Abstracts
IPHS 2014*


AUTHOR: MACARENA IBARRA .......................................................... 14

TENSIONS AND REASONS FOR URBAN PLANNING: A REFLECTION BASED ON THE STATE OF GUANABARA, BRAZIL, IN THE 1960S .......................................................... 15

AUTHOR: VERA F. REZENDE .......................................................... 15

LIBERAL EDUCATIONAL AND PLANNING METHODS IN THE MILITARY REGIME IN BRAZIL .......................................................... 16

AUTHORS: JOSÉ FRANCISCO BERNARDINO FREITAS AND MARLICE NAZARETH SOARES DE AZEVEDO. 16

COMMUNITARIAN UTOPIA AND DEVELOPMENT: THE INTELLECTUAL AND POLITICAL TRAJECTORY OF LOUIS JOSEPH LEBRET IN LATIN AMERICA .......................................................... 17

AUTHOR: MARIA CRISTINA DA SILVA LEME .......................................................... 17


AUTHORS: CELIA FERRAZ DE SOUZA AND MARIA SOARES DE ALMEIDA .......................................................... 19

THE FUTURE AS METAMORPHOSIS OF THE PAST: LE CORBUSIER’S PLAN FOR BUENOS AIRES .......................................................... 20

AUTHOR: ANA MARIA RIGOTTI .......................................................... 20

THE CATHEDRAL AND THE CASA DE MONEDA BLOCKS (S. XVIII) TO SUPPORT SUSTAINABLE URBAN DEVELOPMENT IN SANTIAGO DE CHILE .......................................................... 21

AUTHORS: EUGENIO GARCÉS FELIÚ, JOSÉ ROSAS VERA, ELVIRA PÉREZ VILLALÓN, JUAN CAMILO PARDO DE CASTRO .......................................................... 21

EARTHQUAKES AND URBAN PLANNING: A NEW RELATIONSHIP BETWEEN REGULATIONS AND URBAN FABRIC IN CHILE (1939-1949) .......................................................... 22

AUTHOR: MARCO BARRIENTOS M .......................................................... 22

EVOLUTION (OR INVOLUTION?) OF THE HERITAGE PRESERVATION’S INSTRUMENTS: REFLECTIONS ABOUT HERITAGE POLICY IN SAO PAULO .......................................................... 23

AUTHOR: NADIA SOMEKH .......................................................... 23

HERITAGE AND URBAN PLANNING, TENSIONS AND INTERACTIONS: LA MONEDA PALACE AND SANTIAGO DE CHILE CENTRAL AREA .......................................................... 24

AUTHOR: FERNANDO PÉREZ OYARZUN .......................................................... 24

*(order based on date abstracts received)
HOUSING POLICY AND URBANIZATION IN BRAZIL (1946-1974) ................................................................. 26

AUTHOR: ANA PAULA KOURY .................................................................................................................. 26

URBAN PLANNING FOR MARKET OUTSIDERS. RELOCATION AND URBANIZATION PROCESSES OF THE
SHANTYTOWNS IN BUENOS AIRES, ARGENTINA, DURING THE 1970S .............................................. 27

AUTHORS: ROSA ABOY AND LEANDRO DAICH VARELA .................................................................. 27

BRASÍLIA: URBAN PLANNING IDEOLOGY, SPACE MANAGEMENT AND LAND OCCUPATION IN THE 60S ... 28

AUTHOR: JOSÉ GERALDO SIMÕES JUNIOR ..................................................................................... 28

HOUSING AND PLANNING IN BRAZIL: THE LATIN AMERICAN METROPOLIS APPROACH (1939-1963) ..... 29

AUTHOR: SARAH FELDMAN .................................................................................................................. 29

HOUSING AND BIG VENTURES: LANDMARKS OF VITÓRIA’S URBAN EXPANSION IN THE 60S .......... 30

AUTHOR: ENEIDA MARIA SOUZA MENDONÇA ................................................................................. 30

SEEING A METROPOLITAN FUTURE: THE 1929 PLAN FOR JACKSONVILLE, FLORIDA .................. 31

AUTHOR: ALAN BLISS ............................................................................................................................ 31

GREEN REDEVELOPMENT IN MILWAUKEE: IS IT ONLY THE VISITOR CLASS WHO BENEFITS? ......... 33

AUTHOR: JOSEPH RODRIGUEZ .......................................................................................................... 33

THE INCOMPLETE STREETS OF JACKSONVILLE .............................................................................. 34

AUTHOR: MICHAEL LORR ...................................................................................................................... 34

PLANNED MODERNIZATION: THE SOUTHERN REGIONALISTS IN THE INTERWAR SOUTH .......... 35

AUTHOR: CARLTON BASMAJIAN ......................................................................................................... 35

URBAN VISIONS: LE CORBUSIER, MARCELLO PIACENTINI AND LUCIO COSTA AND THEIR PROJECTS FOR
THE BRAZILIAN UNIVERSITY (1930S) ............................................................................................ 36

AUTHOR: KLAUS CHAVES ALBERTO ................................................................................................. 36

MORPHOLOGY OF THE MULTILAYERED DOWNTOWN OF BEIRUT .................................................. 37

AUTHOR: KOSUKE MATSUBARA ......................................................................................................... 37

BALTIMORE’S OLDTOWN MALL: WALKING ON SUNSHINE, OR THE GHOST OF AN EVERYDAY URBAN
NEIGHBORHOOD ............................................................................................................................. 38

AUTHOR: LOUIS L. THOMAS ............................................................................................................... 38

CHANGES AND PERMANENCIES AT THE TRADITIONAL URBAN CENTER OF SALVADOR, BAHÍA, BRAZIL:
1950 – 1975 ................................................................................................................................... 39

AUTHOR: ELOÍSA PETTI PINHEIRO .................................................................................................. 39

FORT WORTH AND THE GRUEN PLAN: A FAILED MARRIAGE ..................................................... 40

AUTHOR: ROBERT FAIRBANKS .......................................................................................................... 40

HOUSING AND PLANS: THE PROPOSAL OF ATTÍLIO CORRÊA LIMA FOR THE CITY OF NITERÓI - STATE OF
RIO DE JANEIRO ............................................................................................................................. 42
AUTHORS: MARIA LAÍS PEREIRA DA SILVA, MARIANA CAMPOS CORRÊA, AND ISADORA NOGUEIRA WERNECK .......................................................................................................................... 42

“THE BUILDING OF TWELVE THOUSAND HOUSES” BY JOHN TUDOR WALTERS: 90 YEARS ON ............. 43
AUTHOR: HELEN R HAY ....................................................................................................................... 43

“EDUCATION FOR ALL”: ANÍSIO TEIXEIRA’S PLAN FOR EDUCATIONAL BUILDINGS IN BAHIA (1947-1951) 44
AUTHOR: NIVALDO VIEIRA DE ANDRADE JUNIOR ................................................................................ 44

RUDOLPH ATCON AND THE PLANNING OF UNIVERSITY CAMPUSES IN BRAZIL IN THE 1960S ............... 45
AUTHORS: GABRIELLA INHAN AND KLAUS CHAVES ALBERTO ............................................................. 45

INTERNATIONAL MODELS OF CAMPUS PLANNING: THREE CASES OF RUPTURE ............................. 47
AUTHORS: MARCIO DE OLIVEIRA RESENDE SOUZA AND KLAUS CHAVES ALBERTO ......................... 47

COLLEGE OF CHARLESTON’S HISTORY OF CAMPUS PLANNING AND PRESERVATION .................. 48
AUTHORS: AMALIA LEIFESTE AND BARRY STEIFEL ........................................................................... 48

TWENTY YEARS OF URBAN DESIGN PLANS FOR CENTRAL SYDNEY: 1998-2008 ......................... 49
AUTHOR: RICHARD HU ......................................................................................................................... 49

PLANNED FOR MANIFESTATIONS: COMPETING NATIONAL IDEOLOGIES AND STREET POLITICS IN SENATE SQUARE, HELSINKI ................................................................................. 50
AUTHOR: LAURA KOLBE ...................................................................................................................... 50

BETWEEN PUBLIC AND PRIVATE BY THE SEA: QUAY SQUARES OF THE BOSPHORUS ................ 51
AUTHORS: NURAN ZEREN GULERSOY AND MERİÇ DEMIR .............................................................. 51

INTERNATIONAL EXCHANGES IN THE BEGINNING OF THE MODERN URBANISM: THE RELEVANCE OF THE FIRST CONFERENCES AND EXPOSITIONS OF URBANISM HELD IN EUROPE AND UNITED STATES (1910-1913) ......................................................................................................................... 52
AUTHOR: JOSÉ GERALDO SIMÕES JUNIOR ............................................................................................ 52

THE IDEA OF ‘INTERNATIONAL’ AND LOCAL PLANNING ACTORS FOR THE DEVELOPMENT OF ISTANBUL IN THE 1950S ........................................................................................................ 53
AUTHOR: NURAY OZASLAN .................................................................................................................. 53

FROM EUROPE TO PALESTINE AND BACK: TRANSNATIONAL PLANNERS AND THE EMERGENCE OF ISRAELI PLANNING THOUGHT ......................................................................................... 55
AUTHOR: SHIRA WILKOF ..................................................................................................................... 55

PLANNING PALESTINE: BRITISH AND ZIONIST PLANS .................................................................. 56
AUTHOR: NOAH HYSLER RUBIN ......................................................................................................... 56

