for effects on speeds and for effects on conflicts between road users. In order to support safe pedestrian activities, this consideration should be taken into account in the formulation and implementation of pedestrian master plans of which many communities and local agencies are equipping themselves in the construction of new road infrastructures and the upgrading of existing facilities. Moreover, the sustainability of road facilities is a priority for road planners and traffic engineers, because it is directly related to the prevention and then to the reduction of road crashes (Giuffre and Granà, 2012).

3.9.1 Physical Planning:

According to European Environment Information and Observation Network (2011), physical planning is a form of urban land use planning which attempts to achieve an

optimal spatial coordination of different human activities for the enhancement of the quality of life.

The outdoor activities that are particularly dependent on the quality of the outdoor spaces are the optional, recreational activities, and by implication, a considerable part of the social activities. The extent and character of outdoor activities are greatly influenced by physical planning. Just as it is possible through choice of materials and colors to create a certain palette in a city, it is equally possible through planning decisions to influence patterns of activities, to create better or worse conditions for outdoor events, and to create lively or lifeless cities (Gehl, 2001).

The spectrum of possibilities can be described by two extremes. One extreme is the city with multistory buildings, underground parking facilities, extensive automobile traffic, and long distances between buildings and functions. Another extreme is the city with reasonably low, closely spaced buildings, accommodation for foot traffic, and good areas for outdoor stays along the streets and in direct relation to residences, public buildings, places of work, and so forth (Gehl, 2001).

The significance of quality improvement to daily and social activities in cities can be observed where pedestrian streets or traffic-free zones have been established in existing urban areas. Improved physical conditions have resulted in a doubling of the number of pedestrians, a lengthening of the average time spent outdoors, and a considerably broader spectrum of outdoor activities (Gehl, 2001).

The existing researches have demonstrated that physical planning has direct effect on tourism and attracting tourists. Sustainable physical planning can lead to attract the national as well as international tourists to the specific urban area. Many American and European countries and even some Asian countries have been so successful in adapting sustainable physical planning which has led to the significant growth in tourism sector (See figures 3, 4, 5 and 6).



Figure 3 : Public Area in Hong Kong



Figure 4 : Public Area in Istanbul



Figure 5 : Public Area in Miami



Figure 6 : Public Area in New York

Chapter 4

THE ISLAND STATES AND TOURISM

4.1 The Island States and Tourism:

Despite ample literature on sustainable development and sustainable tourism, island states have not received the same attention as mainland economies. To some extent this is understandable as these entities are not comparable to mainland economies in terms of population and land mass. Therefore, lack of conceptual analysis is not necessarily up to expectations (Butler, 1993; Armstrong and Read, 2000). Nevertheless, small island states offer charming products including culture, history, seclusion, landscape and more importantly, sun, sea, and sand. Some have been described as places where paradise is revisited (Baum 1997; Butler, 1993; Gössling 2003; Peron, 2004; Sheller, 2003).

According to Scheyvens and Momsen (2008) isolation in tourism is a benefit because it tries to make the destination more attractive and exotic, especially in the case of small islands. Also Alipour and Kilic (2005) mention that in many island states tourism industry has become the major sector for generating economic prosperity and overcoming various structural weaknesses (Andriotis, 2002) by which island states are characterized . Most of them have a fragile economic structure in terms of their reliance on the export of one or two main products. Politically speaking, they play a minor role on the world.

Researches shown that small islands states tries to depend on tourism more than larger states do and that's because this could be associated with the comparative advantage that islands tend to have in tourism-related activities (McElroy and Olazarri, 1997; Liu and Jenkins, 1995; Hein, 1990).

Many small islands developing state tries to create export markets in merchandise, but somehow they are unsuccessful or not as successful as these countries would wish. The natural attractions including the climate of many small islands often give them a competitive advantage in tourism activities. That's why many governments of Small Island give tourism top priority and try to maximize their island's tourism potential by promotion campaigns, building of hotels and other tourist facilities. (Briguglio and Briguglio, 1996).

What Baum (1997) said that is, smaller islands absorb much more tourists in compering to larger island because they hold a particular allure as evidenced by the number of tourists.

4.2 The Case of Cyprus:

Cyprus is an island country in the Eastern Mediterranean Sea and it is the third largest Island in Mediterranean area that is just over 3500 square miles (Witt, 1991). The island is east of Greece, south of Turkey, west of Syria, Lebanon, northwest of Israel and north of Egypt. It has a Mediterranean climate with hot and dry summer from May to September and rainy as well as changeable winters. The population is about 660,000 (See figure 7).



Figure 7 : Map of Cyprus

The island of Cyprus has had a tumultuous history, its strategic location on the crossroads of East and West has always caused invasions, conquests, and strife for her inhabitants. Before its annexation to Rome in 58 BC, Phoenicians, Achaeans, Assyrians, Egyptians, and Persians colonized Cyprus. However, the first inhabitants of the island date back much further: they are proved to have settled on the island around 7000 BC. A major part of the population of Cyprus accepted Christianity around 43 AD, and some three hundred years later, Cyprus came under the rule of the Byzantine Empire, following the division of the Roman Empire. The Byzantine rule over Cyprus lasted until 1192, when Richard the Lion heart took possession of the island as a revenge for the misbehavior by the rulers of Cyprus towards his fleet which was on its way to the Third Crusade (Cyprus Tourist Guide, 2011).

After marrying Berengaria of Navarre in Cyprus, where she was crowned the Queen of England, Richard sold the island to the Knight Templars, who soon after sold it to Guy de Lusignan, the deposed King of Jerusalem. That marked the beginning of the

Lusignan (Frankish) Period in Cyprus, during which the island was ruled on the feudal system, and the population was under severe suppression. The Lusignan Era ended when Queen Cornaro ceded Cyprus to Venice, in 1489. Venetians viewed the island as the last bastion against the Ottoman Empire in the Eastern Mediterranean, so they left their mark on Cyprus by destroying many palaces and buildings in order to surround the major cities with fortified walls, which at the time were considered works of art of military architecture (Cyprus Tourist Guide, 2011).

Although the Ottoman army captured almost all of Cyprus in 1570, with the help of these walls, the Venetians managed to hold their posts in Famagusta, where the Ottoman siege of the city lasted for more than a year, until late 1571. The Ottoman Period in Cyprus lasted for more than three hundred years, during which the Ottoman population of Cyprus originally gained its own Cypriot identity, bringing to existence two communities in Cyprus instead of one; Turkish Cypriot and Greek Cypriot. Population of Cyprus, in order to reach their goal of 'Enosis' (union with Greece) formed an underground combat organization called 'EOKA' to fight the British of the island, ignoring the needs and wants of the Turkish Cypriot population. Soon, the fight by the Greek Cypriots towards the British turned into a more complicated and much more violent civil war between Greek and Turkish Cypriots. Even though the independent Republic of Cyprus was established in 1960, when the Greek Cypriot president of Cyprus attempted to make several amendments to the Constitution in 1963, injuring the already limited rights of the Turkish Cypriots, the young republic ceased to function. Turkish Cypriots withdrew from the government, and were also forced to flee many villages, coming to live in guarded enclaves around the island. Sporadic fighting lasted until 1967, yet Turkish Cypriots continued to be confined to

a number of enclaves occupying a mere 3% of the island. In 1974, following a Greek coup d'état against the President (Archbishop Makarios) of Cyprus, Turkey intervened militarily in order to restore peace on the island, using its right to guarantee according to the 1960 Cyprus Constitution. Since then, Cyprus has remained divided into two autonomous states. The Turkish Cypriot population, most of who had been forced to flee between 1963 - 1974, definitively moved to the North, whereas the Greek Cypriots fled to the South as a result of the Turkish Peace Operation. In 1983, the Turkish Republic of Northern Cyprus was established, a democratic and secular republic state based on the principles of social justice and the rule of law. The boundary known as the 'Green Line', which runs through Nicosia, the capital of both the North and the South, still separates the two states and the two communities. Negotiations for a definite resolution are still going on under the supervision of the UN (Cyprus Tourist Guide, 2011).

According to Clerides and Pashourtidou (2007) tourism has a great impact on economy of Cyprus. However in the last few years' tourism as an economic activity has tremendously increased and the Cypriot tourist product has been encountered to a continuous loss of competitiveness because of the exogenous and endogenous factors.

4.3 The Case of TRNC:

Cyprus is divided into two parts, namely a Southern Greek-Cypriot and a Northern Turkish-Cypriot region since 1974 (Kiessel et al. 2011). Turkish Republic of North Cyprus was founded in 1983. The Turkish Republic of Northern Cyprus (TRNC) commonly called Northern Cyprus is a self-declared state that comprises the northeastern part of the island of Cyprus (<http://en.wikipedia.org/wiki/TRNC>).

Northern Cyprus extends from the tip of the Karpaz Peninsula in the north east, westward to Morphou Bay and Cape Kormakitis and southward to the village of Louroujina. A buffer zone under the control of the United Nations stretches between Northern Cyprus and the rest of the island and divides Nicosia, the island's largest city and capital of both states. The winter in Northern Cyprus is cool and rainy, particularly between December and February. These rains produce winter torrents that fill most of the rivers, which typically dry up as the year progresses. Snow may fall on the Kyrenia Range, but seldom elsewhere in spite of low night temperatures. The short spring is characterized by unstable weather, occasional heavy storms and the "meltem", or westerly wind. Summer is hot and dry enough to turn low-lying lands on the island brown. Summer is followed by a short, turbulent autumn (<http://en.wikipedia.org/wiki/TRNC>).

North Cyprus, as a tourist destination, has rich natural and cultural attractions. Creating marketing strategies to enter international tourism and attract potential tourists to North Cyprus is the main problem that facing today. It is important to establish how tourist perceives attractiveness of tourist destination after visiting North Cyprus, and to determine differences in perception that is conditioned with different demographic characteristic. Northern Cyprus where people can have all water-sport activities also gives you the opportunity to see rich archaeological ruins and beautiful historical memorials. The cities are Nicosia, Kyrenia, Morphou, Famagusta, Iskele, and Karpaz. Cyprus having the most unique beauties which you cannot see all over the world, is a peerless heaven with 300 days shining sun, clean and perfect beaches and rich nature. Additionally, if we consider wide cuisine and warm-blooded people, there is nothing lack in North Cyprus to have an ideal holiday.

If you are a nature-addict, an archaeologist, a jogger, a sportsman or a sun-lover, the island is the correct place for you to be. Tourists will get the opportunity to have all these unique beauties of Mediterranean combined with Besparmak Mountains' magnificence.

They will find everything they wish like having their dinner under sunshine in Famagusta, watching harbor when it is time to rest in Kyrenia and the next day meeting with the golden beaches which are rare and clean in Mediterranean and lasting for 15 miles between Famagusta and Bogaz, sun and hot water and the next day climbing a mountain between green beauties and experiencing the revive of history. And remember to have a rest in the coves dressing up the nature of Kyrenia and to be far from eyes. Karpaz having perfect hot sands covered with scrubs and wild olives is waiting for brave and good equipped walkers. By the way riding a donkey in Karpaz is free, because they belong to nature. And in the west, Guzelyurt cove is another beautiful country as in its name, lasting long visited by adventurers. If you are a crazy swimmer, Mediterranean waters around island is ready for you for 8 months preserving the same heat. (See figure 8).



Figure 8 : Map of TRNC

Visitors can do almost everything; enjoy the sea, and water-skiing and they can experience this beauty (<http://www.holidaysinnorthcyprus.com/north-cyprus.htm>).

Turkish Cypriots began developing a preliminary foreign policy after 1963 that focused mainly on public relations efforts to explain the communal perspective on the island's political difficulties (Solsten, 1991).

There were two factors that constrained the policy development of Turkish Cypriot region. First and foremost, they lacked the personnel and resources to project themselves globally. Furthermore, Turkish Cypriot administrations lacked international recognition and were highly dependent on Turkey's acting.

According to Solsten (1991) this situation gradually changed. The view of Turkish Cypriot government was that less international attention may help a Cyprus settlement.

According to Kiessel et al. (2011) Tourism sector is an influential and leading sector in North Cyprus and it can help to increase and ameliorate the economic situation by adopting a sustainable tourism development that is based on the quality. Although tourism industry is so significant and vital for North Cyprus, tourism development is still in a dismal situation.

