Planning the Productive City

Rethinking Urban Industrial Spaces

Edited by
Carl Grodach and Jessica Ferm

ROUTLEDGE

Planning the Productive City

Planning the Productive City focuses on the overlooked role of industry and industrial land in contemporary urban development. Bringing together detailed studies of over 25 cities in 14 countries (including the US, the UK, Canada, Italy, Germany, South Korea, and Türkiye), this comprehensive volume puts the diverse forms, geographies, and conflicts over urban industrial land and productive activities at the center of discussions around the future of cities. The chapters collectively reconsider the role of industry in the city, arguing that industry can play a critical role in promoting socially equitable, economically resilient, and climate-sensitive places. This edited volume is the first to comprehensively explore the challenges and opportunities of achieving these goals through planning the productive city. This book is essential for students, researchers, and professionals across the range of urban studies fields (geography, urban planning, architecture and urban design, urban economics, and urban politics).

Carl Grodach is Foundation Professor of Urban Planning and Design at Monash University, Australia. His research focuses on economic development and land use planning in relation to urban manufacturing, industrial lands, cultural industries, and circular economies.

Jessica Ferm is Associate Professor in Planning and Urban Economies at the Bartlett School of Planning, University College London, UK. Her research expertise is in the planning and governance of diverse and inclusive economies, and she has published widely on industrial land use planning, sustainable urban manufacturing, and affordable workspace.

"*Planning the Productive City: Rethinking Urban Industrial Spaces* asks how after decades of being ignored manufacturing can be reintegrated into urban economic development strategies. The rich European and U.S. cases presented in this edited volume examine how cities deemphasized manufacturing – mostly to their peril – and how many are prioritizing industry and industrial land to create new economic activity. The book is a hopeful examination of how manufacturing still matters."

Joan Fitzgerald, *Professor of Public Policy and Urban Affairs, Northeastern University*

"Cities once produced things, which helped to grow ideas and the economy. Great cities now live off an economy of ideas and don't know how or where things are produced. Without spaces for production, cities cannot eat, be sanitized, build, move, or grow. Through making things, materials have knowledge, ideas are grounded, and waste is just a resource. This book brings together an excellent collection of insights from across the world, on how cities can make place for production."

Adrian Hill, *Director, Osmos Network and Cities of Making*

"This book debuts with a relevance that the editors and contributors could not have foreseen. Well over half of the world's population (4.4 billion) lives in urban areas. The global economy's ability to meet this population's needs requires high functioning international supply chains. In turn, urban industrial spaces are essential inputs to these supply chains. This is especially the case when global politics are disrupting supply chains. The authors' contributions to this book give us greater and much needed understanding for creating productive industrial spaces that support and improve urban global population conditions."

Nancey Green Leigh, *Professor Emerita, School of City and Regional Planning, Georgia Institute of Technology*

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1 Introduction

Planning the Productive City

Carl Grodach and Jessica Ferm

Planning the Productive City focuses on the overlooked role of industry and industrial land in contemporary urban development. The 22 chapters in this volume collectively place the diverse forms, geographies, and conflicts over urban manufacturing and other industrial activities at the center of discussions around the future of cities and regions. Urban policy and planning have long been dominated by concerns about housing, transport, and the place-based consumption preferences of knowledge workers. We argue that planning for the productive dimensions of cities is essential to supporting housing, transport, and other city functions, and to realizing more resilient, sustainable, and equitable cities.

The overarching aim of this book is to build a deeper understanding of the changing relationships between industry and the city. We explore these relationships across a range of contexts in cities and regions in Europe, North America, Australia, and parts of Asia that are often classified as "post-industrial" economies. These places are now experiencing a reconsideration of their service-dominated focus. However, the emerging opportunities and challenges of reintegrating industry into urban areas are poorly understood. It needs to be critically grounded in the social, environmental, economic, and political realities that guide urban development if it is to achieve sustained positive outcomes, rather than short-term benefits serving primarily financial and political interests.