LAND PLANNING - F B GILLIE AND THE ELUSIVE MIDDLE WAY ..................................................... 57
AUTHOR: MICHAEL HEBBERT ............................................................................................................. 57
INVENTING PLANNING EDUCATION AT THE UNIVERSITY OF TORONTO AND REINVENTING PHYSICAL PLANNING AS URBAN DESIGN AT HARVARD: COMPARATIVE ANALYSIS OF CURRICULAR INNOVATION 1951–59 ................................................................. 58
AUTHOR: ELLEN SHOSHKES ...................................................... 58
REGIONAL PLANNING AS SUBVERSIVE KNOWLEDGE: THE STRANGE CASE OF THE INTERNATIONAL CENTRE FOR REGIONAL PLANNING AND DEVELOPMENT .................................................. 59
AUTHOR: JAMES HOPKINS .......................................................... 59
PERSPECTIVES ON TOWN PLANNING IN THE 16TH CENTURY SPANISH COLONIES FOCUSING ON A TOWN’S SCALE AND ITS SPATIAL STRUCTURE ........................................................................ 61
AUTHOR: AKIHIRO KASHIMA ....................................................... 61
A PROJECT OF A GERMAN IN THE AMAZON: A WALLED CITY (C. 1771) ........................................... 62
AUTHOR: JORGE NASSAR FLEURY DA FONSECA ........................................ 62
LUCKNOW: FROM INCREMENTAL GARDEN CITY TO DELIBERATE CITY OF GARDENS .................. 63
AUTHOR: ASHIMA KRISHNA .......................................................... 63
AMERICAN REGIONALISM IN INDIA: HOW LESSONS FROM THE NEW DEAL GREENBELT TOWN PROGRAM TRANSLATED TO POST-WORLD WAR II INDIA ........................................... 64
AUTHORS: LAUREL HARBIN AND KRISTIN LARSEN ....................................................... 64
LOCATING THE PAST AND MAPPING OUT THE PRESENT FOR A SUSTAINABLE FUTURE OF ODISHA .... 66
AUTHOR: AMAL KUMAR MISHRA ...................................................... 66
PLANNING ACROSS THE ‘IRON CURTAIN’: ANGLO-SOVIET INTERCHANGES IN THE KHRUSHCHEV ERA... 67
AUTHOR: STEPHEN V WARD .......................................................... 67
POST-SOVIET URBANIZATION AND LOCAL INITIATIVES: FROM THE ADVOCACY OF LOCAL HERITAGE TO SUSTAINABLE ENVIRONMENT ........................................................................ 68
AUTHOR: OLGA ZINOVIEVA ............................................................ 68
PUERTO MADERO, BUENOS AIRES: A POLEMICAL HISTORY .................................................... 70
AUTHOR: EUNICE HELENA SGUZZARDI ABASCAL, CANDIDO MALTA CAMPOS NETO, BRENO ZYLBERSZTAJN ............................................................................................................. 70
A SLAP OF REALITY: THE SUDDEN CLASH AMONG ARCHITECTURE, POLITICS AND CITIZENS IN THE RENOVATION OF THE HISTORIC CENTER OF BARCELONA ........................................... 71
AUTHOR: ALESSANDRO SCARNATO ............................................................................... 71
IDENTITY AND INTERPRETATION OF THE BUILT ENVIRONMENT OF NAIROBI CBD THROUGH URBAN NOMENCLATURE - THE TRANSFORMATION FROM A COLONIAL TO AN INDIGENOUS CITY CORE .................................................................. 73
AUTHOR: WANJIRU MELISSA WANGUI .............................................................. 73
THE FINANCING OF CITY COUNCILS IN SPAIN THROUGH BUILDINGS RIGHTS. THE NEGATIVE EFFECTS ON CITY PLANNING ........................................................................................................ 74
AUTHORS: JOSÉ LUIS SÁINZ GUERRA AND ALICIA SAINZ ESTEBAN ........................................ 74


CONDOMINIUM LAW AS PATH DEPENDENT INSTITUTION: CRITICAL JUNCTURES, EVOLUTIONARY PATHWAYS, AND FACTS ON THE GROUND

AUTHOR: ANDRE SORENSEN

THE BUILT LEGACY OF OIL IN PHILADELPHIA FROM THE 1860S UNTIL TODAY: A CASE STUDY OF PATH DEPENDENCY THROUGH THE LENS OF A PETROLEUMSCAPE

AUTHOR: CAROLA HEIN

SEAPORT AS FORERUNNERS OF GLOBALIZATION: PATH DEPENDENCIES OF PORT AND URBAN DEVELOPMENT IN HAMBURG AND LONDON

AUTHOR: DIRK SCHUBERT

THE POLITICAL ORIGIN OF MODERN CITY PLANNING IN JAPAN

AUTHOR: FUKUO AKIMOTO

THE SPATIAL FORMATION AND AREA’S CONTEXT FOCUSING ON BLOCK PLANNING—ANALYSIS OF LAND READJUSTMENT PROJECT IN TOKYO FROM THE PREWAR TO POST WORLD WAR II

AUTHOR: SHIN NAKAJIMA

A STUDY ON THE REGULATION AND DIRECTION ON THE JAPAN’S POST-WAR RECONSTRUCTION AND THE URBAN POLICIES BY THE GENERAL HEADQUARTERS, THE SUPREME COMMANDER FOR THE ALLIED POWERS (GHQ/SCAP) AND THE UNITED STATES AFTER WWII

AUTHOR: NORIOKI ISHIMAN

THE STUDY ON CONSERVATION PLANNING FOR “LOCALITY” IN JAPAN FOCUSING ON THE GAP BETWEEN THE RELATING STUDIES AND THE LAW BY THEIR CHRONOLOGICAL REVIEWS

AUTHOR: TOMOKO MORI

LEARNING FROM OLD JEDDAH: SUSTAINABLE DESIGN IN DESERT ENVIRONMENTS

AUTHOR: AZZA ELEISH

GENERATORS OF FORM IN MAMLUK CAIRO

AUTHORS: RANIA SHAFIK AND JAMES STEELE

GREEN, BRIGHT AND MODERN: GREEN-WEDGE VISIONS FOR LONDON

AUTHOR: FABIANO LEMES DE OLIVEIRA

WADAWURRUNG PAST SUSTAINABLE PRACTICES: PRECONTACT GARDENING PRACTICES IN GEELONG

AUTHORS: ROSS WISSING AND DAVID JONES

GREEN REDEVELOPMENT IN MILWAUKEE: IS IT ONLY THE VISITOR CLASS WHO BENEFITS?

AUTHOR: JOSEPH RODRIGUEZ

INTERPRETING CHINESE CITIES THROUGH MAPS: TREATY PORTS AND THEIR FOREIGN ENCLAVES AS A TESTING GROUND

AUTHORS: CRISTINA PALLINI AND DOMENICA BONA

THE DEVELOPMENT OF MAPPING AND THE SLOW EMERGENCE OF PLANNING IN THE ANGLO WORLD
AUTHOR: DAVID GORDON ........................................................................................................ 109
TWO SIDES OF THE SAME COIN: UNEQUAL AND UNEVEN DEVELOPMENT IN SHRINKING CITIES .......... 110
  AUTHORS: J. ROSIE TIGHE AND JOANNA GANNING, UNIVERSITY OF UTAH .................................. 110
STUDY ON THE SITUATION OF THE OBLIGED AREA COUNCILS IN FRANCE - ABOUT THE SITUATION OF 47 COMMUNES ............................................................................................................. 112
  AUTHOR: KUMI EGUCHI ............................................................................................................. 112
DOCUMENTING CHANGING MUNICIPAL BOUNDARIES OVER TIME .................................................. 113
  AUTHOR: KARL R PHILLIPS ...................................................................................................... 113
THE ANCIENT WATER SYSTEM GOVERNANCE IN DUJIANGYAN IRRIGATION AREA AND ITS INSPIRATION FOR CONTEMPORARY URBAN-RURAL ECOLOGICAL INFRASTRUCTURE CONSTRUCTION ........................................ 114
  AUTHORS: YUAN LIN AND YUAN LIN ...................................................................................... 114
RE-INTERPRETATION OF SPACE PATTERNS OF CAPITAL CITIES IN ANCIENT CHINA ON THE PERSPECTIVE OF CENTRAL ADMINISTRATIVE INSTITUTION EVOLUTION ..................................................................................... 115
  AUTHORS: YUAN LIN AND YUAN LIN ...................................................................................... 115
Evolving Industrial Landscape in Pearl River Delta: The Post-Socialist Case ........................................ 116
  AUTHORS: SHAOJUN LI AND WEIJEN WANG ......................................................................... 116
The Ancient China Sichuan Salt Transport Route and the Traditional Settlements Proposal .......................... 117
  AUTHORS: KUI ZHAO AND DAN ZHU ....................................................................................... 117
Boosters of Suburban Tokyo and the Makings of “College Towns” ....................................................... 118
  AUTHOR: JUNNE KIKATA .......................................................................................................... 118
The 400 Year History of Takase River, 1614-2013 ................................................................................. 120
  AUTHOR: YOSHIHIKO BABA ................................................................................................. 120
The Beginning of Making a Modern Shan-Shui City: A Planned Process of Combining Ancient City and the West Lake in Hangzhou, 1896 – 1927 ............................................................................. 121
  AUTHOR: SHULAN FU ................................................................................................................ 121
Preservation and the Periphery: The Transformation of the San Diego Naval Training Center Through Positive Externalities .................................................................................................................... 122
  AUTHORS: AMANDA JOHNSON ASHLEY AND MICHAEL TOUCHTON .................................... 122
The Future of Tradition: An Analysis of Brazilian Colonial Cities, Their Meaning and Role on the Maintenance of Brazil’s Cultural Heritage .................................................................................... 123
  AUTHOR: DANIILLA MARTINS COSTA ...................................................................................... 123
Penedo: Transformations in the Urban Form, from an Utopian Project to Tourist City . 124
  AUTHOR: SERGIO MORAES REGO FAGERLANDE ................................................................. 124
Study of the Continuing of Local Identity in Historical City in Kyoto, Japan ........................................ 125
AUTHOR: INOUE SAORI ......................................................................................................................... 125

THE URBAN STRUCTURE OF ‘NEW JERUSALEM’: A STUDY ON THE PHYSICAL IMAGE OF THE IDEAL CITY IN
THE BIBLE ........................................................................................................................................... 126

AUTHOR: SHUN-ICHI WATANABE ...................................................................................................... 126

BETWEEN PUBLIC REALMS AND PRIVATE INTERESTS : A (UN) PROTECTED LANDSCAPE: VALE PALHEIRO -
ALJEZUR – PORTUGAL .......................................................................................................................... 127

AUTHORS: MARIA J. PEREIRA NETO, EDRO GOMES JANUÁRIO, MÁRIO S. MING KONG, AND ANDREIA
GARCIA, ................................................................................................................................................ 127

“EGALITARIANISM HAS NO MEANING HERE”: HUBERT DE CRONIN HASTINGS AND THE AESTHETIC
POLITICS OF TOWNSCAPE .................................................................................................................. 129

AUTHOR: ANTHONY RAYNSFORD ........................................................................................................ 129

MODERNIZATION AND EXTINCTION OF URBAN STREAMS: URBAN STRUCTURE CHANGES AND THE
INTRODUCTION OF URBAN WATER AND DRAINAGE SYSTEM AFTER THE 20TH CENTURY .............. 130

AUTHORS: KYU-CHUL LEE AND YONG-HOON SON .............................................................................. 130

THE SETTLEMENT CONGREGATIONS OF THE MORAVIANS AS SPECIAL INDEPENDENT PLANNING ....... 132

AUTHOR: JÜRGEN LAFRENZ .................................................................................................................. 132

ACTOR NETWORK, CONFLICT AND THE COMMODIFICATION OF PLANNING: ROLE OF TRADITIONAL FOOD
MARKETS IN SHAPING THE BUILT ENVIRONMENT OF AKURE METROPOLIS, NIGERIA ..................... 134

AUTHOR: SEYI TIMOTHY ODEYALE ...................................................................................................... 134

CITIES IN THE INTERSECTION OF ENVIRONMENT AND PUBLIC ARTS ................................................ 135

AUTHOR: GUL SIMSEK ........................................................................................................................ 135