Saveriades (2000) believes that government has not created a good policy and strategy, especially in comparison to South, although it has 387 kilometers of coastal

resources in Famagusta and Kyrenia which are two main tourist regions in North Cyprus.

Saveriades (2000) also states that North Cyprus has not succeeded to structure its tourism industry due to the shortage of a clear and sustainable strategy. North Cyprus is highly dependent on Turkey in the tourism section, both for financial support and the tourist market.

North Cyprus, as a tourist destination, has rich natural and cultural attractions (See figure 9).

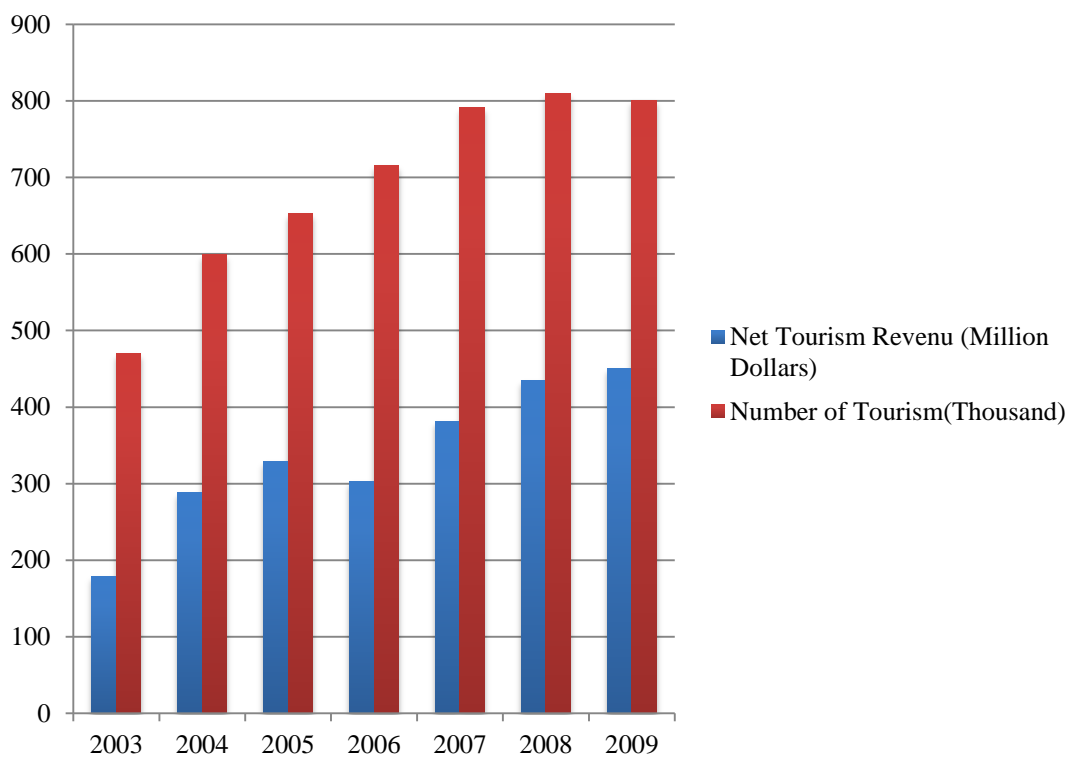


Figure 9: Net Tourism Revenues and Number of Tourists in Northern Cyprus 2003-2009

In 2003 state planning organization published annual statistics for tourist arrival for North Cyprus.

Table 2: Tourism Arrivals in Cyprus during 1988 - 2009

Year	Tourist Arrivals	
	From Turkey	From Other Countries
1988	173,351	56,050
1989	214,566	59,507
1990	243,269	57,541
1991	173,379	41,850
1992	210,174	57,440
1993	281,370	77,943
1994	256,549	95,079
1995	298,026	87,133
1996	289,131	75,985
1997	326,364	73,000
1998	315,797	77,230
1999	334,400	79,615
2000	347,712	85,241
2001	277,739	87,358
2002	316,193	109,363
2003	340,083	129,784
2004	434,744	164,268
2005	488,023	164,765
2006	572,633	143,116
2007	634,580	156,456
2008	650,405	158,277
2009	638,700	161,676

4.4 The Case of Famagusta:

This study would attempt to research the issue of urbanization in Famagusta, North Cyprus. Famagusta is a city on the east coast of North Cyprus. It is located east of Lefkoşa, and possesses the deepest harbor of the island. This city Founded in 300 BC on the old settlement of Arsinoe, Famagusta remained a small fishing village for a long period of time. Later, as a result of the gradual evacuation of Salamis, it developed into a small port. This city was under British control for around 80 years. From independence in 1960 until Turkish intervention in 1974, Famagusta flourished both culturally and economically. The town developed toward the south west of Varosha (pronounced MARASH in Turkish) as a tourist center. In the late 1960s Famagusta became one of the world's best-known entertainment and tourist centers. Unfortunately, the aftermath of independence in 1960 did not bring desired outcome

for the Turkish Cypriots as the ENOSIS movement opted for unification of the island with Greece. ‘In that atmosphere, the second half of the 1950s witnessed the Greek Cypriot struggle to drive the British colonial rule out of Cyprus and fulfill their national aspiration to unite Cyprus with Greece, i.e. ENOSIS’ (Dinkov and Stoyanov, 2005, p. 171).

According to the statistics that prepared in February, 2011, the population of this city was 35453. Famagusta is one of the most important, greatly fortified ports on the shores of Mediterranean. To the north of Famagusta lie the fabulous ruins of Salamis. This great city is believed to have been founded in the 11th century BC and after the influences of the many conquering nations (notably the Romans) the city was finally abandoned in 648 AD following the combined catastrophes of earthquakes and raids by Arab pirates. The population of salamis then moved to Famagusta. (See figure 10).



Figure 10 : Lala Mustafa Pasha Mosque

The spectacular ruins give a fascinating insight into long-lost civilization and include a magnificent amphitheater, Roman baths, a gymnasium and royal tombs. The mosaics are particularly beautiful. Just inland from Famagusta are the church and monastery dedicated to St. Barnabas, the founder of the apostolic church in Cyprus in 45 AD. Barnabas, a Cypriot from Salamis, visited the island accompanied by ST. Paul and St. Mark and was later martyred in Salamis in 52 AD. The church of St. Barnabas has been preserved exactly as it was since its abandonment in 1976.

There is a wonderful collection of 18th century icons inside the church and the monastery cloisters now houses and archaeological museum.

The name of the city in Turkish is Gazimağusa, and in Greek; Ammokhostos. It lies, on the eastern coast in a bay between Capes Greco and Eloea, and possesses the deepest harbor in Cyprus.

Famagusta is a Frankish corruption of its Greek name, which means “buried in the sand”, descriptive of the silted mouth of the Pedieos River (Kanlidere) north of the town. It was founded as Arsinoe by the Macedonian Egyptian King Ptolem II (308-246 BC). An influx of Christian refugees fleeing the downfall of Accra (1291) in Palestine transformed it from a tiny village into one of the richest cities in Christendom. In 1372 the port was seized by Genoa and in 1489 by Venice, and in 1571 it was conquered by the Turks. Ravaged by war and earthquakes, the old walled town is now only partially inhabited, but it contains some of the finest examples of medieval military architecture still existent today, as well as the 14th century Gothic

style St. Nicholas Cathedral, now a mosque. Under British administration (1878-1960), the modern section, called Varosha, was developed mainly as a tourist resort.

After 1974, Varosha was sealed off from civilians and tourism ceased. Ferry service, which began in 1978 between Mersin, Turkey, and Latakia, Syria, included Famagusta on its run (North Cyprus Tourist Guide, 2011 .p 132).

Turkish Cypriots continue to live north of Varosha, especially in the walled city. These sections of Famagusta remain vibrant with many fascinating buildings. The city is also home to the Eastern Mediterranean University (http://www.cyprus.gov.cy/portal/portal.nsf/dmlcitizen_en/dmlcitizen_en?OpenDocument).

Since 1974, Greek Cypriots submitted a number of proposals within the context of bicomunal discussions for the return of Varosha to UN administration, allowing the return of its lawful inhabitants, requesting also the opening of Famagusta harbor for use by both communities. However, the Turkish Cypriot side and Turkey rejected them. Varosha would have been returned under Greek Cypriot control as part of the Annan Plan if the plan had been accepted by the Greek Cypriot voters. The population of the city before 1974 was 39,000. Of this number, 26,500 were Greek Cypriots, 8,500 Turkish Cypriots and 4,000 from other ethnic groups. After the invasion, in 1975, the population was 8,500, all of them Turks. Today the population is 39,000, though this figure excludes the Greek Cypriot legal inhabitants. Because of its isolation and neglect over the past 30 years despite being such a historically and culturally significant city, Famagusta was listed on the World Monuments Fund's

2008 Watch List of the 100 Most Endangered Sites in the world. Additionally, in an October 2010 report titled *Saving Our Vanishing Heritage*, Global Heritage Fund named Famagusta one of 12 sites most "On the Verge" of irreparable loss and destruction, citing insufficient management and development pressures (<http://globalheritagefund.org/>).

4.5 Famagusta as a Tourist City:

After Turkish intervention of 1974 in the northern part of the Cyprus, Tourism development has taken a different direction (WTO, 1994; Godfrey, 1996). According to Andronikou (1987), tourism has been developed extensively in the southern (Greek) part of the island but it is not obvious in northern part. Although northern was originally the site of most tourism development prior before partition (Lockhart, 1993; Butler and Mao, 1995).

North Cyprus has failed to organize its tourism industry. That is because of it didn't has clear policy and implementable planning guidelines. Tourism in the North Cyprus remains highly dependent on Turkey, both for financial support and the tourist market and as a steppingstone or gateway to the rest of the world. North Cyprus has foreign trade relationships only with Turkey due to its political non-recognition and it does not have any relationships with other countries. Therefore, international tourism and the emergence of the higher education sector are two major sources of foreign exchange for this small island. However, the tourism sector also faces great difficulties in attracting international tourists because of problems such as the lack of direct flights to North Cyprus and high transportation costs (Katircioğlu, 2010).

The services sector in North Cyprus was given priority basically as a result of the political isolation and embargoes faced by the country in every field. The 1980s became a transition period from the manufacturing industry to services with a focus on tourism and higher education. The tourism sector was also under embargoes, so the island could not attract the necessary amount of tourists needed to stimulate significant growth in the economy. Tourists from abroad were targeted by allowing the opening of casinos on the island. Now, many casinos have opened in North Cyprus, and attract tourists from Turkey and the south of Cyprus (Katircioğlu, 2010).

The case of Famagusta has also the same situation and has to follow these laws as well as the rest cities in northern part. This city offers many attractions to visitors, including beaches, nightlife, sightseeing, historical sites, Byzantine churches, and nature-based activities – not dissimilar to the tourism offerings and characteristics in the rest of Cyprus, But the government tourism policies have not created a ‘formidable’ strategy for the tourism sector (Alipour and Kilic, 2005).

4.6 The Process of Urbanization in Famagusta:

Urbanization in Cyprus did not result in the annihilation of traditional values and practices, but in their preservation. Urbanization took place under conditions that generally spared the island the problems often connected with migration of large numbers of unemployed farm workers to urban centers (Solsten, 1991). For one thing, urbanization occurred in a period of prosperity and increasing economic activity, and employment was available. In addition, farm workers generally left their villages only when they had found work in urban areas (Solsten, 1991). Another happy circumstance was that the island's small size and its good road system linked most villages to the towns, so that many rural workers could commute daily to their

new jobs. The capital and largest city was especially well connected to the countryside. Finally, rural migrants unable to afford housing in Nicosia and other towns were able to settle in nearby villages, a circumstance that reduced the likelihood of slums (Solsten, 1991).

Despite the rapid economic growth and urbanization in North Cyprus during the past decade, the issue of ‘sustainability’ has remained an alien concept for policy makers. This attitude manifested in haphazard urbanization, lack of land use plans, air and water pollution, insufficiency of infrastructure (including sewers and waste disposal), traffic congestion, dwindling green space and fertile agricultural land, coastal damage, and an absolute lack of waste management (Alipour et al. 2007; Yorucu and Keles, 2007).

Furthermore, in an environment such as North Cyprus where coastal areas are the main tourist attractions as well as important parts of ecosystems, one expects to see an integration of these fragile zones into a broader urban/regional planning scheme. The problem is exacerbated by a rapid and unplanned urbanization due to an explosion in the housing and construction sectors in the last decade (SPO, 2008; Yorucu and Keles, 2007).