We intend for this book to more precisely and comprehensively define the parameters of an emerging urban studies sub-field focused on urban industry and industrial land. We lay the foundation for this emerging research agenda while responding to a field of urban policy that is expanding rapidly on an international scale. The book goes beyond the existing emphasis on either economic and business management (Bianchi et al., 2023; Bryson et al., 2022; Oqubay & Lin, 2022) or architectural and design-based studies (Davis, 2020; Hatuka & Ben-Joseph, 2022; Hosoya & Schaefer, 2021; Lane & Rappaport, 2020). These sub-fields and perspectives have usefully drawn attention to economic development and manufacturing innovation in regional, national, and global economies and to architectural questions at the scale of the factory complex. This book extends the contributions of these previous volumes by considering interdisciplinary perspectives across planning, urban design, geography, and urban economics, opening the discussion to consider the counter-narratives and dissenting voices, which can have a powerful impact on policy and practice on the ground.

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The book comes at a critical juncture when governments in service-oriented economies are championing reindustrialization and ramping up investment in new industry development. Trump tariffs are making daily headlines as we write, and there is a growing concern with the impact of protectionist politics on global industries, the drivers behind reshoring mandates, and even with the idea of reindustrialization itself (Stockman, 2025).

Yet the seeds of a productive city agenda were already sown and rapidly accelerated during the Covid-19 pandemic when urban policymakers awoke to the importance of manufacturing and industrial activities under supply chain breakdowns, weak domestic production capabilities, and rising workforce inequality. Governments around the world pivoted toward reshoring manufacturing and reindustrializing places to advance more climate-sensitive production, safeguard national security, and promote economic self-sufficiency. The Made in America program, the US CHIPS and Science Act, the European Commission's Clean Industrial Deal, Australia's Future Made in Australia initiative, and similar programs and interventionist measures in Japan, Korea, and Canada dedicate billions to retooling industry in the name of job creation, national defense, and a net zero future (Middleton, 2024).

These ambitions are especially significant because they demonstrate a break from the past where the fears and possibilities of deindustrialization underpinned transitions to post-industrial cities. The post-industrial narrative of service-driven economies helped to frame sustainable planning around mixed-use redevelopment models largely based on creating spaces of consumption on seemingly homogenous and underutilized industrial land (Ferm & Jones, 2017). This approach seeks sustainability through land value extraction (Robinson & Attuyer, 2021), achieved by rezoning and repurposing industrial land for higher-value and higher-density, transit-oriented residential and commercial uses, which are intended to reduce land consumption and transport emissions caused by commuter sprawl. However, this approach is widely seen as inducing property speculation and worsening social inequality with little climate benefit (Gallagher et al., 2023; Moos et al., 2018; Rice et al., 2020).

As a result of this pervasive planning strategy, there has been widespread and rapid loss of industrial land in cities on a global scale. Cities with high-cost real estate markets have witnessed the displacement of industry far beyond a process of deindustrialization; they now face a critical deficit of industrial land after decades of rezoning established industrial areas and relaxing zoning regulations to attract higher-value uses (Bonello et al., 2022; Curran, 2007; De Boeck & Ryckewaert, 2020; Ferm & Jones, 2017; Leigh & Hoelzel, 2012). This, coupled with rapidly growing demand for industrial land from e-commerce logistics, data centers, and advanced manufacturing, has created hyper-competitive industrial markets in some places. Now, industrial firms simultaneously must deal with intra-industrial gentrification as well as the gentrification pressures from residential and commercial uses experienced in previous decades (Ferm, 2023; Grodach, 2022). The loss of space for industry and the complexity of these emerging challenges puts national-level plans in jeopardy.

After a generation of "post-industrial" urban policy focused on consumption and service-based economies, urban governments are increasingly considering

productive city strategies that confront outmoded views of deindustrialization and promote the reintegration of industry into urban spaces. This is variously supported by policymakers, urban planners, architects, and academics who challenge the dominant post-industrial narrative. These productive city agendas encourage new, "advanced" forms of manufacturing, craft-based enterprises, and retooled legacy industries that develop new production processes. However, calls to reintegrate smaller, cleaner, and greener industries with housing and mixed-use commercial areas often fail to engage with the realities of property market dynamics (Hatuka & Ben-Joseph, 2022; Lane & Rappaport, 2020). There are also emerging tensions between architects' visions and occupier requirements, between industrial and residential developers, and between landowners, investors, and occupiers. Questions remain around how urban industry develops in different contexts, the impacts of extant and emerging land use conflicts, and the consequences of long-term industrial land deficits under post-industrial planning policy.