BUENOS AIRES AND MODERN CITY THROUGH ANTONIO BONET CASTELLANA’S URBAN PROPOSAL: THE
PLAN FOR BARRIO SUR, 1956 ........................................................................................................... 136

AUTHOR: HELENA BENDER ............................................................................................................... 136

HISTORY OF YANBU MASTER PLAN ............................................................................................... 137

AUTHOR: WALED AWAD ALTHUBYANI .............................................................................................. 137

HISTORICAL DEVELOPMENT OF VERTICAL GROWTH IN SÃO PAULO: REVIEW AND PROSPECTS ........ 138

AUTHOR: NADIA SOMEKH AND GUILHERME GAGLIOTTE .................................................................. 138

CAN A DISPUTED PAST PROVIDE A GUIDE TO A SUSTAINABLE CITY FUTURE? PLANS FOR TSHWANE –
PRETORIA, CONTESTED AND INCOMPLETE CAPITAL OF DEMOCRATIC SOUTH AFRICA 1855 TO 2015 ... 139

AUTHOR: ALAN MABIN ......................................................................................................................... 139

MEMORIES, NATIONALISM AND TOURISM IN THE CONSTRUCTION OF MODERN BARCELONA .......... 140

AUTHOR: JOAN GANAU ....................................................................................................................... 140

EXPOSING THE THIRD ROME: PLANNING STRATEGIES FOR THE 1911 EXPOSITION .......................... 141

AUTHOR: STEVEN RUGARE ............................................................................................................... 141
THE BEGINNINGS OF TERTIARY PLANNING EDUCATION IN AUSTRALIA ................................................................. 142
 AUTHORS: ROBERT FREESTONE, DAVID NICHOLS, AND CHRISTINE GARNAUT .................................................. 142

SUSTAINING REFORMATIVE PEDAGOGY: THE RISE AND FALL OF COMMUNITY DESIGN CENTERS, 1965-1985 ........................................................................................................................................ 144
 AUTHOR: SUSANNE COWAN .................................................................................................................................. 144

ILDEFONSO CERDÀ AND PATRICK GEDDES: A COMPARATIVE STUDY IN SUSTAINABLE PLANNING THEORY .......................................................................................................................... 145
 AUTHOR: MICHAEL IVERSEN .................................................................................................................................. 145

PATRICK GEDDES’S PLAN OF INDORE: THE INSIDE STORY .................................................................................. 147
 AUTHOR: RAY BROMLEY ....................................................................................................................................... 147

PATRICK GEDDES: THE EVOLUTIONARY THINKING OF ECOLOGY’S FIRST ADVOCATE ........................................ 148
 AUTHOR: ELLEN SULLIVAN .................................................................................................................................... 148

SOCIAL SITE AND DECISION-MAKING: THE PRODUCTION OF THE BUILT ENVIRONMENT IN JUIZ DE FORA, BRAZIL ...................................................................................................................................... 149
 AUTHORS: VICTOR HUGO GODOY DO NASCIMENTO, CARINA FOLENA CARDOSO, ANTONIO FERREIRA COLCHETE FILHO AND FREDERICO BRAIDA RODRIGUES DE PAULA ............................................. 149

CITY PLANNING CONCEPTIONS UNDERPINNING THE MASTER PLAN FOR CAMPINAS IN THE 1930S: AN EMBLEMATIC PLAN REASSERTING A NEW SOCIAL ORDER ........................................................................ 151
 AUTHOR: IVONE SALGADO ....................................................................................................................................... 151

FROM PASSOS TO PAES: REFLECTIONS ON THE IDEOLOGY AND THE POLITICS OF URBAN PLANNING IN RIO DE JANEIRO ........................................................................................................ 153
 AUTHOR: RACHEL COUTINHO-SILVA .................................................................................................................. 153

WHAT BRINGS SHAREHOLDING REFORM TO RURAL CHINA? A LOGISTIC REGRESSION ANALYSIS ON INSTITUTIONAL CHANGE .................................................................................................. 154
 AUTHORS: SAMSON ZHUOJUN LIU AND BO-SIN TANG ......................................................................................... 154

THE INFLUENCE OF THE JING SUI RAILWAY ON MODERN DEVELOPMENT AND TRANSFORMATION IN DATONG .................................................................................................................................... 155
 AUTHORS: SHUAI LI, FANG XU, AND HAIYI YU .................................................................................................... 155

ON THE FUNCTION OF SHIMEN CHAMBER OF COMMERCE ON URBAN CONSTRUCTION OF SHIJIAZHUANG CITY IN MODERN TIMES ................................................................................... 156
 AUTHORS: XIN JING, FANG XU , AND HAIYI YU .................................................................................................... 156

ON ARISING AND EVOLUTION OF PUBLIC GREEN SPACES IN MODERN BEIJING ........................................ 157
 AUTHOR: DANDAN LIU, HAIYI YU , AND FANG XU ............................................................................................... 157

ON THE CONTRIBUTION OF FENG YUXIANG AND NORTHWEST ARMY TO URBAN CONSTRUCTION IN ZHANGJIAKOU CITY IN MODERN TIMES ........................................................................ 158
 AUTHORS: JIAYU FAN, HAIYI YU, AND FANG XU ................................................................................................. 158
<table>
<thead>
<tr>
<th>Title</th>
<th>Author(s)</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEARNING FOREIGN EXPERIENCES AND BUILDING LOCAL SYSTEM: DUALITY OF MODERN CHINESE URBAN PLANNING HISTORY</td>
<td>HAIYI YU, FANG XU, AND HUA WEN</td>
<td>159</td>
</tr>
<tr>
<td>ON THE FORMATION AND EVOLUTION OF COMMERCIAL STREETS AS URBAN PUBLIC SPACE IN BEIJING</td>
<td></td>
<td>161</td>
</tr>
<tr>
<td>CARLO DOGLIO AND THE SHAPING OF ITALIAN PLANNING CULTURE AFTER WWII</td>
<td>STEFANIA PROLI</td>
<td>162</td>
</tr>
<tr>
<td>FUJISAWA 391 BLOCK: REINVENTION OF A HISTORIC VALUES OF 1960S REDEVELOPED BLOCK IN JAPAN</td>
<td>NAOTO NAKAJIMA</td>
<td>163</td>
</tr>
<tr>
<td>RECONSTRUCTION AND CHALLENGES OF RECOVERY PROCESS OF THE CONDOMINIUMS DAMAGED BY THE GREAT EAST JAPAN EARTHQUAKE</td>
<td>YOSHIKO FUJIMOTO</td>
<td>164</td>
</tr>
<tr>
<td>VALUE OF HISTORICAL REFLECTION IN PLANNING - PLANNING TRIALS AND ISSUES AFTER THE GREAT EAST JAPAN DISASTER, MARCH 11, 2011</td>
<td>KEIICHI KOBAYASHI</td>
<td>166</td>
</tr>
<tr>
<td>THE ROLE OF THE PUBLIC AUTHORITY THE MELBOURNE METROPOLITAN BOARD OF WORKS IN THE PLANNING AND MANAGEMENT OF MELBOURNE, VICTORIA'S URBAN WATERCOURSES FROM 1890'S UNTIL 1970'S</td>
<td>DAVID GRAHAM NICHOLS, MARCUS LANCASTER AND MARGARET GROSE</td>
<td>167</td>
</tr>
<tr>
<td>URBAN AND METROPOLITAN PLANNING IN BRAZIL: REFLECTIONS ON POSSIBLE SOICALLY JUST OUTCOMES OF DIFFERENT PLANNING MODELS</td>
<td>GERALDO COSTA AND MARCOS MELO</td>
<td>169</td>
</tr>
<tr>
<td>METROPOLITAN INSTITUTIONS IN BRAZIL: HOW IT (NOT) WORKS IN BRASILIA</td>
<td>ALESSANDRO AVENI</td>
<td>171</td>
</tr>
<tr>
<td>URBAN PLANNING COMMISSIONS: A NESTED HISTORY</td>
<td>KARI SMITH</td>
<td>172</td>
</tr>
<tr>
<td>ENVISIONING AND PLANNING THE FUTURE OF ADELAIDE’S METROPOLITAN FOORESHORE: FROM MARINE BOULEVARD TO COAST PARK</td>
<td>CHRISTINE GARNAUT</td>
<td>173</td>
</tr>
<tr>
<td>CONFLICTS AND CONTINUITY: THE DEVELOPMENT OF GREEN SPACES IN QINGDAO, CHINA (1898-1945)</td>
<td>BENYAN JIANG AND MASAKI FUJIKAWA</td>
<td>174</td>
</tr>
<tr>
<td>THE PRODUCTION AND REPRODUCTION OF URBAN PARKS IN NANJING</td>
<td>XU ZHEN AND HAN LINGYUN</td>
<td>175</td>
</tr>
<tr>
<td>Title</td>
<td>Page</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>HOW PUBLIC ARE THE PARKS? : THE CHANGING NATURE OF SYDNEY’S LARGE PARKS</td>
<td>176</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: CATHERINE EVANS</td>
<td>176</td>
<td></td>
</tr>
<tr>
<td>BETWEEN THE ECONOMY OF NATURE AND THE FELICIFIC CALCULUS: MULTIPLE MEASURES OF PLANNING COLLECTIVE LIFE</td>
<td>178</td>
<td></td>
</tr>
<tr>
<td>AUTHOR: MARIO LUIS CARNEIRO PINTO DE MAGALHAES</td>
<td>178</td>
<td></td>
</tr>
<tr>
<td>WHAT CITY IS ON THE SCENE? URBAN INTERVENTIONS IN RIO DE JANEIRO IN RETROSPECT</td>
<td>179</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: CARINA FOLENA CARDOSO, VICTOR HUGO GODOY DO NASCIMENTO, ANTONIO FERREIRA COLCHETE FILHO AND FREDERICO BRAIDA RODRIGUES DE PAULA</td>
<td>179</td>
<td></td>
</tr>
<tr>
<td>THE ARCHITECT AND THE ‘IDEAL CITY’</td>
<td>181</td>
<td></td>
</tr>
<tr>
<td>AUTHOR: CELIA MAIA</td>
<td>181</td>
<td></td>
</tr>
<tr>
<td>RIO DE JANEIRO AFTER THE ARRIVAL OF THE PORTUGUESE ROYAL COURT: PLANS, INTENTIONS AND INTERVENTIONS IN THE NINETEENTH CENTURY</td>
<td>182</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: AMANDA LIMA DOS S. CARVALHO AND VERA F. REZENDE</td>
<td>182</td>
<td></td>
</tr>
<tr>
<td>OUTLINING THE CITY: SUCCESSFUL AND UNSUCCESSFUL PLANS IN POMBALINE LISBON</td>
<td>183</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: MADALENA CUNHA MATOS</td>
<td>183</td>
<td></td>
</tr>
<tr>
<td>TYPOLOGICAL ANALYSIS AS BASIS FOR CONTEXTUAL ARCHITECTURES: THE CASE OF CASTELO IN THE CITY OF RIO DE JANEIRO</td>
<td>184</td>
<td></td>
</tr>
<tr>
<td>AUTHOR: MEIRELLES, GUILHERME</td>
<td>184</td>
<td></td>
</tr>
<tr>
<td>PLANNING THE POLYCENTRIC CITY - THE CASE OF BELO HORIZONTE, BRAZIL</td>
<td>185</td>
<td></td>
</tr>
<tr>
<td>AUTHOR: EUGENIA VIANA</td>
<td>185</td>
<td></td>
</tr>
<tr>
<td>METROPOLITAN PLANNING REVISITED – THE PIONEERING EXPERIENCE OF PLAMBEL, BELO HORIZONTE, BRAZIL</td>
<td>186</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: HELOISA COSTA, JOÃO TONUCCI AND JUPIRA MONDONCA</td>
<td>186</td>
<td></td>
</tr>
<tr>
<td>URBAN PROJECT: BETWEEN CONCEPTS AND THE REALITY OF THE BRAZILIAN CITY</td>
<td>187</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: EUNICE HELENA SGUIZZARDI ABASCAL AND ANGÉLICA A. T. BENATTI ALVIM</td>
<td>187</td>
<td></td>
</tr>
<tr>
<td>SUSTAINABILITY AS A KEY THEME IN THE PLANNING HISTORY OF CANBERRA</td>
<td>189</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: KARL F. FISCHER &amp; JAMES WEIRICK</td>
<td>189</td>
<td></td>
</tr>
<tr>
<td>THE RESEARCH ON THE RELATIONSHIP BETWEEN TEMPLE GARDENS’ CONSTRUCTION AND URBAN LEISURE BELT’S FORMATION OF WEST MOUNTAIN AREA IN BEIJING CITY DURING THE MING AND QING DYNASTIES</td>
<td>191</td>
<td></td>
</tr>
<tr>
<td>AUTHORS: XIAO PAN, FANG XU, AND HAIYI YU</td>
<td>191</td>
<td></td>
</tr>
<tr>
<td>THE GEOPOLITICS OF ADAPTATION: THE PLANNING AND DESIGN OF PARDISAN PARK</td>
<td>192</td>
<td></td>
</tr>
<tr>
<td>AUTHOR: KATHLEEN JOHN-ALDER</td>
<td>192</td>
<td></td>
</tr>
<tr>
<td>DO CITIES THAT HAD RAIL TRANSIT IN 1920 HAVE LOWER CO2 EMISSIONS TODAY?</td>
<td>193</td>
<td></td>
</tr>
<tr>
<td>AUTHOR: KAYLEIGH CAMPBELL</td>
<td>193</td>
<td></td>
</tr>
</tbody>
</table>
WALKABILITY AND USE OF BICYCLES: ANALYSIS OF POSSIBILITIES AND INDIVIDUAL TRANSPORT MEASUREMENT .................................................................................................................. 194