The history and urban development of Gazimagusa date back to the first century AD and the contemporary city has developed throughout seven particular periods:

- The early periods (648–1192 AD — the foundation of the city);
- The Lusignan (1192–1489);
- The Venetian (1489–1571);

- The Ottoman (1571–1878);
- Te British (1878–1960); 1960–1974;
- 1974 (year of partition –present) (Önal et al, 1999 p. 335).

Population growth and demographic change have played a determining role in the process of urbanization in north Cyprus in general and in Famagusta in particular. The growth has been rapid and it has increased from 8,400 in 1975, to 42,500 in 2010 according to the recent census. (See figure 11).

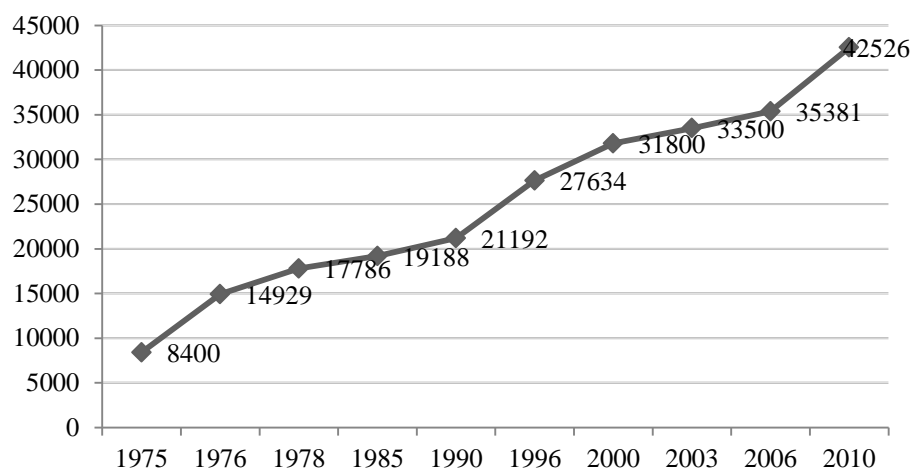


Figure 11 : Population Growth in Famagusta 1975- 2010

4.6.1 Tourism in Famagusta:

Famagusta was once the main Cyprus holiday destination for thousands of tourists. But the partition of the island and subsequent embargos on north Cyprus changed all that. The booming tourist industry came to an untimely end and Famagusta had turned into a quiet holiday backwater. The golden sand beaches near Famagusta town were known as the Cyprus Riviera, packed with luxury hotels and the jewel in the crown of the Cyprus holidays industry fell victim to sanctions and lost its glory. However, with the contribution of Turkish government and resilience of Turkish Cypriots, the city regained its glory not only for its location near the beaches, but also its role as the hub for higher education. This was realized as the foundation of an

educational institution was established in 1979, which has grown to an international university town today (<http://en.wikipedia.org/wiki/Famagusta>). Presently, over 15000 students are residing in the city, its beaches and new hotels are bustling with tourists who come from Europe in seek of sun, sea, and sand. The construction boom of the past decade has changed the landscape forever. The city has become a thriving venue for several casinos and its street shops are decorated with goods and famous brands. In the meantime, a meager donation from EU contributes to some infrastructural improvement here and there. Of course, one cannot deny the generous contribution of the Republic of Turkey that constantly enhancing the quality of life in the city (<http://en.wikipedia.org/wiki/Famagusta>). The Eastern Mediterranean University (EMU) offers programs fully recognized by Council of Higher Education in Turkey. It has become the biggest university in the whole island. The city has become venue for a newly built campus as the north Cyprus branch of Istanbul Technical University. The University owns unprecedented campus facilities, and creates a multicultural environment with students coming from 68 countries and highly qualified faculty members from 35 different nations (<http://www.emu.edu.tr/aboutemu/emuhistory.aspx>).

Over the past several decades, growth has leapfrogged cities and older suburbs into many once rural areas. Development is overtaking farms and forests at an increasingly rapid rate. This expansion often occurs without well-designed land-use plans, resulting in urban sprawl, which fragments natural areas, isolates productive farmland and disrupts ecological functions. This has led to the: Loss of Natural Areas, Fragmentation of Open Spaces, Degradation of Water Resources, Decreased

Ability for Nature to Respond to Change, Loss of Free Natural Services, Increased Costs of Public Services and Increased Taxes (Benedict and McMahon, 2002).

This leads to urban growth as a result of construction in the city. Construction sector occupies an important place in the economy of the TRNC and parallel to the population growth the demand for buildings continue to increase. Since 1980 the State Planning Organization Statistics and Research Department has been collecting compiling and publishing statistical data relating to construction sector and offering for the use of interested bodies. Statistics and Research Department has developed a standard form in order to collect private construction and parcel statistics data which is used in this publication. These standard forms are filled by using their administrative registers and forwarded to Statistics and Research Department by Municipalities and District Offices of Nicosia, Famagusta, Kyrenia, Guzelyurt and İskele. Statistics and Research Department produces related statistics for this publication by working on the data on these forms.

4.6.2 Municipality and its functions:

The forms contain information about private buildings and parcels which receive final approval certificate. The final approval certificates issued by the municipalities includes statistics of building construction and parcel within the municipality boundaries and are shown as private urban and final approval certificates issued by the District Offices cover the relevant statistics of the villages and are shown as private rural building construction and parcel statistics. Also since 2006, public building statistics that had get final approval certificate, have been taken place under the public rural and public urban constructions statistics (turkish republic of northern Cyprus, 2009). (See tables 2,3,4,5,6,7,8 and 9).

Table 3 : Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2006 (Famagusta)

Number of Approved or Partly Approved Urban Public Sector Constructions by Building Types in the Year 2006 (TL)															
Commercial															
	Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	2	17	-	1	1	5	1	7	2	-	1	-	4	20	40
Value	1,315,450	5,867,112	-	-	-	5,414,548	28,850	804,733	270,000	-	1,023,797	-	313,063	7,854,991	15,037,553
Number of Approved or Partly Approved Rural Public Sector Constructions by Building Types in the Year 2006 (TL)															
Commercial															
	Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	5	18	1	-	1	-	-	-	-	1	-	-	6	7	31
Value	229,410	6,436,897	45,000	-	45,000	-	-	-	-	4,131	-	-	579,607	583,738	7,295,045

Table 4 : Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2006 (Famagusta)

Number of Approved or Partly Approved Urban Private Sector Constructions by Building Types in the Year 2006 (TL)															
Commercial															
	Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	148	-	17	2	19	-	-	2	1	3	4	-	3	13	180
Value	44,552,601	-	4,249,324	735,212	4,984,536	-	-	981,217	41,468	902,204	2,912,599	-	1,579,697	6,417,184	55,954,321
Number of Approved or Partly Approved Rural Private Sector Constructions by Building Types in the Year 2006 (TL)															
Commercial															
	Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	84	-	3	2	5	-	-	-	1	4	3	-	4	12	101
Value	12,974,604	-	1,321,364	237,039	1,558,403	-	-	-	575,505	66,124	1,118,318	-	538,520	2,298,468	16,831,475

Table 5 : Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2007 (Famagusta)

Number of Approved or Partly Approved Urban Public Sector Constructions by Building Types in the Year 2007 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	16	-	-	-	2	-	4	-	-	-	1	4	11	27
Value	4,252,148	-	-	-	8,038,575	-	611,917	-	-	-	18,275	766,249	9,435,016	13,687,163
Number of Approved or Partly Approved Rural Public Sector Constructions by Building Types in the Year 2007 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	3	-	-	-	-	1	-	1	-	-	1	19	22	49
Value	3,728,492	-	-	-	-	96,200	-	5,900	-	-	11,873	1,506,155	1,620,128	5,431,790

Table 6 : Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2007 (Famagusta)

Number of Approved or Partly Approved Urban Private Sector Constructions by Building Types in the Year 2007 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	173	23	3	26	-	-	4	-	3	9	-	11	27	226
Value	65,225,410	7,884,024	604,464	8,488,488	-	-	2,338,567	-	1,064,296	4,327,369	-	7,553,536	15,283,768	88,997,666
Number of Approved or Partly Approved Rural Private Sector Constructions by Building Types in the Year 2007 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	104	2	4	6	-	-	-	-	13	4	-	10	27	137
Value	18,647,865	317,312	101,790	419,102	-	-	-	-	267,464	1,297,183	-	583,769	2,150,416	21,217,383

Table 7 : Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2008 (Famagusta)

Number of Approved or Partly Approved Urban Public Sector Constructions by Building Types in the Year 2008 (TL)														
Industrial						Commercial								
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	21	-	-	-	-	1	5	-	-	1	1	4	14	47
Value	6,053,905	-	-	-	-	128,850	1,617,093	-	-	1,023,797	766,249	766,249	8,612,021	18,968,164
Number of Approved or Partly Approved Rural Public Sector Constructions by Building Types in the Year 2008 (TL)														
Industrial						Commercial								
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	20	-	-	-	-	-	-	-	-	-	-	10	10	42
Value	462,164	-	-	-	-	-	-	-	-	-	-	1,438,211	12,406,726	14,393,263

Table 8 : Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2008 (Famagusta)

Number of Approved or Partly Approved Urban Private Sector Constructions by Building Types in the Year 2008 (TL)														
Industrial						Commercial								
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	230	25	3	28	-	-	1	-	1	10	-	14	26	284
Value	92,145,907	9,376,184	608,300	9,984,484	-	-	1,434,948	-	1,226,133	5,196,571	-	8,777,212	16,634,864	118,765,254
Number of Approved or Partly Approved Rural Private Sector Constructions by Building Types in the Year 2008 (TL)														
Industrial						Commercial								
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Enter-tainment	Garages	Shops	Agri-culture	Miscell-aneous	All comm-ercial	Entire public sector
No	109	1	2	3	-	-	-	-	14	5	-	8	27	139
Value	19,731,618	259,200	54,747	313,947	-	-	-	-	307,008	1,279,646	-	679,808	2,266,462	22,312,026

Table 9 : Number of Approved or Partly Approved Public Sector Constructions by Building Types in the year 2009 (Famagusta)

Number of Approved or Partly Approved Urban Public Sector Constructions by Building Types in the Year 2009 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	17	-	1	1	5	1	6	2	-	1	-	6	21	41
Value	7,237,852	-	143,500	143,500	5,414,548	28,850	617,093	270,000	-	1,023,797	-	1,243,323	8,597,611	17,294,413
Number of Approved or Partly Approved Rural Public Sector Constructions by Building Types in the Year 2009 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	26	1	-	1	-	-	-	1	-	-	-	5	6	39
Value	8,084,706	45,000	-	45,000	-	-	-	25,000	-	-	-	764,924	789,924	9,172,540
Commercial														

Table 10 : Number of Approved or Partly Approved Private Sector Constructions by Building Types in the year 2009 (Famagusta)

Number of Approved or Partly Approved Urban Private Sector Constructions by Building Types in the Year 2009 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	148	17	3	20	-	-	-	1	4	11	-	2	18	186
Value	57,722,872	4,671,128	775,392	5,446,520	-	-	1,220,511	81,844	938,960	3,481,064	-	1,592,340	7,314,719	70,484,111
Number of Approved or Partly Approved Rural Private Sector Constructions by Building Types in the Year 2009 (TL)														
Industrial														
Dwelling	Infra-structure	Factories	Ware-houses	All Industrial	Schools & colleges	Health	Offices	Entertainment	Garages	Shops	Agri-culture	Miscellaneous	All commercial	Entire public sector
No	86	3	2	5	-	-	-	1	4	1	-	4	10	101
Value	16,968,595	1,452,528	249,993	1,702,521	-	-	-	1,135,862	72,688	1,520,376	-	755,287	3,484,213	22,155,329
Commercial														

4.7 Urban Growth:

According to Clark (2003), urban growth has a strong correlation with population growth. He defines urban growth as, “the absolute increase in the size of the urban population” (Clark, 2003 p. 49).

Accordingly, this will be the case when the birth rate exceeds the death rate or when there is an increase in net urban in-migration (Clark, 2003). Consequently, population increase is accompanied by increase in spatial requirements for housing (residential), work (offices), leisure and recreational facilities in the form of building development. This presupposes that cities will eventually grow in terms of land size and it is this growth that is crucial.