This book unravels these dilemmas. It highlights where and how urban industrial policy can play a critical role in promoting socially equitable, environmentally sustainable, and economically resilient places, and where new planning approaches are facing challenges. Chapters question traditional approaches to economic development and urban planning that presuppose a transition from industrial to post-industrial work as inevitable or even desirable. They reappraise common-held assumptions around the redevelopment of industrial land that take us beyond urban design-driven approaches to planning the productive city, bringing realities of property market dynamics, people, and policy to bear on industrial futures.

In the remainder of this introduction, we provide an overview of the promise and challenges of planning the productive city and lay out the structure of the book aligned with the thematic areas that this book tackles.

THE PROMISE OF THE PRODUCTIVE CITY

> The new productive city base draws from…new opportunities for the re-integration of production into cities and urban areas, based on the design of new attractive multifunctional spaces and mixed-use neighbourhoods, where people can live, work and recreate…On the one hand, the Productive city is a pillar to provide citizens opportunities to access jobs, resources and a decent life. On the other hand, it contributes to reducing the environmental impact of urbanisation by investing in new technologies for both production and consumption and promoting a circular economy.
>
> (ESPON, 2022, p. 3)

The productive city concept emerged over the last decade in response to the consequences of post-industrial urban development and the potentials embedded in new ways of thinking about urban production. While there is no unified agenda, productive city platforms generally advocate for new forms of urban development based on: (1) a recognition that cities must be more than sites of consumption, (2) an emphasis on the potential of advanced production technologies, and (3) a focus on the interconnected value chains that link production and service-based activity.

Contrary to post-industrial planning narratives, the productive city recognizes that urban areas remain centers of industrial employment and myriad business enterprises. They provide spaces for the manufacture, repair, and distribution of goods for diverse industries. The provision of housing and consumer services for growing populations require industrial spaces where construction materials are made, food is processed, things are repaired or recycled, and backstage entertainment activities function. Yet cities are now confronted by an undersupply of industrial land after redeveloping urban industrial spaces for other uses.

The productive city responds by promoting the reintegration of material production into urban areas and specifically co-locating industry with residential, commercial, and other non-industrial uses. In theory, this form of mixed-use development may be more sustainable and equitable because it is low impact, shortens supply chains, promotes local and circular economies, and can create local employment in vertical urban factories and mixed-use buildings in denser urban areas.

The idea took on notable weight when it became enshrined as a policy goal in the European Commission's New Leipzig Charter, which identifies the productive city as one of three key dimensions of sustainable development alongside just and green cities (European Commission, 2020). Although brief, the Charter set out a clear focus on the need to "re-integrate production into cities and urban areas, enabling and promoting new forms of mixed-use neighbourhoods" (European Commission, 2020, p. 5). This directive effectively endorsed the productive city plans in European cities like Vienna and Brussels and aligned with emerging projects and programs in North America and Australia (Chang et al., 2023; Hill, 2020; Novy, 2022).

Productive city advocates frequently emphasize the technological shifts that enable sustainable industry transitions and new forms of mixed-use development. Many celebrate the "wealth of possibilities offered by 'Industry 4.0'" (Drexler, 2022, np) through digital fabrication methods, automated and flexible "mass customization," robotics, and other forms of "advanced" and craft manufacturing (Hatuka & Ben-Joseph, 2022; Lane & Rappaport, 2020). This enables small-scale production that is less disruptive and cleaner than industry of the past. Indeed, a major focus is on the ways that new technologies enable more sustainable production. Smaller-scale, more resource-efficient, and lower-emission production holds potential to reduce industrial sprawl and support circular economies (Tsui et al., 2020) and may reduce industrial-residential conflicts.