AUTHOR: JOÃO FLAVIO ARAUJO FOLLY ........................................................................................................ 194

RESIDENT BIKE PLAN REJECTION LEADS TO COMMUNITY GREENWAY SUCCESS ........................................ 196

AUTHOR: CRYSTAL TAYLOR .......................................................................................................................... 196

URBAN CONFLICT: THE DIFFICULT RELATION BETWEEN THE CHURCH AND THE MUNICIPALITY IN THE MANAGEMENT OF THE URBAN LAND IN BRAZIL ................................................................................. 197

AUTHORS: DIRCEU PICCINATO JUNIOR AND IVONE SALGADO .................................................................. 197

MILITARY AT THE HOME FRONT: PLANNING THE POSTWAR BRAZILIAN MILITARY HOUSING .......... 198

AUTHORS: MARIANA FIALHO BONATES AND FERNANDO DINIZ MOREIRA ............................................. 198

PLANNING SPACES VS. MAKING PLACES: CHANGING OUTCOMES OF A PLANNING MODEL .......... 200

AUTHOR: THEREZA CARVALHO .................................................................................................................. 200

THE LIVING ENVIRONMENT IN TSUKUBA SCIENCE CITY, JAPAN: PROGRESS AND CURRENT CHALLENGES ............................................................................................................................................. 202

AUTHORS: KIMIHIRO HINO, SAYAKA FUJI, SACHIKO YAMAMOTO AND AKINOBU MURAKAMI ........... 202

RENOVATION AND REDEVELOPMENT OF PUBLIC HOUSING CREATING THE BASES OF AGING IN PLACE; HISTORICAL AND NEW ROLE OF PUBLIC HOUSING IN JAPAN ............................................................. 204

AUTHOR: SAYAKA FUJI ............................................................................................................................... 204

VARIETY AND RESIDENTS’ EVALUATION OF HOUSING FOR NATIONAL OFFICERS IN TSUKUBA SCIENCE CITY, JAPAN ........................................................................................................................................ 205

AUTHORS: SACHIKO YAMAMOTO, SAYAKA FUJI, KIMIHIRO HINO AND SHUN WATANABE ............... 205

THE ITALCONSULT INFRASTRUCTURE PROGRAM FOR COASTAL TOURISM DEVELOPMENT IN TUNISIA (1968-74) ............................................................................................................................................. 207

AUTHOR: ANNALISA SCACCABAROZZI ....................................................................................................... 207

RIGHT TO THE CITY? THE SALVADOR/BAHIA/BRAZIL’S EXPERIENCE IN THE 2014 FIFA WORLD CUP ................................................................................................................................................... 208

AUTHORS: JOSÉ CARLOS HUAPAya ESPINOZA AND LEANDRO MAX PEIXOTO SANTOS .................. 208

IMAGINING THE MODEL, DESIGNING THE CITY. NEW TOWNS AND PLANNING DIFFUSION IN TWENTIETH-CENTURY BRAZIL ........................................................................................................................................... 209

AUTHOR: RENATO REGO ............................................................................................................................ 209

REVOLUTIONS AND CYCLIC PATTERNS IN CHINESE TOWN PLANNING. THE CASE-STUDY OF SHENZHEN ............................................................................................................................................... 210

AUTHOR: DOMENICA BONA ......................................................................................................................... 210

SEOUL’S TRANSFORMATION IN URBAN SPATIAL STRUCTURE BY THE 1978 URBAN REDEVELOPMENT MASTER PLAN .................................................................................................................................................. 211

AUTHOR: SEUNGYEOUN CHO ...................................................................................................................... 211
<table>
<thead>
<tr>
<th>Title</th>
<th>Author</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garden Cities of London Versus the Desert Cities of Cairo. A Comparative Study of Both Movements as a Reaction to the Cities' Alarming Slum Situation</td>
<td>Salah Fahmy</td>
<td>212</td>
</tr>
<tr>
<td>Between Wild and Humanized Nature: Villa Serrana, Uruguay, 1946-1947</td>
<td></td>
<td>214</td>
</tr>
<tr>
<td>Shaping the Home: Understanding the Cultural Influences on Housing Floor Plans in Twentieth-Century Vernacular Housing</td>
<td>Claudia Costa Cabral</td>
<td>216</td>
</tr>
<tr>
<td>Study of the Structural Development of the British Concession in Tianjin China</td>
<td>Yichen Liu, Masaki Fujikawa</td>
<td>217</td>
</tr>
<tr>
<td>From Static Master Plans to 'Elastic Planning' and Participation: Otto Königsberger's Planning Work in India (1939-1951)</td>
<td>Rachel Lee</td>
<td>219</td>
</tr>
<tr>
<td>Red Menace: The Impact of Anti- -Socialist Trends on Clarence Stein and Gordon Stephenson</td>
<td>Katelin Olson</td>
<td>220</td>
</tr>
</tbody>
</table>

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ABSTRACT

This Paper Concentrates On The Relationship Between Public Health And The City, In The Context Of Chilean Planning Between The 1950s And The 1970s. It Considers A Few Topics Such As The Role Of The State, Of Professionals And Of Technicians, Together With The Coexistence Of Different Views About Urban Modernization And Related To The Emerging Planning. It Proposes That Public Health Appeared As A Central Issue Both In Debates Of Several Professions And In The Attributions Of Different Institutions And, Hence, As A Topic That Crossed Different Approaches And Disciplines – Such As Medicine, Architecture And Urbanism- Involved With Planning. Thus, While Public Health Was Placed In The European Agenda From The Mid Nineteenth Century And In Latin America From The End Of That Century, The Role Of The State And Professionals Shifted By Mid Twentieth Century Due To The Emergence Of The Profession Which Involved The Appointment Of International Experts In Urban Planning And The Formation Of Local Specialists. While From Late Nineteenth Century The First Regulations To Battle The High Death Rates Focused On The Improvement Of Buildings And On Urban Infrastructure –Such As On The Implementation Of The Sewage System And On The Extension Of Water Supply- By The 1950s New Demands Of An Expanding City Lead To Further Problems. The Issues Affecting The Chilean Capital By The Mid Of The Century Were Fundamentally The Same As Those Of The Last 30 Years, But Accentuated By The Growth, Immigration And Increasing Use Of Vehicles That The City Was Experiencing. The City Periodically Experienced Outbreaks Of Epidemics Caused By Deficient Hygienic Conditions And, Although By The 1940s Most Of The Early XX Century Diseases Have Been Controlled, Santiago Celebrated Its Four Hundred Years In 1941 With Serious Problems Of Public Health. This Aspect Of Santiago Was Usually Contrasted With Other Cities. Buenos Aires, For Instance, Was Acknowledged To Be Clean And Beautiful: ‘Sentimos Admiration Y Envidia Por Esa Ciudad Limpia Y Lisa’, Commented A Contemporary Source.1 The Urban Poverty In Santiago Was Also Compared With The Opulence Of Cities Such As Rio De Janeiro Or Montevideo. Yet, At A National Level, Models Which Were Worthy Of Admiration Could Also Be Found. Valparaíso, For Example, Was Perceived In Those Years As Having Achieved Important Urban Progress: ‘Nuestro Alcalde No Necesita Ir Al Extranjero, Ni A Buenos Aires, Ni A Río, Para Darse Cuenta De Cómo Se Administra Con Tino Una Ciudad...’- Claimed Revista Zig Zag. In The Same Article, It Was Reported That It Was In This ‘Decadent Port’ That Cleanliness And Organization Were Best Achieved. Yet, Further To Reconstruct, Physically, The Period’S Chilean Cities, This Paper Looks At The Way In Which Different Professionals And Institutions Related To City Planning Picked Up -With Different Emphasis- The Issue Of Public Health As A Crucial Component That Shaped The Mid Twentieth Century City.
TENSIONS AND REASONS FOR URBAN PLANNING: A REFLECTION BASED ON THE STATE OF GUANABARA, BRAZIL, IN THE 1960S