In the city of Famagusta (Gazimagusa), Northern Cyprus, due to the dynamics of urban growth and development and the absence of a working master plan for the city, incoherent, haphazard and scattered growth with lots of derelict and unused left-over interstitial spaces coupled with improper land use practices prevail in the urban environment (Oktay and Conteh, 2007).

the absence of a working master plan was an incoherent and scattered urban pattern. This was and still is the predominant case in the housing sector especially. Since the University could not all by itself accommodate, in housing terms, this overwhelming number of students, the private sector of the economy had to step in and fill the gap. Untrammelled by any effective regulatory mechanism and emboldened by this new economic trend and rather fossilised building and planning regulations, the estate market and construction companies went on a building spree that totally disregarded

good building and urban practices (Conteh, 2006). Accordingly, “the surge in urban growth” has become an obvious planning concern in Famagusta.

4.8 Urban Sprawl:

In the past decade or more, the term “sprawl” has become a popular pejorative, shorthand for poorly planned growth that consumes precious open space and mars the landscape with development that is too often large-scale, anonymous, and ugly. It is blamed for constant traffic jams and the consequent loss of time and energy, damaged farmland, endless suburban tract housing, and a host of other ills that afflict fastgrowing communities. It is also castigated for accelerating, if not causing, widespread disinvestment and flight from centre cities and older suburbs (Tregoning, 2006).

Ewing (1997), has pointed to sprawl as, “..., a loose term representing certain types of urban form, is commonly defined as low density, leapfrog, commercial strip development and discontinuity”.

Another definition of sprawl comes from Gratz and Mintz (1998) who define it as: “...the low-density, land-consumptive, automobile-oriented development that has been moving farther and farther out from the fringes of existing urban and town centres”.

The dependence on the private car or automobile is one of the fiercest critiques levelled against sprawl. It is so because it maximises the use of fossil fuel which is a finite resource the over consumption of which leads to pollution, the emission of green house gas, which in turn damages not only the ozone layer but flora and fauna

not to mention the human health hazards associated with it (Oktay and Conteh, 2007).

This is particularly important for Famagusta, where development activities are polarized; the private sector doing what they want without any checks and balances and the public sector does not have the money to spearhead urban projects on its own. It is hoped that, the right mechanisms as outlined, will ensure the sustainable implementation and realisation of good urban environment, good quality of life and will shift the focus to action-oriented policies in Famagusta (Oktay and Conteh, 2007).

4.9 City Government and Governance:

Government refers to the legislators, administrators, and arbitrators in the administrative bureaucracy who control a state at a given time and to the system of government by which they are organized (Bealey, 1999 p. 147). Government is the means by which state policy is enforced, as well as the mechanism for determining the policy of the state. A form of government, or form of state governance, refers to the set of political institutions by which a government of a state is organized. Synonyms include "regime type" and "system of government" (<http://oxforddictionaries.com/definition/government?q=+government>).

States are served by a continuous succession of different governments (Flint and Taylor 2007: 137). Each successive government is composed of a body of individuals who control and exercise control over political decision-making. Their function is to enforce laws, legislate new ones, and arbitrate conflicts. In some societies, this group is often a self-perpetuating or hereditary class. In other societies,

such as democracies, the political roles remain, but there is frequent turnover of the people actually filling the positions (Barclay, 1990 p. 31).

The word government is derived from the Latin infinitive “Gubernae”, meaning "to govern" or "to manage". In parliamentary systems, the word "government" is used to refer to what in presidential systems would be the executive branch. In parliamentary systems, the government is composed of the prime minister and the cabinet. In other cases, "government" refers to executive, legislative, judicial, bureaucratic, and possibly also devolved powers (<http://en.wikipedia.org/wiki/Government>).

In most Western societies, there is a clear distinction between a government and the state. Public disapproval of a particular government (expressed, for example, by not re-electing an incumbent) does not necessarily represent disapproval of the state itself (i.e. of the particular framework of government). However, in some totalitarian regimes, there is not a clear distinction between the regime and the state. In fact, leaders in such regimes often attempt to deliberately blur the lines between the two, in order to conflate their interests with those of the polity (Holsti, 1996).

There are various terms that are used for “Governance” by different individuals. UNDP (1997 p. 2) defines governance as the exercise of political, economic and administrative authority in the management of a country’s affairs at all levels. Governance comprises the complex mechanisms, processes and institutions through which citizens and groups articulate their interests, mediate their differences and exercise their legal rights and obligations.

‘Governance’ is the exercise of power or authority – political, economic, administrative or otherwise – to manage a country's resources and affairs. It comprises the mechanisms, processes and institutions through which citizens and groups articulate their interests, exercise their legal rights, meet their obligations and mediate their differences (Downer, 2000 p. 3).

4.10 Famagusta Master Plan:

Famagusta was touched by different kinds of political, socio-economic and cultural determinants which inevitably affected its development, growth and consequent urban form. Before the war in 1974, the city was an important trade and tourism center. The major source of income was the harbor, commerce and tourism. In addition, citrus groves distributed throughout the city played an important role in the economics of the settlement as a whole (Önal et al. 1999).

In the city of Famagusta due to the dynamics of urban growth and development and the absence of a working master plan for the city, incoherent, haphazard and scattered growth with lots of derelict and unused left-over interstitial spaces coupled with improper land use practices prevail in the urban environment (Oktay and Conteh, 2007).

Famagusta is now a developing city with a population of Diasporas and no master plan (Kürüm, 2009).

Because of lack of any physical plan the city has been unprepared to accommodate the increasing number of new residence. Thus, the city, which was once a great pole of attraction for tourism development before 1974, and was afterwards degraded to a

simple regional center, has undergone completely different dynamics which were generated by a new flagship sector (Önal et al. 1999).

Because of the division; people of Famagusta have lost most of the economic and socio-cultural values they used to have before 1974, are still in the absence of a modern Master Plan, are disconnected from the sea through its organic link and are in search of remembrance of those bright and colorful days prior to 74' (<http://magusainsiyatifi.org/index.asp?page=169>).

According to most of the information that gathered from different sources, still Famagusta doesn't have any sustainable master plan for further. Or if there was such plan such as master plan of sewers for Famagusta, there is still lack of participation.

4.11 Problems and Prospects:

Urban tourism is an extremely important, world-wide form of tourism: It has received a disproportionately small amount of attention from scholars of either tourism or of the city, particularly in linking theoretical research to Tourism Studies more generally. Consequently, despite its significance, urban tourism has remained only imprecisely defined and vaguely demarcated with little development of a systematic structure of understanding (Ashworth and Page, 2011 p. 1).

The cities that accommodate most tourists are large multifunctional entities into which tourists can be effortlessly absorbed and thus become to a large extent economically and physically invisible (Ashworth and Page, 2011 p. 1).

Tourists make an intensive use of many urban facilities and services but little of the city has been created specifically for tourist use (Ashworth and Page, 2011 p. 1).

Tourism can contribute substantial economic benefits to cities but the cities whose economies are the most dependent upon tourism are likely to benefit the least. It is the cities with a large and varied economic base that gain the most from tourism but are the least dependent upon it (Ashworth and Page, 2011 p. 1).

Ashworth and Page (2011) that developed a figure about urban tourism, there are some Sub-themes that are very important for this major (See figure 12).

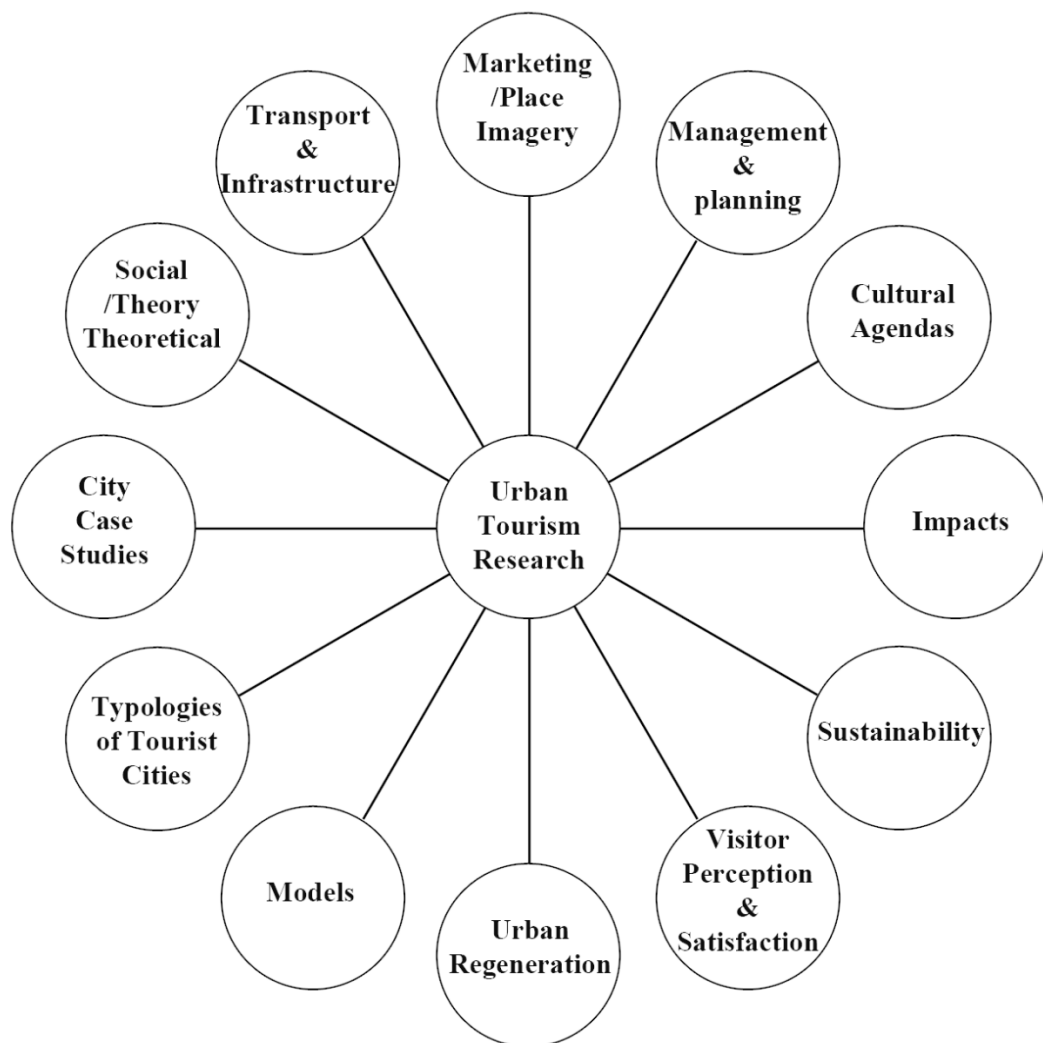


Figure 12: Sub-themes within the domain of urban tourism research.

According to the existing information, the city of Famagusta has lots of problems regarding to urbanization and tourism. The lack of master plan for urban growth (Oktay and Conteh, 2007), lack of plan for tourism accommodation (Önal et al. 1999), social and economic problems (Oktay and Conteh, 2007), lack of land use plans, air and water pollution, insufficiency of infrastructure (including sewers and waste disposal), traffic congestion, dwindling green space and fertile agricultural land, coastal damage, and an absolute lack of waste management (Alipour et al. 2007; Yorucu and Keles, 2007) and also the industry is highly dependent on Turkey (Ellis, 2011) create lot of problems for residence and tourists as well.

Also there is not any evidence that the government have any plan to use any environmental protection programs such a pedestrian-friendly program, green cities program or green belt program.

This research attempts to examine the process of urban growth and urbanization policies, examine the nature of sustainable approach to its development, examine whether the present urbanization processes/policies are in line with tourism and tourist's' needs and explore the main bottlenecks and problems in order to recommend sound policies for the future.

As far as the studies show, there is a lack of information regarding to examine the process of urbanization and its implications for tourism sector in Famagusta and it seems that there is a significant gap in the literature in this regard. As a result this study seems to be a significant contribution to the new literature.

Chapter 5

METHODOLOGY

5.1 Overview of the Research:

There is a need for this research to be carried out due to the effect of urbanization in tourism sector in Famagusta. Now days, cities are not used to be a location for citizens. With the development of mass tourism every land scape becomes special for tourism.

Urbanization is probably one of the most important phenomenon in history. Urbanization is one of the causes of ending the middle ages and the beginning of the renaissance. Urbanization has many important effects such as technological innovation, sharing of information, centralizing government and improving of living conditions. Urbanization in developing countries is an important issue which can play an important role in shaping national economic growth and development.