The productive city also turns attention toward the linked value chains that comprise local productive-service networks (ESPON, 2022). These makers and niche manufacturers often serve local designers and provide product-related services (Hill, 2020; Meyer & Schonlau, 2024). They also blend in-house production and service functions (Grodach & Martin, 2025). Productive city advocates point to the potential for circular economies inherent in these shifts. This also turns attention to changes in perception of what counts as industry with some calling for promotion and public awareness campaigns that make clear how contemporary manufacturing is already integrated in and contributes to local economies (Clossick & Brearley, 2023; Hill, 2020).

While productive city agendas may challenge conventional single-use industrial areas and focus on integrating industry in the urban core, they also look outward to

the metropolitan scale. Many recognize that there is a clear need to preserve existing industrial areas, which are in short supply in many places (Curran, 2010; Danilo, 2018; Davis & Renski, 2020; Ferm & Jones, 2017; Grodach, 2022; Leigh & Hoelzel, 2012). This is because a diversity of manufacturing and industrial activity cluster in the productive city and labor markets cross municipal boundaries. While smaller, emerging sectors may mix with non-industrial uses in central urban areas, many industrial activities continue to require larger separated spaces nearby but outside the urban core. Attention to these differences emerge through regional productive city governance initiatives (ESPON, 2022).

The productive city can serve as a unifying vision for urban industry advocates and holds significant potential for confronting systemic urban problems. As such it has gained traction in policy and academic circles. However, as the chapters in this book identify – there are many contradictions in the current discourse, and its implementation remains fraught with unresolved challenges.

CHALLENGING THE PRODUCTIVE CITY

One of the most problematic issues is that the term *productive* is used inconsistently across both academic literature and policy documents, often leading to conceptual and methodological ambiguity. In some contexts, particularly within European policy frameworks like the New Leipzig Charter, *productive* refers narrowly to the reintegration of material production – such as manufacturing – into urban areas. Meanwhile, economic development literature treats productivity in terms of value creation, encompassing both tangible goods and intangible services, including knowledge work and innovation. Literature across planning, urban design, and geography has long discussed the links between the two, with urban manufacturing playing a critical role within the wider "productive ecology" of the city (Bryson et al., 2022; Hill, 2020; Lane & Rappaport, 2020; Rantisi & Leslie, 2010).

There are also differences in emphasis within the productive city concept. For some, the productive city evokes visions of high-tech, clean, and digitized manufacturing integrated into mixed-use urban environments rather than segregated into business parks, following mixed-use urban models such as Seaport in Boston or Kings Cross in London (Hatuka & Ben-Joseph, 2022). Others emphasize the importance of low-tech, high-touch activities (Grodach & Martin, 2021) – including small-scale artisanal craft production, cultural manufacturers, and maker spaces – as a means of revitalizing urban economies and spaces (Grodach et al., 2017; Jansen et al., 2021). Meanwhile, policy documents such as the EU's New Leipzig Charter (European Commission, 2020) frame the productive city as a pillar of sustainable urban development, emphasizing the importance of industrial land and industrial uses to promote resource efficiency and support circular economies.

Thus, we recognize the political malleability of the productive city concept. While it is rich with potential, its vagueness allows it to be co-opted for divergent – and sometimes contradictory – purposes. For instance, the term is increasingly used to justify investment in STEM sectors, wet labs, and innovation districts, often with little regard for the broader social justice implications or the needs of legacy industries. This raises important questions about who benefits from the productive

city agenda and whether its implementation is genuinely inclusive or strategically selective.

Acknowledging the diversity of productive city visions, and the political nature of some conceptualizations, a further issue is the significant gap between aspiration and reality. In many European cities, for example, despite productive city rhetoric in higher policy arenas, urban manufacturing remains largely vacated in the urban core, leaving behind a landscape shaped more by real estate speculation than by productive activity (Gärtner & Meyer, 2025). While high-level policy documents and proposals abound, actual interventions tend to be small-scale and fragmented, limited to individual sites, with few examples of city- or district-wide strategies. Brussels stands out as a rare exception, with the work of Atelier Brussels, but even there, the challenges of land loss, displacement, and unresolved property conflicts remain acute (De Boeck & Ryckewaert, 2020). Addressing the gap between aspirational visions and realities on the ground and expanding the geographical scale of our interventions requires a good understanding of the geographies of existing industrial businesses. Yet, there are inherent challenges in working with and spatially mapping industrial business data sets (Palominos et al., 2020). The contributions in this book also reveal a diversity of methods, ways of measuring industrial location, and differences in international measurement, which make comparative research challenging but a fruitful area for future research.