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ABSTRACT

ABSTRACT

This Study Aims At Examining Two Educational Experiences For Professional Training During The 1960’s, Both Guided By A More Liberal Ideology. The First Experience Is The Master’s Degree Course Carried Out By The University Of Brasilia (Unb), Created In 1961, And The Second Is The Post-Graduate Training Programme For Professionals, Promoted By The Brazilian Institute For Municipal Administration (IBAM) That Initiated In 1965 In Rio De Janeiro. The Latter Experience Was Funded By The Federal Government With Resources Of The Then Recently Created Service For Habitation And Urban Planning (SERFAHAU) And The Planning Secretary Of The Presidency Of The Republic (SEPLAN-PR). The Master’s Degree Course Of The Unb, Although Oriented To Academic Activities, Applied Outcomes Towards The Construction Of The Newly Established Federal Capital Brasília And Had Its Foundations On The Conceptions Of The New School (Escola Nova) Created By Brazilian Intellectuals Like Fernando De Azevedo, Anísio Teixeira, Darcy Ribeiro And Oscar Niemeyer – Whose Teaching Methods Held A Leftwing Ideology. This School Proposed An Educational Renovation, Based On The Sense Of The Brazilian Nationalism That Emerged During The 1930s. Such Renovation Should Be In Line With A Strong Conception Of The Social And Economic Unities In The World. The Educational Aim Was Therefore To Prepare Individuals To Question And Solve Their Own Problems. In This Respect It Was Conceived To Educate Towards The Development Of The Individuals So That They Could Acquire Their “Own Direction” And Share The Responsibilities Of Their Common Lives. The Second Experience, The Course Of Methodology And Projects For Urban Development And Municipal Administration (CEMUAM) Of IBAM, Had A Strictly Practical Aim, The Formation Of Urban Planners Trained To Deal With The Problems Of The Local Government, And Was Methodologically Inscribed In The Principles Of The Economy And Humanism Movement (MHE), Founded By The Dominican French Priest Joseph Lebret. This Movement Included A Range Of Concepts Like Harmonic Development, Welfare Policy, Needs And Levels Of Living And Some Others That Considered The Satisfaction Of Basic Needs As A Right Of The Citizens And An Obligation Of The State. Being So, It Was Oriented To The Human Being In The Pursuit Of The Satisfaction Of Their Aspirations And Needs In An Economic System In Which People Should Come Before Market And Its Goods. The Investigation Of Such Experiences Demonstrates That One Of Them Resisted The Ideology Of The Military Regime That Took Place In Brazil From 1964 To 1985. In The Other Case The Professors Were Prosecuted Until The Experience Was Interrupted By Such Regime. In Pointing Out The Vicissitudes Of Such Experiences, This Study Discloses Aspects Inherent To Them Which Are Responsible For Their Survival Or Dead, And Important To Understand The Role Of The Liberal Forces Tied By The Exception Regime That Took Place In Brazil.
COMMUNITARIAN UTOPIA AND DEVELOPMENT: THE INTELLECTUAL AND POLITICAL TRAJECTORY OF LOUIS JOSEPH LEBRET IN LATIN AMERICA

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ABSTRACT

The First Trip To Brazil Was Crucial For Louis Joseph Lebret’s Intellectual Journey. The French Dominican Priest Concluded A Cycle Opened In 1938, Related To The War Years And To Communitarian Utopia, Which Marked The Beginning Of The Economy And Humanism Movement In France. Upon Returning To Brittany, Lebret Had Left In São Paulo The Bases To Organize The Society For The Graphic And Mehanographic Analysis Of Social Complexes (SAGMACS) Research Center And A Center For Economy And Humanism Studies Similar To Those He Had Organized In France. In São Paulo, Lebret Finds Fertile Ground For The Formation Of Young Catholic Militants. The First Trip Is Marked By A Doctrinaire Agenda, Combining Catholic Thinking Based On The Concept Of Human Economics With A Proposal To Develop Empirical Research Linked To Action. Upon His Return In 1952, The Goals Had Changed. His Trip To Brazil Was A Necessary Alternative To Ensure The Continuity Of The Research Teams Created In France, Amid An Ideological Crisis That Was Endangering The Survival Of The Centre Économie Et Humanisme In That Country. During Lebret’s Intellectual And Professional Journey, His Research Themes, Approaches And Methods Undergo Conceptual Changes That Incorporate Experiences From Various Political And Economic Contexts. This Is Not About The Geographical Dislocation Of Knowledge, As Observed By Gomes In Reference To Roger Bastide And Pierre Monbeig’s Experience - When Faced With The Challenges Of A New Reality They Created New Investigation Instruments In Order To Better Understand It. At 50, Lebret Was An Experienced Researcher When He First Arrived In São Paulo. He Brought Collaborators With Him And A Set Of Research Instruments Developed And Tested In Communities And Cities In France That He Later Adapted To The New Reality. The Network Of Religious, Personal And Professional Relationships Created By Lebret During That Period Enabled Him To Establish Solid Bases For Action In Other Countries And Cities. This Network Encompassed Both Collaborative And Training Relationships. Antonio Candido Remarks On The Importance Of The Collaboration Between Louis Joseph Lebret And Josué De Castro, A Doctor From Pernambuco. According To Him, It Gave A New Political And Social Meaning To The Studies About Development That The Dominican Priest Was Going To Carry Out At The Beginning Of The 1950s In Brazil And In Other Countries In South America, Africa And Asia. This Text Seeks To Analyze The Circumstances That Led To This Direction In Lebret’s Professional And Intellectual Trajectory And The Importance Of His Presence In Brazil And Other Latin American Countries. The Research Carried Out By The SAGMACS Teams And Coordinated By Lebret Were In Line With The Overall Logics Of The Period, Which Proposed Development And Intervention By The Public Powers In The Economic Management Of The States. However, There Was An Important Distinction: The Inclusion Of Research About The Population’s Living Conditions Introduced A Social Perspective Of Valuing The Human Aspect And A Perception About The Structural
Differences Between The Regions. In Order To Eliminate Complementarity And Dependence Between The Regions’ Development Stages, It Would Also Be Necessary To Eliminate The Agrarian And Archaic Structures In Brazilian Society.

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ABSTRACT

The Theme Stated In The Title Of This Paper Addresses A Period Of Transformation For Brazilian Cities, In Particular In The Most Economically Developed Regions That Had The Highest Concentration Of Population And Employment In The Era. The Physical Existence Of These Cities, Until Then Contained With Municipal Limits, Expanded Beyond City Limits To Create What Became Known As Conurbation. The Perception That The Administration Of These Areas As They Formed Didn't Fit Within The Municipality's Domain Led City Managers To Propose Associations Of Municipalities For Their Planning. In The Case Of Porto Alegre’s Metropolitan Area, In The Mid-1960s The Rio Grande Do Sul State And Porto Alegre City Governments Established Formal Agreements To Promote Studies To Further Explore This Subject. The Delimitation Of Territory, An Object Of Shared Intervention, The Political Organization Of Management And The Creation Of Technical Training Groups, For Promoting Studies And Regional Planning Were Institutionalized. At The Time, Brazil Was In The Midst Of Major Political Changes That Led To The Emergence Of A Military Dictatorship In 1964, Which Created A Centralized Form Of Government, Eliminating Legislative Bodies And Strengthening The Role Of The Federal Government Over States And Municipalities. In The Period, Ideas Being Circulated About Cities And Urbanism Shifted The Focus From Modern Urbanism, Which Dominated The Debate, From The Actions And The Elaboration Of Urban Planning Of The 1950s, To The Vision Of Developmentalistic Planning. This Approach To Urban Thinking, With Strong Contributions From American Urban And Regional Planning, Came To Dominate In Political And Expert Circles, Particularly Within Academia, Determining The New Direction Of Public Policies And Planning Actions For Cities And Emerging Metropolitan Areas. This Investigation Rescues The Previous Period (The 1940s And 1950s), When The Prevalence Of New Ideas About Urban And Regional Planning Began. The Sources Of These New Ideas, The People Who Excelled In The Elaboration Of Planning, And The Public Policies Created On The Basis Of The New Thinking Will Be Examined As Supporting The Central Investigation Referring To Urban And Regional Planning In The 1960s. The Presence In Brazil Of Planners Like Father Lebret And The Dissemination Of The Concepts And Methodology Emanating From His Humanist Doctrine Integrated The Evaluation Of This Period. The Planning Ideas, Who Were The People Behind These New Plans, How Did They Influence Policy Actions On Cities And Their Territories, What Role Did They Play For The Social And Economic Development Of Metropolises And Whether Or Not Their Contribution Promoted Better Living Conditions For The Population Are The Central Questions Debated By This Work.
THE FUTURE AS METAMORPHOSIS OF THE PAST: LE CORBUSIER’S PLAN FOR BUENOS AIRES

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ABSTRACT

The Urbanism Of Le Corbusier Has Been Considered As A Generic Proposal For The Radical Reformulation Of The Historical City Which Sought To Break With The Inertia Of The Existing Geographical And Formal Determinations. Apparently Based In Pure Cartesian Analysis, He Persued Even The Replacement The Cities Structure In Relation To A Program That Synthesized Its Complexity Into Four Constitutive Functions And Through The Logic Of A Typological Invention Whose Grammar Basics Refer To The Dom-Ino System. In Short, It Has Been Said That Le Corbusier Was Opposed To The Organic Urbanism Of The Société Française Des Urbanistes And Its "Scientific" Basis In The Marcel Poète Theory Of The Evolution Of Cities, Unique Souls With A Destiny Registered At Birth. The Plan Director For The City Of Buenos Aires, Whose Parti Pris Was Intuited During Le Corbusier's Lectures In Argentina In 1929, That Was Developed In Collaboration With Jorge Ferrari Hardoy And Juan Kurchan In Paris In 1937 And Was Published In 1947, Contradicts These Hypothesis. The Plan Not Only Is Based On An Interpretation Of The Geographic Settings, But Is Intended As A Metamorphosis Of The City On Their Own Footprints, Such As They Were Sketched On A Plane Of 1713. There Were Two Instruments For This Operation: 1) The Shock In Front Of The American Landscape That Caused A Revolution In The Theoretical And Formal Presumptions Of Le Corbusier, Primarily The Intuition Of Great Dimension, Of Buildings With Engineering Scale That Could Absorb Parts Of The City, Redefining Them In Complex And Extended Interiors, 2) The Recurrence To The Plan Orgánico De La Comisión De Estética Edilicia Para Buenos Aires (1925). From It, Le Corbusier Not Only Took Its Implicit Program, But Was Inspired By The "Vivid Postcards " From Its " Brief Historical Summary " Written By Noel Martin. The Publication Of This Previous Urban Plan Acted As A Hidden Dossier That Guided Le Corbusier Desire To Recover The Founding Structure Of Buenos Aires -"Urbanism Finds Useful Explanations In The Birth Of Cities"- And The Plastic Relationships Between The Built Volumes And Nature That He Captured In The Carré Espagnol. The Paper Will Show, In The Plan Director For Buenos Aires, This Inspiration Consistencies In The Location Of The City And Its Primary Elements. It Will Prove How It Can Be Understood As A Translation Of The Natural Zoning Of The City Where Large-Scale Buildings Allowed The Transfiguration On Its Own Tracks Of The Colonial City In A Metropolis. This Interpretation, Never Reported Regarding CIAM Urbanism, Brings New Meaning To The Continued Romance Of Latin American Modern Planners With Le Corbusier.
THE CATHEDRAL AND THE CASA DE MONEDA BLOCKS (S. XVIII) TO SUPPORT SUSTAINABLE URBAN DEVELOPMENT IN SANTIAGO DE CHILE