Tourism nowadays is one of the most popular ways of spending free time. It is highly developed in almost all countries, mainly because of material profits it brings. On the other hand it may cause some other issues especially for the case of foreign tourism. From educational point of view, travelling lets people to see world, other people, their culture and their traditions. Economical aspect plays huge role in domestic market economy as well. Lots of people work in tourism sectors where it is their only

source of income. Furthermore, there are some countries that tourism is the main source of all its revenue.

This research will provide a framework of importance of mixing these two phenomenon, namely urbanization and tourism, because city of Famagusta has a great potential for attracting tourists from all over the world. This city offers many attractions to visitors, including beaches, nightlife, sightseeing, historical sites, Byzantine churches, and nature-based activities – not dissimilar to the tourism offerings and characteristics in the rest of Cyprus, But the government tourism policies have not created a ‘formidable’ strategy for the tourism sector (Alipour and Kilic, 2005).

5.2 The study method:

This chapter will present the methodology of the current study. First and foremost, this chapter gives information about qualitative approach that has been applied to this research. Then some information about sample and data collection will be given. Finally the present chapter will present some information regarding to the questions that were applied for this empirical study and the information about data analyses will be explained.

5.2.1 Qualitative Approach:

According to Van Maanen (1979) term “qualitative” has no exact meaning. He stated that this term is an umbrella term that can cover different method and techniques. He believes that qualitative approach refers to techniques “... which seek to describe, decode, translate and otherwise come to terms with the meaning, not the frequency of certain more or less naturally occurring phenomena in the social world” (Van Maanen, 1979 p. 520). In order to comprehend the meaning of qualitative methods,

Henwood and Pidgeon (1993) believed that qualitative approach emphasizes on “... the representation of reality through the eyes of participants” (Henwood and Pidgeon, 1993 p. 16). In this method the focus is on the respondents and researchers apply and their reflections and opinion in their study. As a result, in this regard Neuman, (1997) claimed that “... a qualitative researcher begins with a research question and little else but begin(s) with detailed observations of the world and move(s) towards more abstract generalizations and ideas” (Neuman, 1997 p. 334).

5.2.2 In-Depth Interview:

In-depth interviewing is a qualitative research technique that involves conducting intensive individual interviews with a small number of respondents to explore their perspectives on a particular idea, program, or situation. For example, we might ask participants, staff, and others associated with a program about their experiences and expectations related to the program, the thoughts they have concerning program operations, processes, and outcomes, and about any changes they perceive in themselves as a result of their involvement in the program (Boyce and Neale, 2006).

In-depth interviews are useful when you want detailed information about a person’s thoughts and behaviors or want to explore new issues in depth. Interviews are often used to provide context to other data (such as outcome data), offering a more complete picture of what happened in the program and why (Boyce and Neale, 2006).

In-depth interviews should be used in place of focus groups if the potential participants may not be included or comfortable talking openly in a group, or when you want to distinguish individual (as opposed to group) opinions about the program.

They are often used to refine questions for future surveys of a particular group (Boyce and Neale, 2006).

5.2.3 Open-ended Interview:

Open-ended or unstructured interviews are defined by Nichols (1991 p.131) as "an informal interview, not structured by a standard list of questions. Fieldworkers are free to deal with the topics of interest in any order and to phrase their questions as they think best." This type of structure uses a broad range of questions asking them in any order according to how the interview develops (Breakwell et al. 1995 p. 231).

Open-ended questions allow the interviewer, if they wish, to probe deeper into the initial responses of the respondent to gain a more detailed answer to the question (Wimmer and Dominick, 1997 p. 156). The richness of the data is therefore entirely dependent on the interviewer. They themselves, must judge how much or how little they should probe or say themselves.

The open- ended in-depth interviews has some characteristics such as Open-ended Questions need to be worded so that respondents expound on the topic, not just answer "yes" or "no." Many open-ended questions begin with "why" or "how," which gives respondents freedom to answer the questions using their own words. The more that is known, the easier it is to define the questions and the response options with clarity, that is, to use close-ended questions, Second consideration leading us to use an open-ended approach was our desire to maximize response validity (Guion et al. 2001).

Open-ended questions provide a greater opportunity for respondents to organize their answer within their own frameworks. This increases the validity of the responses and is best for the kind of exploratory and in-depth work; the other major consideration is the receptivity of respondents. Elites especially—but other highly educated people as well—do not like being put in the straightjacket of close-ended questions (Guion et al. 2001).

5.2.4 Sampling:

In statistics and survey methodology, sampling is concerned with the selection of a subset of individuals from within a population to estimate characteristics of the whole population. Researchers rarely survey the entire population because the cost of a census is too high. The three main advantages of sampling are that the cost is lower, data collection is faster, and since the data set is smaller it is possible to ensure homogeneity and to improve the accuracy and quality of the data ([http://en.wikipedia.org/wiki/Sampling_\(statistics\)](http://en.wikipedia.org/wiki/Sampling_(statistics))).

5.2.4.1 Judgmental Sampling:

In judgmental sampling, the researcher or some other "expert" uses his/her judgment in selecting the units from the population for study based on the population's parameters (Westfall, 2009).

This type of sampling technique might be the most appropriate if the population to be studied is difficult to locate or if some members are thought to be better (more knowledgeable, more willing, etc.) than others to interview. This determination is often made on the advice and with the assistance of the client. For instance, if you wanted to interview incentive travel organizers within a specific industry to determine their needs or destination preferences, you might find that not only are

there relatively few, they are also extremely busy and may well be reluctant to take time to talk to you. Relying on the judgment of some knowledgeable experts may be far more productive in identifying potential interviewees than trying to develop a list of the population in order to randomly select a small number (Westfall, 2009).

5.3 Data Collection:

Qualitative methods were used to achieve the information related to this issue. Because of the nature of this research, semi structure interview were applied to understand the concept of urbanization and the implication in tourism in Famagusta. The main aim of this research is to find out if there are any missing links between urbanization and tourism in Famagusta. Also by using the pervious researches about the relation between these two filed, we are going to provide useful information for policy makers and planners. The interviews were applied by using the questioning techniques of face – to – face, open ended approach because this form is much more effective.

According to Lancaster (2005), interviews are major techniques for collecting data through questioning and have attribute of benign the most effective way of collecting data for social science.

Lancaster (2005 p. 136) mention that interviews should conducted these steps such as determining data objectives and topic for discussion, identifying and approaching interviews, permission, arranging interviews, conduction interviews.

Because the different respondents were co-operate for collecting the information and each of the respondents are responsible for deferent type of responsibility, the pilot

study applied in order to ensure whether there is a problem in the structure of questions or not. Since a face – to – face questioning technique was applied, tape recording was mandatory and helpful in transcribing the whole conversation. Also, coding and categorizing of data collected regarding discussed issues were applied.

5.3.1 Pilot Study:

A pilot study is a small experiment designed to test logistics and gather information prior to a larger study, in order to improve the latter's quality and efficiency. A good research strategy requires careful planning and a pilot study will often be a part of this strategy (Lancaster et al. 2004).

A pilot study is normally small in comparison with the main experiment and therefore can provide only limited information on the sources and magnitude of variation of response measures. A systematic review of the literature or even a single publication is a more appropriate source of information on variability. The pilot study may, however, provide vital information on the severity of proposed procedures or treatments (Lancaster et al. 2004).

This pilot study has been designed for evaluating the level of understanding of topic for respondents. The result shown that there is no need for change or excludes any issue of the discussion. This method enable the researcher to inform selected interviews of the needed time limit to complete the interview.

5.3.2 Filed Work:

the interview was conducted carefully selected interviewers referring to those who are involved directly in urban planning, urban development and policy makers fr

Famagusta. in addition, researcher ask the questions from respondents according to their responsibility and specialty in the field.

Chapter 6

ANALYSIS and FINDING

6.1 Introduction:

This chapter contains information concerning the analysis and finding of this research. It was mentioned previously that a qualitative method was applied. For the research it has been used fourteen interviewees that they are responsible in Famagusta municipality and Town Planning Department. From each interviewee it has been asked around thirty seven questions. The interview includes General urbanization, Sustainability and Tourism questions.

6.2 Analyzing the Data:

During the interview all of the information has been recorded. Because of the confidentiality issue the identity and responsibility of the interviewees has to be anonymous. For this issue, for representing the interviewees, it has been decided to present them by numbers.

Moreover, in the line of analyzing how the perception and understanding of our research questions, respondents have tried to answer most of the questions.

Finding of Question No 1:

- What is your perception of 'urbanization' in general? My mean, its dynamism, processes, history...etc.

No 1: Urbanization refers to a process of increasing proportion of an entire population lives in cities and the suburbs of cities.

No 2: It is the physical growth of rural or natural land into urban areas as a result of population in-migration to an existing urban area.

No 3: Urbanization is attributed to growth of cities.

No 4: By increasing the population of the area, creating more facility such as roads, park and so one.

No 5: Developing a city according to the needs of citizens.

No 6: Improving the quality of life.

No 7: Creating livable city.

No 8: Solving the problem of a city.

No 9: Urbanization is the physical growth of rural or natural land.

No 10: Development of a particular area.

No 11: Increasing the life quality of the citizen.

No 12: Creating facilities for people.

No 13: Designing the city to create benefit for people.

No 14: Providing the services that people enjoy their life and environment.

- This answers show that the responsible individuals are completely aware of “urbanization” concept and they know the significant issues that are related to urbanization.

Finding of Question No 2:

- How does urbanization process take place? I mean, what are the main indicators of urbanization? What factors/dimensions affect the process of urbanization?

No 1: I think it is politics.

No 2: I could say plan, people needs and politics.

No 3: Main one is plan but there are other factors too such as culture, population, policy.

No 4: It is hard to say but I believe that if you want name some of them I could say plan, culture. But every day some new issue becomes important like environment protection and so one.

No 5: Good coordination, plan and government vision about that area.

No 6: Financial statement of the government, policy, educational background of planners.

No 7: I believe master plan and urban plan are the most important actor.

No 8: Cultural and environmental.

No 9: History of city, Politics and Society, General Educational Development.

No 10: Economic, population, Climate.

No 11: Economic factor, region, environmental factors and population.

No 12: people needs.

No 13: infrastructure, culture, financial statement, culture education, population and policies.

No 14: Modernization, industrialization, and the sociological process of rationalization.

- The answers indicate that the respondents consider “planning” as one significant indicator. The answers reveal that economic and political situations have direct effect on “urbanization”. We can claim that without having any financial support “urbanization process” dooms to failure.

Finding of Question No 3:

- Which institutions are responsible for and in charge of monitoring urbanization process in Famagusta?

No 1, 2, 3, 4, 7, 8, 9, and 10: No one will monitor urbanization processes in Famagusta.

NO 5: Financial unit and central government monitor the activities.

NO 6, 11 and 14: Town planning department.

No 12: Central government, Turkish government and U.N will monitor our activities.

No 13: it can be answer in two aspects. One in legally aspect and other is practically. Legally we have to report every month about our activities to central government. We do not ask for any permission. We only report because they want our result to save in their statistics. So legally our budget but for the expenditure we have to decide according to our budget. But practically no body control or monitor our activities.

- The answers demonstrate that there is no control over Famagusta municipality activities. We may claim that the organizations that financially support Famagusta municipality are looking forward to having benefits from some activities. Although according to the rules and regulation, there must be a control on Famagusta municipality activities, but this issue has not been applicable thus far in reality.

Finding of Question No 4:

- Famagusta is a city with special function and character; would you please identify those functions?

No 1, 2, 3, 5, 7, 8, 9, 10 and 11: Weather and Mediterranean Sea.

No 4: Famagusta is one of the oldest cities in the world. The historical attraction and cultural attraction make this city special. The Eastern Mediterranean University can be another function.

No 6: I believe one of the most important issues is the history of Famagusta. I didn't mean as historical place. I can say about the situation that Famagusta Faced during these years.

No 12: For the history that this city has, this city is special. For example Salamis Harabeleri is very important for tourist and locals.

No 13: Daily we have 800 tourists for Famagusta. So this city is a tourist destination. Cultural and historical attraction is one the main factors. In the 1970s, Famagusta was the number one tourist destination in Cyprus. To cater to the increasing number of tourists, many new high-rise buildings and hotels were constructed. We could don't ignore.