The intention of this book is not to resolve the inherent contradictions in the concept of the productive city, indeed a diversity of interpretations may be found in the contributions. Rather, we seek to deepen existing critiques by examining the extensive challenges involved in realizing productive city agendas. We acknowledge the problematic nature of the term but choose to use it as a heuristic to bring together the distinct and varied contributions in this book on the role of manufacturing, industry, and industrial land in the planning of cities. This comes at a critical moment, when the embedding of e-commerce and the rapid development of AI means that data centers and logistics infrastructures are creating new patterns of industrial development as well as displacement.

Our focus on *planning* the productive city is deliberate. Much of the existing discourse has been shaped by urban design and architectural framings which, while valuable, often overlook the wider social, environmental, economic, and political dimensions of urban industry. This book brings together perspectives from planning, urban design, geography, and urban economics to explore these tensions and develop more comprehensive understanding and narratives around the issues at play. Chapters consider the implications of scale – local, regional, and national – and foreground the political economy of urban development. In doing so, we ask critical questions about who benefits and who loses in the pursuit of politically malleable productive city agendas. The ambiguity of the concept allows it to be strategically deployed to support property interests and elite city visions, often at the expense of more inclusive and equitable urban futures. We must question whether the challenges in implementing productive city strategies are accidental or intentional – and whether we are chasing a vision of urban development that is fundamentally at odds with the realities of industrial production and contemporary urban economies.

Central to this concern is the need for policymakers to grapple with the realities of property markets and land use conflicts, particularly in cities with high-cost real estate. While planning trends increasingly promote mixed-use development on industrially zoned land – especially where industry is small-scale, digitized, and low-emission – the implications of these shifts for industrial agglomeration economies remain poorly understood (Grodach et al., 2025). The move toward mixed-use development and the integration of small-scale, low-emission industry into residential and commercial zones may disrupt established clustering patterns that have historically supported industrial productivity and innovation. Whereas there is a lack of consensus on the impact of digitization of urban manufacturing on agglomeration (Tang & Tong, 2025; Wang et al., 2025), for small craft-based manufacturing firms, shared infrastructure, labor pools, and supplier networks present in the inner city remain vital (Ferm et al., 2021; Grodach et al., 2017; Meyer & Schonlau, 2024). Yet, planning policy has not adequately provided robust frameworks for balancing co-location with the spatial requirements of diverse industrial activities alongside competing land uses.

While critique is essential, this book also seeks to be constructive. In line with Grodach et al. (2024), we highlight the need for integrated, systems-based thinking that transcends disciplinary silos and fragmented interventions. Through a diverse set of international case studies, we explore what is happening in a variety of contexts and identify opportunities for more holistic approaches to planning urban industry. Ultimately, we argue for a reimagining of the productive city – one that is grounded in the realities of land, labor, and politics – and one that does not blindly assume a productive city vision is inherently capable of delivering socially equitable and environmentally sustainable urban futures.

STRUCTURE OF THE BOOK

We have collected chapters into five parts that spotlight key dimensions of the productive city debate and contribute to the core argument of the book: that the emerging and diverse forms and conflicts over urban industrial land and activities should be at the center of discussions around the future of cities. The five parts focus on: (1) evolving planning approaches and visions of industrial land; (2) industrial policies and land use conflicts; (3) the transformations in industrial economies and spaces; (4) social dimensions of labor, skills and learning; and (5) urban industry and the climate imperative. Through these five themes, authors explore the changing state of urban industrial activity and consider its role in future urban planning and development. Together, the chapters advance and contribute to a deeper understanding of the contemporary relationships between industry and the city across a range of contexts.