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ABSTRACT

This Paper Analyzes The Role Played By The Blocks Of The Cathedral And The Casa De Moneda, Neoclassical Buildings Whose Construction Began In Santiago De Chile During The Eighteenth Century, As A Support For Sustainable Urban Development Which Boosted A Progressive Transformation Of The Settlement, From A Closed City Of Churches And Convents To An Open City Of Buildings And Public Spaces, To Produce New Urban Centralities That Gradually Tended To Compensate With Public Buildings The Presence Of The Church. This Process Forms Part, In A First Phase, In The Set Of Changes And Modernizations That Drove The Borbones In The Overseas Colonies, Which Was Evident In A Number Of Infrastructure Projects In The Territory, Changes In The Urban Fabric And Buildings In The Blocks, Which Introduced A New Scale In The Territorial, Urban And Building Order, Thereby Achieving The Emergence Of New Urban Centers, Which Are Not The Churches And Convents Of The Preceding Stage, But Are Extended To The Public Sphere. In A Second Phase, No Doubt Strongly Influenced By The Cultural And Socioeconomic Environment Derivative Of The Independence Of The Countries In The Area Of The Spanish Monarchy, It Verifies During The Nineteenth Century And Especially Towards The Last Quarter Of The Century, To A Process Of Diversification In Programs And Autonomy Of The Architectural Production, Which Allowed A Slow But Progressive Transformation Of The Rules Of Construction Of The Traditional City. It Should Be Noted That These Architectures, As Well As New Urban Concepts That Operate On The Foundational Blocks, They Will Be Driven During The Twentieth Century By Various Processes That Had An Enormous Impact On The Actions Of Urban Planning. In This Context, The City Of Santiago Have Evolved During The Twentieth Century Based On The Construction Of Buildings With Strong Urban Identity, In A Particular And Specific Set Of Blocks Linked By An Heterogeneous And Complex Road Scheme, Consolidating A Structure Variable In Time, Enabling Multiple Readings Of The Urban Environment. These Events Are Associated With Dynamic Changes In Use And Functional Mixtures, Which Have An Urban Scope That Projects Beyond The Space In Which They Are Located, And Consolidated Over The Years A Great Influence On The Urban Fabric, Generating Urban Development Zones And New Civic Identity Places. So The Processes Occurring In These Blocks Provide On Sustainable Urban Development From The Own Historical Sustainability Of The Cathedral And The Casa De Moneda, And Contribute To The Sustainability Of The Urban Processes Of The Areas Related To Such Buildings.
EARTHQUAKES AND URBAN PLANNING: A NEW RELATIONSHIP BETWEEN REGULATIONS AND URBAN FABRIC IN CHILE (1939-1949)

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ABSTRACT

Chile Is One Of The Most Seismic Countries In The World. The Destruction Have Affected For Centuries The Cities And People Who Live In Them. Most Of Studies Have Been Concentrated In Technical And Scientific Approaches, And Study From The Relationship Between Earthquakes And The Urban Planning Can Contribute To Increase Its Understanding. On December 1928, A Strong Earthquake Stroke Chilean Central Valley. The Epicenter Was Talca City, But The Area Affected Included Many Villages Around. The Number Of Victims And The Urban Destruction As Well, Urged Civil Authorities To Promote The First Urban And Building Regulation Law, In Order To Protect Citizen’s Life And To Prevent Destruction. In 1939 Another Earthquake Strokes Again The Chilean Central Valley And Produced Serious Damages: While Some Cities Were Absolutely Devastated, More Than 30,000 People Dead. The Most Affected City Was Chillan. One Of The Main Consequences Of This New Disaster Reflected On The Creation Of Some Institutional Government Organizations For Reconstruction. And Legally, Authorities Decided To Introduce Some Changes To The Urban And Building Regulation, In Order To Update Restrictions And Planning Standards. As Chillan Was Completely Destroyed, It Should Be Found On A Different Location. Some Master Plans Were Designed, Including A Le Corbusier’S Proposal, Which Finally Did Not Take Hold. The Exceptional Conditions Produced By The Earthquake’s Destruction, Were Aligned With The Ideal Modern Urbanism Which Thought The City As A Tabula Rasa. But In The Case Of Chile, These Ideal Conditions Were, At The Same Time, Restricted And Partially Determined By The Seismic Effects And The Urban And Building Regulation Codes – Which Still Current. This Paper Aims To Explore How Much Do The Earthquakes Have Been Affecting The Urban Planning, And Hence, The Urban Fabric, Since The Promulgation Of The Urban And Building Regulation Law In 1929 And 1931. It Is Suggest That Modern City Planning During The First Half Xxth Century In Chile, Were Partially Determined By A General Law Which Have Been Trying Not Only To Regulate Buildings -And Its Provably Destruction, But Also The Urban Planning Along The Whole Country. This Fact Is Strongly Related With The Urban Structure And Shape. The Urban Planning Have Been –Partially- A Result Of Both Earthquake’S Effects And The Urban Regulation Expressed On A Particular Type And Urban Form.
EVOLUTION (OR INVOLUTION?) OF THE HERITAGE PRESERVATION’S INSTRUMENTS: REFLECTIONS ABOUT HERITAGE POLICY IN SAO PAULO

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ABSTRACT

As A Whole, Let Us Illuminate The Complexities Of The Planning History In Latin American Cities.
HOUSING POLICY AND URBANIZATION IN BRAZIL (1946-1974)

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ABSTRACT

This Paper Discusses The Relationship Between Housing Policy And Urbanization In Brazil Since The Organization Of The Popular House Foundation (FCP) In 1946 Until The Closure Of The Federal Office Of Housing And Urbanism (SERFHAU) In 1974. These Two Institutions Were Created With The Role To Integrate The Urban And Housing Policy To Face The Intense Process Of Urbanization In The Country That Reached Its Peak During This Period. In 1940 The Urban Population In Brazil Was 31% Of The Total (About 13 Million Inhabitants) Reaching 45% In 1960 (About 32 Million Inhabitants) And 56% In 1970 (About 53 Million Inhabitants). In Latin America The Most Populous Cities In 1960 Were Buenos Aires (6,775,000 Inhabitants), Mexico City (4,725,000 Inhabitants), Rio De Janeiro (4,700,000 Inhabitants) And São Paulo (4,375,000 Inhabitants). The Intensification Of Urbanization Process In The Country From The 1940s Reflects The Substantive Changes In Its Productive Structure. The First Period Of Industrialization In Brazil Was Called Import Substitution. In The Period Between 1936 And 1939 Took Place New Investments In The Manufacturing Sector, And It Was Responsible For A New Expansion And Diversification Of The Brazilian Industry. Because Of This The Consolidation Of The Labor Market In Large Cities Such As Rio De Janeiro And São Paulo Was Not Just A Matter Of Health Care Policy, But Rather The Need To Be Available An Important Factor Of Production. The Main Challenges Of This Intense Process Of Urbanization Was The Management Of The Population That Was Crowding In The Big Cities. Faced To This Challenge Waged An Intense Debate On Housing And Urban Models To Be Adopted, On The Land Question, About The Organization Of The Building Materials Industry On Access To Finance For Housing Production. At The Same Time The Emergence Of Urban Workers With Average Income Constituted A New Political Force. For This New Urban Middle Class, The Topics Of Housing And Access To Urban Services And Urban Equipment, And Of Course The Labor Rights And The Welfare Were Fundamental. These Subjects Were Soon Incorporated In The Political Agenda Of The Labourism That Begins With The Vargas Period (1930-1945 And 1950-1954), But Follows The Entire Period Called National Developmentalism That Goes Until To The Deposition Of Joao Goulart In 1964 By A Military Coup. Even With The Military Government Established By Coup In April 1964, The Social Tensions Generated By The Intensive Urban Concentration Did The Urban And Housing Issues Had A Central Role In The Brazilian Political Agenda. The Creation Of The National Housing Bank And The Federal Office Of Housing And Urban Development In August Of The Same Year Attest The Centrality Of Housing And Urban Policy Issues In Brazil. The Vicissitudes Of The Housing Debate In This Period Allows Us To Track The Shift From Democratic To Authoritarian Intervention Perspective In The Modernization Process In Brazil. Following The History Of The Political Approach The Meaning Of Technical Decisions In The Planning Of The City And Housing Policies Could Take On A New Meanings To Conduce Our Challenges In The Present.
During The 1970s Several Political Initiatives Took Place In Buenos Aires To Address Urban And Housing Problems In Shantytowns, Which Had Proliferated In Argentina’s Capital City In The Previous Decades. Since The Arrival Of The 1929 Global Economic Crises, Shantytowns Emerged In The Urban Landscape Of The City. Although Under Juan Peron Presidency Many Social Housing Was Provided For The Poorest Working Families, Shantytowns Became Larger In Number, Population, And Area. After The Military Coup In 1955, Specific Urban Policies Intended To This Kind Of Marginal Housing Were Implemented. The Ways Different Governments Used To Deal With This Problem, Have Varied According To The Political Moments: Massive Eradication And Demolition Plans, Building Houses In The Same Neighborhood Of The Shantytowns, Relocation In New Neighborhoods And Housing Projects, Among Others. There Were Also Self-Managed Projects That Worked In Dialogue With Public Institutions And Social Organizations, And Managed To Achieve The Improvement Of Urban Spaces In Shantytowns Building New Quarters For The Relocation Of Its Inhabitants. This Paper Analyzes The Various Mechanisms Used For Urban Reconfiguration And Housing Improvement Of The Shantytowns In Buenos Aires During The Seventies From Three Case Studies. The First Case, The Relocation Of The Shantytown Villa 7 Of Mataderos, City Of Buenos Aires (1971), Corresponds To A State Project Developed With The Participation Of The Residents, For The Construction Of Housing In The Same Neighborhood. The Second Case Is About The Violent Relocation Of The Residents Of The Saldías Area Of The Shantytown Villa 31 Of Retiro, City Of Buenos Aires, Carried Out By The Military Government. The Residents Were Relocated In The Ciudadela I And II Housing In Buenos Aires Province, In 1974. The Third Case Correspons To The Cooperative Copacabana, Created By The Movement Of Priests For The Third World And The Residents Of The Villa 31. This Cooperative Built In 1978, La Asunción Neighborhood In The District Of San Miguel, Province Of Buenos Aires, As A Form Of Resistance And Response To Eradications Carried Out During The Last Dictatorship (1976-1983). This Work Examines The Ways In Which These Three Housing Projects Addressed The Urban, Social And Economic Problems Of The Shantytowns In Buenos Aires, Focusing On The Discussions About The Forms Of Participatory And Self-Managed Work, And The Different Forms Of Relocation Of The Population Of The Shantytowns Carried Out Under Democratic And Military Governments. In That Sense, This Paper Will Inquire About The Various Bonds Proposed By The Studied Neighborhoods With Urban Centers, Accessibility, Infrastructure And Shantytowns Of Origin.
ABSTRACT