No 14: The city of Famagusta has a notable historic town centre enclosed within a complete enceinte. The centre of Famagusta is an assemblage of historic monuments of inestimable value. There are many other factors like weather condition, sand beaches, large variety of different people because of university.

- The answers show that one of the important attractions in Famagusta is its natural environment. Many tourists are attracted to Famagusta due to its weather and Meditteranian sea. On the other hand, some historical monuments in Famagusta attract many tourists as well.

Finding of Question No 5:

- Famagusta is a tourist destination as it is near the coast and home to two universities.

What type of challenges such a city can have for municipality and related institutions?

No 1, 2, 4, 8, and 9: It is not my field. I don't have any idea.

No 3, 5, 6, 7, 10 and 11: Accommodation for both types.

No 12: Unfortunately because of the lack of the researches and not well organized about tourism in Famagusta, we have lot of problem about rules and regulation.

No 13: For Famagusta, students play a very important role. We try to do our best for students. About their facilities and accommodation we try to satisfy them. They are the main subject in our research. Because of these students and their parents we gain lot of financial benefit. But in the other hand we have some tourist from South Cyprus. These types of tourists did not make any benefit for us. Because they do not use the service that we provide, they do not use our hotel. Most of them travel to North part for one day. The rest will leave the city at night. So they are not profitable for us.

No 14: each group has different type of need. Their needs are totally different. Students are much more like citizen. They are consumers. But tourists are following different things. Some of them come here for joy. Sometime their activities cannot be match with our culture. So on that moment this will cause problems of us.

- The answers demonstrate that accommodation is one significant problem in this part. Although according to the research that has been conducted, it may be concluded that students are important. Due to political situation in Famagusta, there are not good opportunities for tourism investments. As a result, responsible individuals mainly focus on students facilities.

Finding of Question No 6:

- Now-a-days, every community, no matter how large or small, has a MASTER PLAN; would you please tell us what is really a ‘master plan’?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12: It is a long-term plan that concludes all most every topic in a city.

No 13: A plan giving comprehensive guidance or instruction. A master plan will provide a vision for, and a rationale to support physical development.

No 14: A master plan is a road map for achieving a community’s vision for future growth and conservation. It includes an inventory, analysis and recommendations for land use types and densities, housing, transportation, community facilities, and community design.

- The answers show that all the respondents are familiar with “master plan” concept and they are aware of the issues regarding to master plan.

Finding of Question No 7:

- If YES, may I have a copy of it? If NO, why not?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13: No we don’t have any master plan. It is cause of political problems.

No 14: Municipalities cannot create plan for their cities. It is planning department that publishes master plan, but central government does not support the ideas. Sometimes it takes one year to design a plan but within ten second they reject it.

- The answers reveal that there is no master plan in Famagusta municipality. This is due to the rules and regulations and lack of Central government supports.

Finding of Question No 8:

- What are your long-term objectives for Famagusta?

All respondents: because of no master plan I could not have any idea about that.

- The answers demonstrate that the lack of master plan in Famagusta has caused the absence of long-term objectives. Even long-term plans could not be accomplished without a sustainable master plan.

Finding of Question No 9:

- Spatial patterns of growth are significant to analyze and manage; would you please tell us what type of planning considerations are in place to manage and monitor the spatial development of the city?

All respondents: As I told you before we do not have any kind of plan for Famagusta.

- The answers reveal that without suitable plan, spatial patterns of growth cannot be analyzed, managed and even monitored.

Finding of Question No 10:

- What is your relationship with other agencies, like KAIMMAKAMLIK, CHAMBER OF COMMERCE, ASSOCIATION OF CONSTRUCTION FIRMS, and other governmental agencies?

All respondents: Only for information about new rules and regulation.

- The answers demonstrate that there is not any cooperation between any agencies and Famagusta municipality. The members of these agencies only share the new rules and regulations. It can be claimed that Famagusta municipality has not desired to bring the new ideas to their activities.

Finding of Question No 11:

- What is the role of public/people in your decision-making process; how do you facilitate public participation?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 13: in our decision making people did not participate.

No 12: They come directly and discuss about their problem. After that we will decide is it possible for us to solve their problem or not.

- The answers demonstrate that publics are not involved in decision making process according to their needs. In other words we may claim that Famagusta municipality is autonomous in decision making process.

Finding of Question No 12:

- Do you have any plan for the transportation system in the future?

All respondents: No we don't have any plan for transportation.

- The answers demonstrate that in Famagusta, responsible people are satisfied with the existing transportation system and they do not care about damages that diesel vehicles will bring to the environment.

Finding of Question No 13:

- Many critical articles and comments have been said and written about betonization and haphazard construction development. Why don't you have any proper control and guideline for this?

All respondents: Because of political problems.

- The answers demonstrate that respondents are completely aware of these issues. Although due to some political issues they do not have any control over betonization and haphazard construction development.

Finding of Question No 14:

- Why didn't you and the university –which established over 30 years ago-come up with a master plan for the city in advance?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11: Because of political issue.

No 12: This is town planning department responsibility.

No 13: Actually it is forbidden for us to establish a master plan. We do not have any power for deciding.

No 14: as I told you before municipalities cannot create plan for their cities. It is planning department that publish master plan. They cannot individually establish a master plan. It has to be under our control. But as I told you before central government did not support us.

- The answers reveal that because of the policies or rules, Famagusta municipality cannot benefit from university cooperation. According to the gathered information from interviews, we could say that it is only “town planning department” responsibility. Other organization, agencies or even university cannot help for designing a master plan or any other plan.

Finding of Question No 15:

- What type of transportation system have you envisaged for the present and future?

All respondents: Only Taxi and Bus we can provide at the moment. For future maybe we can increase the number of the taxi or buses.

- As it was mentioned before, responsible respondents are satisfied with the existing transportation system and they do not care about damages that diesel vehicles will bring to the environment. They may desire to develop transportation system in the city, although they could not guarantee this issue due to the lack of financial support and lack of sustainable planning.

Finding of Question No 16:

- What is the degree of central government's influence on your decisions regarding the city's affairs?

No 1: I think they only support and control us.

No 2, 3, 4, 5, 7, 8, 9, 10 and 12: We are on our own.

No 6: If they financial support us, they will ask for the result, but other than this they do not monitor our activities.

No 11: they only care for the fond.

No 13: About our activities, we do not asking for any permission. But legally every month we have to report about our activities to central government. If we think something is necessary for the city and about the budget we can handle the project, we will do that.

No 14: It depends on the rules and regulation. While municipalities disobey or do not follow the rules, central government does not let them to start the project. Otherwise municipalities are so independence.

- The answers demonstrate that central government does not cooperate with municipalities. We could say that whenever a project becomes beneficial, central government wish to participate. In this case, whenever the municipality is able to run

a project with its own budgets, it will not involve the central government in doing such activities.

Finding of Question No 17:

- Would you rather be autonomous in your decisions?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12: We are totally on our own.

No 13: It is totally dependent on the project. Some project we have to be under central government obligations. Sometime Turkey government influent our decision and sometime it is European Union.

No 14: It totally depends on financial statement of the project.

- The answers demonstrate that Famagusta municipality is autonomous in decision making. Although in some specific circumstances some organizations, namely EU, Turkish government, must monitor and control their activities in the city.

Finding of Question No 18:

- Now-a-days, cities are entering a new phase of function and form. Do you have any idea what is this new phase?

No 1, 2, 3, 4, 5, 6 and 7: I don't have any idea.

No 8, 9, 10, 11, and 12: After sewage program, we will do some changes in the Salamis Road.

No 13: We have lots of idea for Famagusta. For example sewage program for the entire city. Providing water for agriculture, developing our transportation system, providing fresh water for each house hopefully are our next projects.

No 14: Because there is no any master plan for Famagusta. So I cannot say that at the moment.

- The answers reveal that due to the lack of master plan, Famagusta municipality does not have any long-term objectives. We could say that future projects in Famagusta are just an idea in decision makers mind.

Finding of Question No 19:

- Have you heard of a new idea in planning and development called ‘sustainable urban planning’?

All respondents: Yes of course but unfortunately we don't have any type of planning for Famagusta.

- The answers demonstrate that all responsible individuals in the city have knowledge about major issues. But because of the absence of major guideline, all the ideas are only abstract and are not applicable.

Finding of Question No 20:

- What is ‘sustainable’ city? How can a city become sustainable?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12: The main factor is a master plan then according to the master plan we can do the next step.

No 13: First gathering the information about how some cities are sustainable. After that we can create a master plan. Without citizen participation and financial support we cannot reach that level. After all these we have to be up to date, because every day something else related to his issues has been understood, so it is planner's responsibility.

No 14: My own view of sustainable city is the city designed with consideration of environmental impact. So it means that it has to care about water, waste, air pollution and other issues as well. For example in case of Famagusta, in 2008 there

was a recycling project. Over that time it was a test project that unfortunately because nobody support the project, it has been canceled. After that for they decide to dig a hole outside the city and put the garbage in that hole. About air pollution can tell you Cypriot people are very dependence on their cars. If they have chance, they prefer to park their cars next to their bed. Definitely they will not support any project about increasing air population. So as you can see in order to fulfill such programs, we need to elaborate on cultural issues and these things take a lot of time and money.

- As it was mentioned before the answers demonstrate that all responsible individuals in the city have knowledge about major issue. But because of the absence of master plan, it is almost impossible to talk about future projects.

Finding of Question No 21:

- Have you ever thought of environmental cost?

All respondents: Of course. We cannot care about city for short-time. We should consider our project for long-term. We should care about our next generation as well.

- The answers reveal that the respondents are aware of this issue theoretically. Although when this comes to reality they do not apply such considerations into their plans.

Finding of Question No 22:

- Have you assessed the environmental profile of Famagusta and its surroundings?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12: It is not our field.

No 13: It is environmental office responsibility but as far as I know they didn't measure.

No 14: actually it is environmental office responsibility. Most probably they do the researches but if the central government support them or not, I don't have any idea about that at the moment.

- The answers demonstrate that Famagusta municipality does not accept the responsibility for this issue.

Finding of Question No 23:

- What have you done to minimize waste and reduce pollution?

All respondents: We do not have any program at the moment but in 2008 there was a test program for recycling.

- According to the interviews it can be claimed that many projects in this regard is “a test project” which is done by Turkish government. These projects are not supported financially by Turkish government later on. That is why many of these projects doom to failure after three or four months.

Finding of Question No 24:

- Is there a close relationship between transportation, environment and energy?

All respondents: Definitely, researches show that fossil fuel will damage the environment.

- The answers demonstrate that although they are completely aware of such important and significant relations, they do not apply such important plans for protecting the environments.

Finding of Question No 25:

- Why don't you have any recycling scheme?

All respondents: In 2008 it was a recycling program, but it was only a test program.

Because of political problem and financial problem this program has been shut down.

- As mentioned earlier, these projects only remain as test projects without having any further financial support.

Finding of Question No 26:

- What have you done to increase the consumption of energy based on renewable sources?

All respondents: Nothing.

- The answer to this question clearly suggests that this important issue has been ignored which may cause lots of environmental problems for the city.

Finding of Question No 27:

- Have you made any ecologically oriented policy recently?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13: It is not our responsibility.

No 14: No.

- The negative response by the respondents shows a great gap regarding to ecological policy making. This is an important and significant indicator for a city which must be taken into consideration by responsible individuals.

Finding of Question No 28:

- Do you have any management system for your coastal areas?

All respondents: No we do not have any.

- The answer reveals that Famagusta municipality is not involved in managing coastal areas.

Finding of Question No 29:

- Is Famagusta a 'tourist 'city?

All respondents: Famagusta is a tourist destination.

- All the respondents do believe that Famagusta has a great potential for being a tourism destination.

Finding of Question No 30:

- What types of tourism do you have in Famagusta?

All respondents: In Famagusta mostly people visit for culture. In the summer people visit Famagusta for enjoying the beaches.

- The answers to this question show the great potential for Famagusta as a holiday destination during summer. Many travelers tend to relax and enjoy the beaches. Some historical monuments in Famagusta are also another reason for attracting tourists to the city.

Finding of Question No 31:

- What is the role of 'tourism' in your city planning decisions?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12: It is not our responsibility.

No 13: Famagusta is tourist destination, so definitely planners should consider tourism in city planning. But we cannot create a plan for the city that becomes suitable for tourist as well as the residents.