Part I examines different planning systems, strategies, and visions for industrial land across different scales in rapidly changing industrial economies. In Chapter 2, Karen Chapple and Laura Schmahmann explore the evolving strategies for regional industrial land preservation in San Francisco, Toronto, and Sydney. Their work traces how each region adapts – or struggles – with effective regional planning and emphasizes the importance of multi-scalar governance and adaptive policy learning to

ensure lasting and effective industrial land preservation. Greg Schrock and Jamaal Green extend the discussion in Chapter 3 where they concentrate on the interface between regional policy and local planning efforts in Portland, Oregon – a pioneer in industrial preservation policy. They reaffirm the potential of regional planning approaches but also highlight the complicated regional dynamics around the location, supply, and demand for industrial land that can impact policy effectiveness. In Chapter 4, Stefano Di Vita and Yonn Dierwechter underscore the necessity of multi-scalar planning for intersecting industrial and environmental planning agendas in Milan and Bologna, Italy. The authors unravel the contradictions in achieving ecological transitions where new and often conflicting industrial land uses spanning creative industries to complex logistics operations and data centers coexist. Finally, Carl Grodach, Joe Hurley, Liz Taylor, and Hugh Stanford close the section in Chapter 5 by examining how historical planning imaginaries of industrial land continue to inform contemporary planning perceptions and practice. Drawing on interviews with planners in Melbourne, Sydney, and Brisbane, they highlight the tensions between the strategic importance of preserving industrial land and calls for mixed-use, innovation-oriented quasi-industrial development.

Part II explores the issues and tensions surrounding industrial land development. This part focuses on the specific localized pressures on industrial land, addressing issues of displacement, gentrification, and the role of planning regulations and property markets in exacerbating and/or resolving these pressures. In Chapter 6, Chris Gibson and colleagues critically examine how global financialized real estate markets intensify industrial rezoning and speculative property investment, forcing firms into "clusters of last resort." Drawing on primary research in a Sydney industrial district comprised of manufacturing and creative enterprises, the study identifies spatial, temporal, and rent sensitivities that influence cluster formation and precarious agglomeration benefits. In Chapter 7, Winifred Curran, Andrea Craft, and Rachel Weber document the wider social and environmental consequences of Chicago's Lincoln Yards redevelopment project. They show how the city's abdication of its historic Planned Manufacturing District policy for mixed-use zoning and speculative redevelopment undermined industrial policy goals while exacerbating racial and environmental inequalities. Chapter 8 turns toward the challenges of balancing residential intensification with the co-location of industrial uses in "industrious neighbourhoods." Examining early outcomes of new co-location planning policies in London, Jessica Ferm and Francis Moss caution against widespread adoption of mixed-use productive city plans because cities are often not prepared to address complicated processes like fragmented landownership and speculative development in attempts to develop housing and space for industry together. Chapter 9 closes this section with a discussion of German planning law. Sabine Baumgart and colleagues argue that despite Germany's binding and finely structured regulations for industrial land, cities still face challenges around direct and indirect forms of industrial gentrification and displacement. They call for legal reform alongside recognition of this issue in strategic planning and economic development.

The land uses, geography, and built environment needs of urban industry are changing. Part III contributes to defining and mapping the emerging forms of industry, their varied geographies and clustering patterns, and their built typologies.