The Research Focuses Three Aspects Associated With The Process Of Urbanization Of Brasilia; 1 - The Ideas Presented In The Urban Master Plan; 2 - The Management Policy Of The Urbanized Areas, Conducted By Urbanizing Company NOVACAP And 3 - The Development Of The Suburbs And Satellite Towns, From A Policy Of Removing Informal Settlements Of The Pilot Scheme Area. The Main Reference Is The Magazine Brasilia, Published In The 60s By The Company Novacap, With This Official Discourse Of The Urbanization Process, Will Be Associated Another, More Diffuse And Difficult To Identify: The Exclusion Process And Consolidation Of Informal Áreas And Satellite Towns. Ten Years After The Initiation, The Area Of The Pilot Plan Housed 150,000 People, Equivalent To Only 28% Of The Population Of Brasilia. The Rest Lived Peripheral Cores: Sobradinho Planaltina, Taguatinga, Ceilândia, Guara, Bandeirante And Brasalândia, An Extension Of Up To 56 Miles Away From The Center. Until Today, Very Little Is Published About The Process Of Urbanization In Brasilia Over The 60 Years. This Emblematic Period Of Formation Of These Peripheries, The Transfer Of The Federal Administration To The Area Of The Plan And The Occupancy Of Structures Of Power By The Military Regime, Were Remarkable For The Structuring Of The City, And The Spatial Configuration Would Assume In The Following Decades.
ABSTRACT

Between The Late 1930s And Early 1960s A Redefinition Of Housing As An Urban Issue Occurs In Brazil. This Redefinition Can Be Understood As The Overcoming Of Hygienist Conceptions That Since The Late Nineteenth Century Remained As The Most Complete Formulation Of A Proposal Of Transformation Of The City Where The Housing Of The So Called “Poor” Or “Dangerous” Classes Assumed A Central Role. With The Organization Of Social Medicine As A Political Power, The City Becomes A Privileged Object Of Its Intervention: From The Internal Organization Of The House To Urban Sprawl, The New Urban Order Must Be Performed By A Highly Normative Action. In Brazil, This Perspective That Associates Sanitary And Police Control Of The Poor Classes, Only Begins To Be Rethought And Changed At The End Of The 1930s. At This Moment, The Association Between Social Housing And Planning Starts To Be Formulated Based On The Features Of Latin American Urbanization Processes. For This New Formulation Brazil’s Inclusion In The Circuit Of Inter-American Cooperation Promoted By International Institutions As Unión Panamericana (UP), Organization Of American States (OAS) And United Nations (UN), Among Others, Is Decisive. Over Two Decades, From The Primer Congreso Panamericano De La Vivienda Popular, Organized By The Unión Panamericana And The Argentine Government In Buenos Aires, In 1939, And The Seminário De Técnicos E Funcionários Em Planejamento Urbano Organized By The Centro Interamericano De Vivienda Y Planeamiento In Bogota, In 1958, With The Participation Of Brazilian Planners, Emerges A View Of Planning That Incorporates Housing As A Right. Politics As Intrinsic To The Planning Process, The Control Of Urban Land Speculation And Planning In The Metropolitan Scale Are Expressed In The “Carta De Los Andes” Resulting From The Seminario In Bogota. These Principles, Deeply Rooted In The Problems Faced By The Rapid Growth Of Large Cities In Latin America, Are To The Present Days In The Center Of Urban Ideas In Brazil. Its First Formalization Occurs In The Seminário De Habitação E Reforma Urbana Held In Rio De Janeiro And São Paulo, In 1963, As Part Of Social Movements That Demanded The Urban Reform, Just Before The Military Coup In 1964. The Construction Of These Ideas Is Discussed In This Text Considering The Combination Of Three Movements Of The Field Of Planning Between The Late 1930s And Early 1960s: The Intense Process Of Reconstructing Knowledge And Practices In The Area Of Planning And The Changes In The Actions Of The State In Housing Production In Brazil, In The Context Of Authoritarian Era Vargas (1930-1945) And During The Democratic Period (1946-1964); Conferences And Congresses Held By The Pan American Union And OAS Between 1939 And 1958, When The Issue Of Housing Is Institutionalized Within The Inter-American Cooperation, And The Repercussions In Brazil; The Engagement Of Experts From Different Disciplines And Different Countries Through International Institutions In The Promotion Of Cooperation And Technical Assistance To Underdeveloped Regions.
HOUSING AND BIG VENTURES: LANDMARKS OF VITÓRIA’S URBAN EXPANSION IN THE 60S

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ABSTRACT

This Article Deals With The Relationship Between Urbanism, Politics, And The Brazilian Cities Transformations In The 1960s, Addressing Aspects Related To Urban Expansion And The Resulting Land Value, Focusing On The Housing Policies Implemented In Vitória, Espírito Santo’s Capital, As Well As The Establishment Of Large Scale Developments. It Examines The History Of The Local Occupation; Aspects Related Do The State’s Economic Base And The Housing And Large Developments’ Historical Location Evolution. The Interest In The Occupation History Is To Point Out The Reasons For The Site Occupation, Highlighting The Efforts In Keeping The Political Power In Vitória. It Stresses The Change In The Economic Base Characterized By The Crisis Associated To The Coffee Culture Since The Early 1950 To The Consolidation Of A Large Industry Dedicated To Steel Plants In The Early 1980s (ROCHA E MORANDI, 1991). The Evolution In The Housing Complexes And Large Developments Location Follows National Policy Guidelines And Accompanies Economic And Social Changes In Effect In The State, Indicating Modification In The Previously Established Policy, In Beginning The Continuous Process Of Occupation Of The Municipal Mainland Area. Housing Policy Is Linked To The National Housing System Created In 1964 By The Military Dictatorship (CINTRA E HADDAD, 1978; SCHMIDT, 1983). The Location Of Large Developments Establishes Itself As A Preliminary Procedure To The So-Called Large Industrial Projects, Established In A More Decisive Way In Espírito Santo, In The Following Decade, By The Second National Development Plan (BRASIL, 1974). The Implementation Of Housing Complexes, Campus And Port, In The 1960s Took Place Northeast From The Island, In Vitoria’s Mainland, Where The Airport Was Located Since The 1940s (MENDONÇA, 1995). This Occupation Took Place Discontinuously, Enhancing Its Economic Character, Favoring The Speculative Character Of The Real Estate Action. Although Public Policies, Carried Out In Vitória In The 1960s, Have Distanced Themselves From Their Core Social Reach, Particularly In Housing Policy And Have Presented Themselves Connected To The Centralizing Ideals Of The Federal Government, Their Importance Cannot Be Denied In The Capital’s Urban And Metropolitan Structuring And In Inserting The State Of Espírito Santo In A Broader Economic Circuit, Following National And International Dynamics.
SEEING A METROPOLITAN FUTURE: THE 1929 PLAN FOR JACKSONVILLE, FLORIDA

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In 1929, Jacksonville Florida Became The First Florida City To Adopt A Comprehensive Plan (Which Speaks To This Conference’s Interest In “Iconic” Public Plans). The City’s Support For Planning Began In 1923, As A Project Of Reform That Flourished In The Unlikely Space Of A Conservative Southern City Experiencing A Real-Estate Boom. The Pioneering Planners Adopted A Comprehensive, Regional Perspective On Jacksonville’s Future, Informed By Emerging Technologies.


In A 1931 Update To The Plan, Simons Proposed A Linear Metropolitan Park Network, Modeled After Cleveland, Ohio’s So-Called Emerald-Necklace. In Jacksonville, It Would Wrap Around The City, From The Southwest Side North To The Trout River. Coming As It Did In The Second Full Year Of What Would Become Understood As The Great Depression, Simons’ Big Idea Foreshadowed The Innovations Of The New Deal. He Insisted That The Plan Was Practical, But Acknowledged That “[T]hese Recommendations Are Not Necessarily For Immediate Realization, But Rather For Future Consideration When The
Demand Is Greater And Financial Possibilities More Promising.” Planning Must Begin, He Argued, And Once Begun, It Would Continue.

The 1929 Jacksonville Plan Is An Artifact Of The Late 1920s That Affords Us With A Remarkable Window On The Past. Jacksonville’s Entry Into City Planning Points To The Broad Assumptions That Informed Planning Thought At A Pivotal Moment In American Urban History. It Also Illuminates A Place And Time When The Political Space Necessary For Public Planning Improbably Opened.
GREEN REDEVELOPMENT IN MILWAUKEE: IS IT ONLY THE VISITOR CLASS WHO BENEFITS?

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ABSTRACT

The Paper Will Look At The Efforts By City Leaders And Activists In Milwaukee To Use Sustainability And Greening As Part Of Their Effort To Create Economic Activity. The Paper Will Challenge The Scholarly Division Between Redevelopment Projects For The "Visiting Class" And Redevelopment Projects For The Local Residents And Suggests That There Is Much Overlap And Multiple Benefits For Sustainable Design.
THE INCOMPLETE STREETS OF JACKSONVILLE

AUTHOR: MICHAEL LORR, AQUINAS COLLEGE

ABSTRACT

Jacksonville, Florida’s Streets Are Almost Entirely Complete For Automobiles And Almost Entirely Incomplete For People, Bicycles, Public Transit, And Neighborhoods. This Paper Will Address Four Questions: 1) What Are (In)Complete Streets? 2) How Is Jacksonville (In)Completing Its Streets? 3) How Does This (In)Completeness For Cars Exclude And Ultimately Work Against Community, Social Justice, And Sustainability? And 4) What Are Possible Future Trajectories For Completing Jacksonville’s Streets For People, Bicycles, Public Transit, And Neighborhoods And What Does This Imply For Other Similar Cities?
PLANNED MODERNIZATION: THE SOUTHERN REGIONALISTS IN THE INTERWAR SOUTH

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ABSTRACT

Notions About The Significance Of Regionalism Percolated Widely Among American Intellectuals During The Interwar Period Of The Early 20th Century. Seen At The Time As An Important Issue For The Emerging Discipline Of City Planning, Enthusiasm Among Planners For Regionalist Ideas Peaked In The 1930s. The Dominant Discourse About Planning And Regionalism Belonged To Lewis Mumford And His New York-Based Regional Planning Association Of America (RPAA). With A Prolific Output Of Written Work Extolling The Potential Of Regional Planning To Remake American Society, The RPAA Managed To Gain A National Audience As Well As The Attention Of The Roosevelt Administration, Though Their Prescriptions Proved Notoriously Difficult To Implement Or Sustain.