No 14: while we design a plan for a city, definitely we consider the tourism in our plan. But central government did not support our plan. Sometimes they reject that, sometimes they do not support it financially.

- According to these answers we may claim that there is a conflict between the planners and central government. Planners consider tourism issues in their decision making and programs. Unfortunately the Central government does not support these ideas. This conflict mainly is due to the financial problems.

Finding of Question No 32:

- Do you think the quality of outdoor space in Famagusta is conducive to recreation of tourists and residents?

No 1, 2, 4, 7, 8, 9 and 10: It is not our field to talk about.

No 3 and 11: Of course. As far as I know we only have this in old city. You cannot find outdoor space near university or Salamis road.

No 5: The citizens won't support this idea.

No 6: Sure, definitely.

No 12: I don't think so.

No 13: Sure, but people won't support these project. For old city they came to municipality and ask to pedestrian. But after 2 month they return and ask to destroy it because they lost their parking space. Actually these kinds of project cannot be useful without participation. Imagine we do pedestrian and shop owner bring their car in pedestrian.

No 14: it has to be, but we should understanding the citizen support.

- The answers reveal that outdoor activities require public participation. According to the interviews, creating the environments for fulfilling outdoor activities is very easy

that is done by the municipality, although the residents do not support these projects due to high dependency to their vehicles. As a result Famagusta municipality will not invest for doing such activities.

Finding of Question No 33:

- Do you have any specific long-term plans for tourism sector in Famagusta?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13: No. We do not have any plan for tourism.

No 14: Actually, municipalities are not responsible to make plan for any sector. It is planning department to establish plans for all municipalities in North Cyprus. At the moment I could say that our plan mainly focused on tourism accommodation.

- The answers demonstrate that due to the lack of master plan in Famagusta, there is not any specific tourism plan. Although Famagusta municipality has some plans for tourism accommodation in the city. These plans are at the initial level thus far.

Finding of Question No 34:

- Why don't you have any 'water front project' which is popular around the world?

No 1, 2, 4, 12 and 13: No we don't have.

No 3, 5, 6, 7, 8, 9, 10, 11 and 14: I don't have any idea about that.

- The answers reveal that most of the respondents did not have any idea about this issue. Other respondents' negative answer reveals that there is no plan for "waterfront project". This project could have helped the city to protect health and safety, reduce in transportation externalities, reduction in residential energy consumption, especially for multi-unit dwellings.

Finding of Question No 35:

- Have you had any shared project with the university to assess the urban problems in Famagusta?

All respondents: No.

- According to the interviews, one may claim that according to the rules and regulations, Famagusta municipality cannot have any cooperation with the university.

Finding of Question No 36:

- Based on what type of research and information you combine tourists' needs with residents' needs?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 14: I don't have any idea.

No 12 and 13: We do not have any research about that.

- According to the existing literature and the interviews, we can claim that there is not any specific study regarding to tourism needs and demands in Famagusta. There is a great gap in this regard that must be taken into consideration by the scholars.

Finding of Question No 37:

- Don't you think if you planned the city properly, you would be self-sufficient financially? But you are not self-sufficient. Why aren't you?

No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12: I have no idea about this issue.

No 13 and 14: Actually this is 2 different fields. One is creating a plan another is to performed the plan. Definitely if the central government do not support financially or legally we will have problem.

- The research and the interviews reveal a great conflict regarding to two significant and important issues; “creating” the plans and “performing” the plans. This critical conflict restricts the planners and performers to fulfill their projects. The central government could have been as an important motivator in this regard. Central government rejects many of the plans and does not financially support them. As a result central government is not a motivator in this regard which suffers Famagusta to a great extent.

6.3 Summary of Analysis and Fining:

The text of open-ended interviews were recorded, which was complemented by note taking while respondents were answering the questions. This process has been done for coding process and to see that the textual data and observational data contain theme. During the interviews, respondents were free to share their information. The questions were asked from those respondents that were responsible in a specific area. The main areas that have been investigated through the questions were “urbanization”, “sustainability”, and “tourism” and as all the respondents were not specialist in all the mentioned areas, they could not provide the suitable answers for all the questions. With this information we could analysis the activities in the case of Famagusta.

According to the interviews that have been conducted, we may conclude that there is a lack of “master plan” in Famagusta. Furthermore, there is not any specific plan neither regarding to “tourism” nor “urban plan”. According to the existing researches and literatures, all the areas and landscapes need to have master plan and this issue seems mandatory in order to fulfill sustainable objectives. Without considering long term objectives, the city characteristics and its functions, and the citizens’ culture we

are not able to create a sustainable city. For instance, the changing sewer system project in Famagusta consumed too much time and budgets due to the lack of specific master plan. Furthermore, the recycling scheme program has been canceled after a few months in 2008 due to the lack of master plan.

One of the major reasons for lack of master plan in Famagusta is its “political” situation. On one hand, Turkey Government and on the other hand Central government of North Cyprus dictates their rules which may overlap into one another. Even in some decision making process, Famagusta Municipality acts as an autonomous organization in decision making which may contrast to other organizations in Famagusta. According to the interviews that have been conducted, we can claim that there is no monitoring and controlling in implementing the programs in Famagusta. Another important issue is related to “coastal zone” in Famagusta. Some parts of these coastal areas are controlled by military. As a result, neither Central Government nor Famagusta Municipality has any control on these mentioned areas. In case of Famagusta, another significant issue is lack of financial support. According to the interviews, the planners tried to provide a sustainable plan for solving the problems. But due to the lack of financial support from Central Government most of these plans have been canceled or failed. The lack of participation of scholars and practitioners in decision making and city planning in Famagusta is another important issue (Tatoglu et al 2002, Gee and Makens and Choy 1997, Liu and Var 1986, Dogan 1987, Haley and Haley 1997, Milman and Pizam 1988, Inskip 1991). Eastern Mediterranean University that has been fully recognized by Council of Higher Education in Turkey cannot participate in decision

making due to the political issues. Famagusta as a tourist destination has a rich natural and cultural attraction.

Creating sustainable tourism planning to enter international tourism is so significant for a city. In developing countries, for having a suitable tourist destination, urbanization process plays a vital role. The existing literature demonstrates that there is not any specific research regarding to tourism attributes in Famagusta and the tourists demands.

This issue caused some problems for the city. Residents' participation is one of the most important issues in implementing city planning. Environmental aspects must be considered in city planning as well. Environmental aspects play an important role in urbanization and tourism process. According to the interviews and observations, we can claim that residents in Famagusta do not participate and cooperate in outdoor activities programs.

The residents are highly dependent on their vehicles. The residents do not participate in programs such as "pedestrian friendly environments" which is very practical and popular among developed countries. Using the pollutant vehicles highly damage the environments and contrasts with programs such as "green cities" that has been discussed earlier in previous chapters

For better understanding the process of data analysis a diagram has been design(See figure 13).

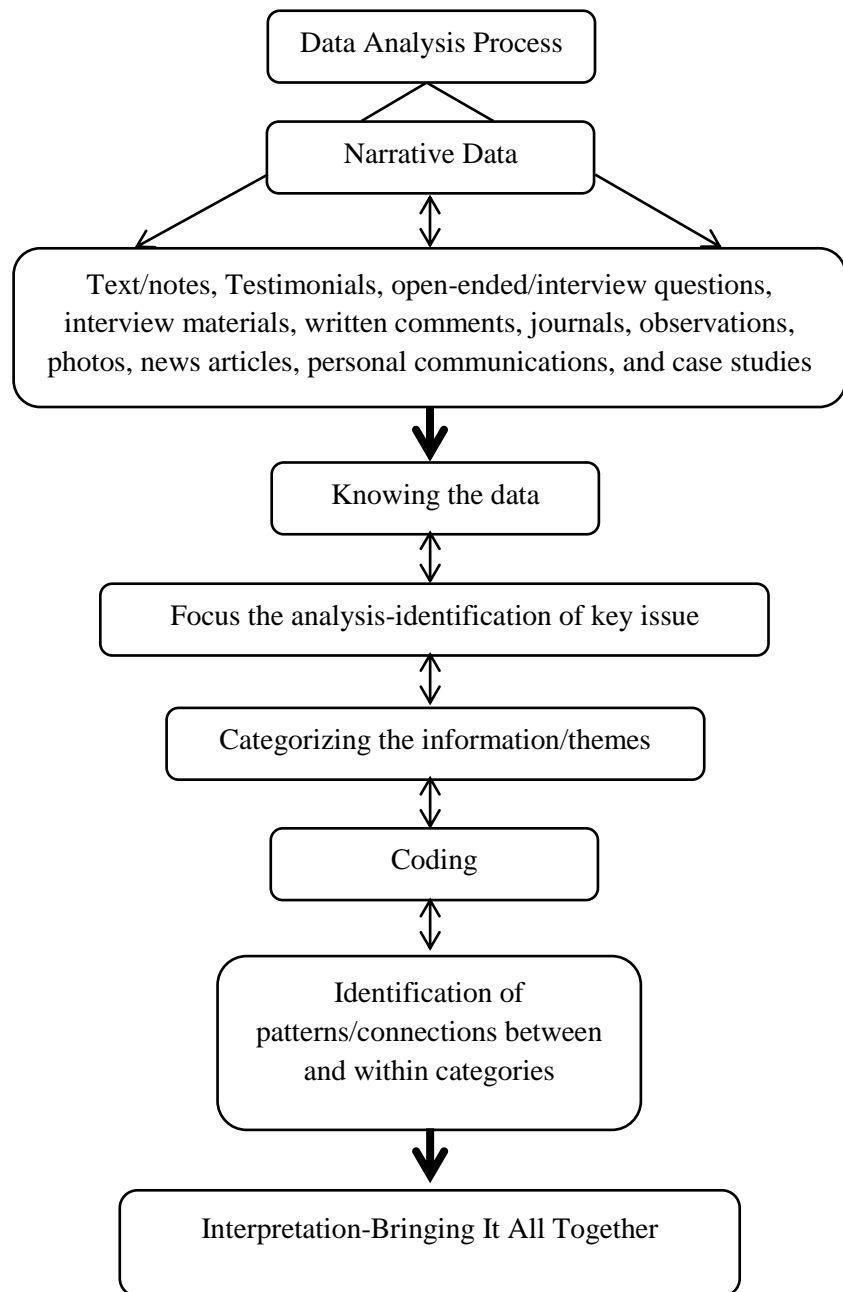


Figure 13: Data Analysis Process

6.4 Integrative Data Analysis Matrix:

For better understanding the finding “Integrative Data Analysis Matrix” has been designed. The results show that there are various problems in different sectors (See table 10).

Table 10: Data Analysis Matrix

Questionnaire	Respondents		Code/ indexing	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Data Interpretation Outcome
	Categories/themes																	
1	Urbanization Concept	UC	H	H	H	H	H	M	H	L	H	L	H	H	H	L	STRONG	
2	Urbanization Process	UP	L	M	M	M	M	H	M	M	M	L	L	L	H	H	AVERAGE	
3	Monitoring Institution	MI	L	L	L	L	M	H	L	L	L	L	H	M	H	M	POOR	
4	Function and Character	FC	L	L	L	M	L	M	L	L	L	L	L	M	H	H	POOR	
5	Municipality Challenges	MC	L	L	M	L	M	M	M	L	L	M	M	L	H	H	AVERAGE	
6	Master Plan	MP	H	H	H	H	H	H	H	H	H	H	H	H	H	H	STRONG	
7	Master Plan Existence	MPE	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
8	Long-Term Objectives	LTO	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
9	Growth Spatial Patterns	GSP	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
10	Related Agencies	RA	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
11	Public Participation	PP	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
12	Transportation System	TS	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
13	Betonization and Haphazard	BH	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
14	University Cooperation	UC	L	L	L	L	L	L	L	L	L	L	L	L	M	M	POOR	
15	Future Transportation System	FTS	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
16	Central Government Control	CGC	L	L	L	L	L	L	L	L	L	L	L	L	M	M	POOR	
17	Autonomous Decisions	AD	H	H	H	H	H	H	H	H	H	H	H	H	M	M	STRONG	
18	New Phase Development	NPD	L	L	L	L	L	L	L	M	M	M	M	M	H	L	POOR	
19	Sustainable Urban Planning	SUP	H	H	H	H	H	H	H	H	H	H	H	H	H	H	STRONG	
20	Sustainable City	SC	H	H	H	H	H	H	H	H	H	H	H	H	H	H	STRONG	
21	Environmental Cost	EC	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
22	Environmental Profile	EP	L	L	L	L	L	L	L	L	L	L	L	L	M	M	POOR	
23	Waste and Pollution	WP	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
24	Transportation, Environment and Energy	TEE	H	H	H	H	H	H	H	H	H	H	H	H	H	H	STRONG	
25	Recycling System	RS	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
26	Renewable Sources	RS	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
27	Ecologically Oriented Policy	EOP	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
28	Costal Zone Management	CZM	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
29	Tourist City	TC	H	H	H	H	H	H	H	H	H	H	H	H	H	H	STRONG	
30	Tourism Type	TT	H	H	H	H	H	H	H	H	H	H	H	H	H	H	STRONG	
31	Tourism Role	TR	L	L	L	L	L	L	L	L	L	L	L	L	M	H	POOR	
32	Outdoor Space Activities	OSA	L	L	H	L	M	M	L	L	L	L	H	L	H	M	POOR	
33	Tourism Long-Term Plans	TLTP	L	L	L	L	L	L	L	L	L	L	L	L	L	M	POOR	
34	Water Front Project	WFP	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
35	Urban Problems	UP	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
36	Tourists and Residents' Needs	TRN	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	
37	Self-Sufficient Financially	SSF	L	L	L	L	L	L	L	L	L	L	L	L	L	L	POOR	

SCALING: low (L) indicates the responses to the interview questions generated poor outcome; medium (M) indicates the responses to the interview questions generated an average outcome; high (H) indicates the responses to the interview questions generated a strong outcome.