In Chapter 10, Laura Schmahmann maps the rise of e-commerce and the emerging challenges for industrial lands planning due to growing demand and increasingly complex global logistics in San Francisco and Los Angeles. This work highlights the different roles of industrial land as well as the linkages between the exurban periphery and urban centers and between urban production and consumption. Heidi Cho and Dongwoo Yim confront an entirely different aspect of industrial transformation. In Chapter 11, they concentrate on the cultural manufacturing enterprises in the Seongsu-dong semi-industrial zone in Seoul. Their contribution focuses on the complex relationships between the area's industrial past and its rapidly changing present, highlighting how zoning regulations in conjunction with the zone's flexible built morphology create intense industrial gentrification pressures and how different enterprises adapt to this context. Younghyun Kim, Amanda Brandellero, and Karel Van den Berghe extend the focus on cultural manufacturing in Chapter 12, but in the context of the port cities of Athens and Rotterdam. The authors map the co-location and clustering of cultural manufacturing and creative services industries, uncovering the dual patterns of fragmentation and centralization. Their work highlights the importance of context-specific productive city policies and opportunities for fostering circular economy interactions. In Chapter 13, Grace Abou Jaoude, Deepank Verma, and Vanessa Carlow investigate industrial firm clustering patterns and building typologies in Munich and Stuttgart, Germany. The findings reveal distinct clustering patterns and highlight the need for more nuanced zoning and urban design strategies for legacy industries in peripheral zones and small manufacturers in central areas. E. Merve Nalçakar and Olgu Çalışkan take the focus on urban and peripheral morphology and industry dynamics to Türkiye in Chapter 14. Their research emphasizes the importance of addressing the interrelations between center and periphery in state-led industrial lands planning despite their distinct built forms.

In Part IV, the book turns attention to the skills and education required to support productive city ambitions and explores the under-documented perspectives of industrial workers. In Chapter 15, Sophie Kelmenson and colleagues explore a central challenge confronting policymakers: how to ensure that historically disinvested communities benefit from the predicted growth in manufacturing jobs. Using a case study from Buffalo, New York, they examine how place-based institutional strategies drawing on community voices can bridge the gap between innovation and inclusion. Tali Hatuka and Gili Inbar add to this discussion of inclusive industrial innovation in Chapter 16, drawing on international examples of the institutional infrastructures needed to support it. They reveal how industrial parks, previously limited to concentrations of industrial businesses and factories, are now being transformed across a variety of contexts to include and integrate vocational and technical education, alongside other support for workers such as daycare centers and other social services. In Chapter 17, Robin A. Chang and colleagues expand the discussion of education to the community realm. They emphasize the importance of better connecting communities to industrial land in the context of place-based revitalization. The authors share their experiences of using the "walk and talk" method of community engagement in industrial areas of Vancouver as a way of advocating for industrial operators and increasing the visibility of industrial activities. Finally, Tanja Potežica brings a labor perspective to the productive city debate

in Chapter 18, drawing on interviews with workers in the Hamerkwartier district of Amsterdam. Distinguishing between the retention of production-based businesses and jobs, she draws attention to the potential for political discontent among manufacturing workers and the working class as a result of the displacement of jobs through urban transformation.

Part V focuses more specifically on how industry and industrial policy can contribute to more climate-resilient and inclusive urban futures. The chapters in this final part of the book contribute to the overarching aim by highlighting the opportunities and challenges for productive cities in driving and accommodating circular economies and contributing to the green transition. Chapter 19 provides critical framing for the discussion in this final part of the book, highlighting the tensions between the competing objectives of "blue" economic and "green" environmental objectives. Drawing on the case of Seattle, Mark Pendras and Yonn Dierwechter provide a tangible example of how industry does not have to undermine just green transitions but can be an integral part of it. Next, in Chapter 20, Jane Clossick and Birgit Hausleitner examine the geographies of repair-based business in two London and Amsterdam neighborhoods. They argue that repair-based businesses are critical to achieving circular and climate goals and should be treated as essential infrastructure, integrated into urban planning and circular economy policy. Drawing on the example of Padua in Italy, in Chapter 21 Claudia Faraone and colleagues examine the challenges of moving toward a sustainable urban industry model in medium-sized European cities, where tensions between circular economy sectors and high-emission industries are persistent. They examine the industrial geography of the region and consider the changes required to design an adaptation scenario for climate-neutral productive cities. Finally, Chapter 22 explores inherent tensions within environmental policies that are yet to be reconciled, through an examination of the construction sector in Brussels. Focusing on the ecologically driven No Net Land Take policies being rolled out currently in Europe, Sarah de Boeck and Jan Zaman point to the sometimes contradictory outcomes of limiting new land take (an ecological imperative), where these limit the ability to deliver more circular systems that minimize waste and pollution.

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Part I

Evolving Planning Approaches and Visions of Industrial Lands

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