DATA INTERPRETATION: 'POOR' (issues related to urbanization have not been addressed at its entirety); 'AVERAGE' (issues related to urbanization have been addressed minimally); 'STRONG' (issues related to urbanization have been addressed satisfactorily).

Chapter 7

DISCUSSION and CONCLUSION

7.1 Discussion:

As mentioned earlier, this study aimed to overview the process of urbanization and its implications for tourism sector-a sustainability approach: the case of Famagusta. The situation of Famagusta, as the research has developed, has unique character and also it has its own unique problems. For instance Famagusta suffers from lack of planning. As it has been mentioned before, there is not any type of planning in Famagusta. Lack of monitoring, controlling, political support and participation are other important issues that we could see Famagusta is facing.

By comparing well-organized and famous cities with Famagusta, we can claim that there is a clear paradox in both urbanization process and tourism sector. Because of political situation in North Cyprus, Famagusta suffers from lack of responsibility in decision making in most of the departments.

Due to the lack of researches regarding to tourists demands and needs in Famagusta, we are not able to demonstrate that whether we can combine tourists' needs and residents' needs or we may confront a conflict in this regard.

Other issue is residents' behavior in term of using public areas. As a result we could say that some of the important programs could not be practical in Famagusta.

Changing these behaviors is one of the most important issues that citizens have to adapt if they want to make sustainable city. Programs such as “Pedestrian-friendly Environments”, “Green Cities” and “Green Belt” couldn’t be done without residents support, help and participation.

7.2 Policy Implications:

Like other researches, this study has its implication for practitioners and scholars as well. The result of this research might open the eyes of those who are responsible in decision making in Famagusta. To find out about the problems, the data analysis matrix will be a useful guide.

There are useful managerial implications on the basis of the findings of this study. According to this research, we can conclude that the first and most important issue in Famagusta is lack of having “master plan”. Planners must be aware of this problem and they shall try to solve this problem quickly. Some significant problems regarding to urbanization and tourism sector that have been mentioned in previous chapters can be solve by having suitable master plan. Without a sustainable master plan it is almost impossible to achieve the goals and objectives for this city. Also planners should be aware of the existing paradox with urbanization and tourism.

For a tourism destination it is impossible to divide these two processes and they have to be considered together. Separation of these two major issues will cause failure in future. Secondly, there should be a close relationship and cooperation between public and private sector (Owen 1992). With the large number of entrepreneur in Famagusta, it becomes much easier to achieve the goals. Thirdly, practitioners must pay attention to focus and study tourism needs and demands as

well as citizens' need in Famagusta. With a scientific research about this issue, designing a suitable plan becomes much easier and practical.

Another implication for managers is trying to focus on citizens' behavior and their participation in city planning. Outdoor activities could not be useful without residents' participation. As a result providing suitable programs for this issue will reduce some problems in the city.

7.3 Limitation and Future Research Directions:

The main limitation for this study is the lack of participation of some offices and departments. Unfortunately, some offices and departments did not intend to participate for this research. The other limit is the time of interviews. Because the interviewers are responsible for major position in the departments, so the interviews should be very short.

Several future research studies can be offered. First, it is possible to develop this study for other cities in North Cyprus. Comparing the situation of other cities with Famagusta or other sustainable cities can be useful. Second, future studies can be conducted in order to clarify tourism needs and demand in Famagusta or other cities in North Cyprus. These researches can be a guide line for planners to design a sustainable plan for cities. Third, comparing the tourist's needs and residence's needs for understanding whether there is similarity or conflict between these two groups will be useful.

7.4 Conclusion:

The aim of this research was to explore the process of urbanization and its implications for tourism sector. It has been tried to examine the process of urban

growth and urbanization policies, the nature of sustainable approach to urban development, whether the present urbanization processes/policies are in line with tourism and tourist's' needs and to explore the main bottlenecks and problems in order to recommend sound policies for the future.

The study used a qualitative research strategy. It has been tried to conduct an in-depth interview with the municipality of Famagusta and Department of Town Planning. A semi-structured interview has been designed for the purpose of data collection.

The previous researches have shown the importance of "master plan". In order to achieve organizations goals the existence of master plan seems so essential. On the other hand designing long-term objectives can be possible based on master plans. The researches clearly demonstrate that successful cities in terms of tourism destinations are the ones that consider tourists needs, wants and demands. Based on these researches tourism planning become much more practical. Also we could say that in lots of tourist destinations, physical planning has a specific position. Absorbing lots of tourists from all over the world needs planning, participation and researches regarding to this issue.

The result of this study suggests that there is a lack of "master plan" in Famagusta. Furthermore, there is not any specific plan neither regarding to "tourism" nor "urban plan". According to the existing researches and literatures, all the areas and landscapes need to have master plan and this issue seems mandatory in order to fulfill sustainable objectives. Without considering long term objectives, the city

characteristics and its functions, and the citizens' culture we are not able to create a sustainable city.

The result of this study also reveals that municipalities cannot create plan for their cities. It is "planning department" that publishes master plan, but central government does not support the ideas. The central government can simply reject a plan that has been design for long time.

Additionally the results suggest that due to lack of relevant research regarding to tourism needs and demands in Famagusta, they do not have any specific plan to fulfill tourism needs which have direct effect on urbanization process in Famagusta. Another important issue that has emerged is the lack of resident's participation and cooperation with central government to solve problems regarding to the city. The current study delineates various useful implications for planners based on the result of the empirical investigation. Limitation of the study and future research direction has been given in the thesis. Hopefully the changes will occur and this study and its finding bring benefit and information about the concept of urbanization and tourism.

For the recommendation, there are some barriers and possible resolution according to these barriers. One of the barriers for tourism development is lack of vision. Facilitate focus group with stakeholders and representatives from the community. The other barrier is a lack of education about tourism impacts. Hold open houses and educational assembly where community members can learn about possible negative and positive impacts of tourism. Involve local media in development process. Involve community leaders in disseminating information such as educators, religious

affiliates, civic organizations, club and special interest group. Lack of education about development process is another issue. Appoint sub-committee to research laws and regulations concerning all aspects of development such as real estate, sign ordinance, DOT plan, historic preservation, ADA, and etc. involve other industries from region. Nurture their support and understanding of the big picture. Insufficient infrastructure is another barrier. After assessing current infrastructure, prioritize those current facilities that should be updated and improve. Concentrate on bettering what already exists rather than using limited resources to add new infrastructure to an insufficient foundation. Use an innovative approach to think about new ways of using existing facilities. Incorporate efforts regionally to facilitate surrounding infrastructure. Lack of politics and training is another barrier. Ensure that diverse groups from the community are represented proportionately in all planning stages and coordinate efforts with cooperative extension, community colleges and universities for training.

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APPENDICES

Appendix A: List of Respondents

Code	Position	Institution
No 1	Civil Engineer. Waste Water	Famagusta Municipality
No 2	Mechanical Engineer. Water Works	Famagusta Municipality
No 3	Urban Designer	Famagusta Municipality
No 4	Chief of Water Affairs	Famagusta Municipality
No 5	Project Department	Famagusta Municipality
No 6	Landscape Architecture	Famagusta Municipality
No 7	Reconstruction Unit	Famagusta Municipality
No 8	Reconstruction Affairs Officer	Famagusta Municipality
No 9	Cleaning Affairs Officer	Famagusta Municipality
No 10	Reconstruction Unit. Sewer	Famagusta Municipality
No 11	Architect. Project Unit	Famagusta Municipality
No 12	Municipal Manager	Famagusta Municipality
No 13	Deputy Director	Famagusta Municipality
No 14	Planner	Lefkoşa Planning Department

Appendix B: Sample of Interview Questions

Topic: The process of urbanization and its implications for tourism sector-a sustainability approach: the case of Famagusta/TRNC.

Institution: Eastern Mediterranean University – North Cyprus

Department: School of Tourism and Hospitality Management

Researcher: Homayoun – Pasha Safavi

Questions:

General urbanization related questions

1. What is your perception of ‘urbanization’ in general? My mean, its dynamism, processes, history...etc.
2. How does urbanization process take place? I mean, what are the main indicators of urbanization? What factors/dimensions affect the process of urbanization?
3. Which institutions are responsible for and in charge of monitoring urbanization process in Famagusta?
4. Famagusta is a city with special function and character; would you please identify those functions?
5. Famagusta is a tourist destination as it is near the coast and home to two universities. What type of challenges such a city can have for municipality and related institutions?
6. Now-a-days, every community, no matter how large or small, has a *MASTER PLAN*; would you please tell us what is really a ‘master plan’?
7. If YES, may I have a copy of it? If NO, why not?

8. What are your long-term objectives for Famagusta?
9. Spatial patterns of growth are significant to analyze and manage; would you please tell us what type of planning considerations are in place to manage and monitor the spatial development of the city?
10. What is your relationship with other agencies, like KAIMMAKAMLIK, CHAMBER OF COMMERCE, ASSOCIATION OF CONSTRUCTION FIRMS, and other governmental agencies?
11. What is the role of public/people in your decision-making process; how do you facilitate public participation?
12. Do you have any plan for the transportation system in the future?
13. Many critical articles and comments have been said and written about betonization and haphazard construction development. Why don't you have any proper control and guideline for this?
14. Why didn't you and the university –which established over 30 years ago-come up with a master plan for the city in advance?
15. What type of transportation system have you envisaged for the present and future?
16. What is the degree of central government's influence on your decisions regarding the city's affairs?
17. Would you rather be autonomous in your decisions?

Sustainability related questions

18. Now-a-days, cities are entering a new phase of function and form. Do you have any idea what is this new phase?

19. Have you heard of a new idea in planning and development called ‘sustainable urban planning’?
20. What is ‘sustainable’ city? How can a city become sustainable?
21. Have you ever thought of environmental cost?
22. Have you assessed the environmental profile of Famagusta and its surroundings?
23. What have you done to minimize waste and reduce pollution?
24. Is there a close relationship between transportation, environment and energy?
25. Why don’t you have any recycling scheme?
26. What have you done to increase the consumption of energy based on renewable sources?
27. Have you made any ecologically oriented policy recently?
28. Do you have any management system for your coastal areas?

Tourism related questions

29. Is Famagusta a ‘tourist ‘city’?
30. What types of tourism do you have in Famagusta?
31. What is the role of ‘tourism’ in your city planning decisions?
32. Do you think the quality of outdoor space in Famagusta is conducive to recreation of tourists and residents?
33. Do you have any specific long-term plans for tourism sector in Famagusta?
34. Why don’t you have any ‘*water front project*’ which is popular around the world?
35. Have you had any shared project with the university to assess the urban problems in Famagusta?

36. Based on what type of research and information you combine tourists' needs with residents' needs
37. Don't you think if you planned the city properly, you would be self-sufficient financially? But you are not self-sufficient. Why aren't you?

Appendix C: Photos of Famagusta