During The Same Period, Howard Odum And A Handful Of Social Scientists At The University Of North Carolina (UNC) Created Their Own “School” Of Regional Planning, Focused Primarily On The American South. While These Southern Regionalists Shared Many Of The Same Utopian Aspirations Of The RPAA, Their Ideas Were Challenged By The Geography Of Race And Class That Fractured The Region. Starting In The Mid-1920s, Odum And His Colleagues Attempted To Translate The Insights Of Positivist Social Science Into Normative Strategies For Regional Planning Within The Conflicted Terrain Of The South, Via Both Intellectual Labor And Institution Building. While Maintaining A Steady Flow Of Academic Publications (Including The Journal Social Forces) They Also Helped Create A Collection Of Planning-Centric Institutions, Including The Institute For Social Research And The Division Of City And Regional Planning At UNC, The Southern Regional Education Board, Research Triangle Park, And, Eventually, The Southern Growth Policies Board.

This Paper Begins To Unearth The Somewhat Hidden Intellectual History Of Regional Planning In The Interwar American South. It Revisits The Legacy Of The Southern Regionalists, And More Specifically Explores Their Early Attempts To Develop An Indigenous Form Of Regional Planning And The Struggles They Faced Coming To Terms With The South’s Complicated Social, Cultural, And Economic Landscape. It Concludes With A Series Of Speculative Questions About How The Southern Regionalists Influenced A Generation Of Governors, State Legislators, And Policy Makers, Who Would In Fact Embrace Regional Planning As A Scheme For Modernizing The South In The Post-WWII Era.
URBAN VISIONS: LE CORBUSIER, MARCELLO PIACENTINI AND LUCIO COSTA AND THEIR PROJECTS FOR THE BRAZILIAN UNIVERSITY (1930s)

AUTHOR: KLAUS CHAVES ALBERTO

ABSTRACT

From the 1920s until 1937, during the rule of the Estado Novo, the idea of creating an university city in Brazil motivated an ever greater number of intellectuals connected to education and the public sphere, turning this into a particularly fertile period for reflections on the meaning of an university education and of education in general. This movement was reflected in the organization and discussion of at least three projects for the future Brazilian University of Brazil, under the supervision of the federal government: the project by Marcello Piacentini (1936-1938), the project by Le Corbusier (1936) and, finally, the second project by Lucio Costa (1936).

In this paper a formal analysis of the proposed solutions is developed by relating them more firmly with the intentionality of each author and his vision regarding the act of building. Some aspects of these large scale projects were highlighted for analysis, such as: the visions on the area to be occupied for the construction of the university city in the federal capital, and the proposed sectoral division by the architects. These topics are relevant because they enable us to deepen our understanding about the functionalist urbanistic school of thought in Brazil at the exact period in which the urbanism discipline is institutionalized, during the 1930s.

In order to better assess the real contributions of architects and educators, we analyzed mainly the documentation of the time, which we were able to gather from three specific sources. One of the most important was the center for research and documentation of contemporary history in Brazil of Fundação Getulio Vargas (CPDOC-FGV), which archives the official documents of the department of education and health of this period.

Another relevant source was the documentation produced by the actors involved in this venture. For this we evaluated the supporting texts, designs and correspondence in the field of architecture from the designers. In the field of education, the publications and reports of the committee of professors stand out, especially those documents signed by professor Ernesto Souza Campos - one of the leading members of this committee with outstanding performance in the development of other universities in Brazil. Because of the thorough description of the whole process and the debates involved in various decisions, these texts turned out to be important references for our analysis.

This paper intersects these individualities with the political, social and cultural world. The projects for the university city in Brazil were analyzed by considering the various proposals that were submitted at the time as symptoms of the different architectural and urbanistic interpretations discussed in those years.
MORPHOLOGY OF THE MULTILAYERED DOWNTOWN OF BEIRUT

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ABSTRACT

Syrian Civil War Happen In The March Of 2011 Has Been Continuing Till Today. Considering The Long-Term Accumulation Of Syria-Japan Cooperation In The Domain Of Urban Planning Cooperation, It Is Suggested That Japan Should Play An Important Role For Syria’s Urban Reconstruction Planning After The Peace Recovered. In This Point Of View, This Paper Considers The Urban Planning History Of Beirut. Because Its Urban Formation In The Age Of Ottoman Era, French Mandate, And The Existing Of The Leading Lanners Such As Danger, Ecochard And Banshoya Are Common With The Case Of Syrian Principal Cities, The Case Study Of Beirut Can Be Valuable In The Reconstruction Of Syrian Cities.

Baltimore’s Oldtown Mall: Walking on Sunshine, or the Ghost of an Everyday Urban Neighborhood

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Abstract

Between 1959 and 1980, over 200 US cities closed commercial streets to traffic, installed costly paving, benches, lighting, and kiosks, in the hopes that these pedestrian malls would revitalize a struggling retail strip. Then the policy was abruptly abandoned, broadly perceived to have either no effect or to actually accelerate decline. Many malls were reopened to traffic at further significant public expense. However, after a near 30-year lull in construction of pedestrian malls, cities such as New York are once again removing cars from streets to much public fanfare. With this renewed interest in pedestrian malls amongst US planners, it is imperative we have a better understanding of the rise and fall of the first wave of these urban interventions. This paper adds to the growing body of case study research on US pedestrian malls; in it Baltimore’s 1975 Oldtown Mall is offered as a critical case. Previous case studies can be grouped into three categories: one, the context of a pedestrian mall with high-end retail in a high-income area (Sagalyn, 2001) (Pojani, 2008), two, the tensions that arise when either the retail is low-end but the area high-income (Woo & Tenhoor, 2010) or three, malls built to retain high-end retail in a declining downtown (Cheyne, 2010). Contrary to these typologies that all fit a growth machine model of urban development and aspired to attract middle-class white suburban shoppers back to the city, Oldtown was proudly touted as the first pedestrian mall built next to a housing project in a dense low-income African American neighborhood, with niche and low-end retailers who served those residents. Considered a national model for over ten years, and with evidence to suggest the mall did at least stabilize the declining strip for roughly a decade or more, today it sits nearly abandoned and endures an open-air drug market. By the mid-1990s, planners’ perceptions of whom the mall was intended to attract had changed, from primarily serving the surrounding neighborhood to requiring a regional clientele. In 1995 HOPE VI demolished not only the adjacent housing towers, but displaced the mall’s clientele through a city policy of dedensification. Concurrently, the city tore down a long-standing public market on the mall in the vain hopes of luring a suburban-style supermarket to the site. A 2010 plan calls for the reintroduction of traffic to spark revitalization. Through interviews with planners and community actors, along with the examination of archival documents, a thick description of what led to Oldtown’s ascent and fall is presented. The case also illuminates practical lessons for planners today, during this time of both renewed interest in pedestrian space and increasing gentrification often demarcated along racial lines.
ABSTRACT

Salvador, A City At The Northeast Of Brazil, In The Last 50 Years, Suffered Changes In Its Urban Form Because Of The Quick Growth That Transformed The City In A Great Metropolis With Almost 3 Million Inhabitants. Its Urban Form Was Developed, From The Century XVII Up To Middles Of The Century XX, On Basis Of A Vector Of Growth That Follows The Line Of Todos Os Santos Bay – In Northern Direction, For The Interior Of The Bay And In South Direction, For The Border Of The Atlantic Ocean. Inside The Division Of The City, The Traditional Urban Center Has Been Changed Functional, Social, Economic And Physical. In This Text, We Analyze Some Of The Transformations And Permanencies That Take This Traditional Urban Center From The Apogee To A Process Of Abandonment Between The 1950s And 1975s. The Renaissance Of Traditional Urban Centers Of Great Cities Starts To Make Part Of The Paradigm Of The Sustainable Development In The Late Twentieth Century. To Understand The Current State Of Conservation Of The Central Areas, It's Necessary To Understanding The Formation, The Apogee And Its Process Of Abandonment. From The 1950s To 1970s, The Centers Lose Vitality And Their Functions Begin To Be Substituted And New Areas Appear In The City. That's The Beginning Of Its Process Of Abandonment And Degradation. In Salvador, After A Period Of Economic And Demographic Stagnation, Between The 1920s And The 1940s, Oil Was Found In The Todos Os Santos Bay, In The End Of The 1940s, Which Brings To Salvador A New Expectation Of Growth. From This Moment, The Last Landfill In Comércio, In The Cidade Baixa, The District Of The Nations, Begins To Be Filled Out By Buildings Of The Modern Movement Style; And In The Cidade Alta, New Investments Suggest The Rebirth Of His Ancient Center, With Commerce Of High Quality, Coffee Shops And Bookstores. In The Other Part Of The City, In The End Of The 1940s, With The Introduction Of The Industrial Center Of Aratu (CIA), In The 1960s, And The Oil Complex Of Camaçari (COPEC), In The 1970s, Salvador Assumes The Character Of Metropolis, Which Stimulates The Appearance Of News Areas Away From The Traditional Urban Center. It's The Beginning Of The Decentralization And A Construction Of A News Centers With Different Functions: The Business Center, The Administrative Center And Of The Historical Center, Each One At Its Own And Specific Space. The Traditional Urban Center Becomes The Historical Center; In An Eccentric And Totally Deserted Area, In The1970s, With A New Bus Station, A Shopping Center And A New Access To The City – Northern Access-, Area Today Known As Iguatemi And Avenue Tancredo Neves, Becomes The Financial And Commercial Center; And, Also In The 1970s, A New Road Named Avenue Luiz Viana Filho (Better Known As Parallel) Was Opened To Connect The City To The Airport, And In The Middle Of This Road, It Was Built The New Administrative Centre. To Connect All Those Areas Inside The City, A Net Of Avenues Named Avenidas De Vale, Was Opened In The Late 1960s. All This Actions Contributed To The Process Of Abandonment And Degradation Of The Traditional Urban Center.
FORT WORTH AND THE GRUEN PLAN: A FAILED MARRIAGE

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ABSTRACT

Because Of M. Jeffrey Hardwick’s Book, Mall Maker: Victor Gruen, Architect Of The American Dream, We Know A Lot About Gruen’s Effort To Transform A Declining Downtown In Fort Worth, Texas To A Model City That Would Demonstrate The Most Effective Way To Free The Downtown From Then Menace Of Automobiles And Other Ills Threatening The Life Blood Of Traditional Downtowns After World War II. Indeed Much Has Been Written About The Gruen Plan For Fort Worth, Possibly One Of The Most Famous And Influential Downtown Plans Ever Created.

Although Funded By The Texas Electric Service Company In Fort Worth At A Cost Of $75,000, What Is Most Surprising About This Plan Calling For The Radical Transformation Of Downtown Fort Worth Was Its Enthusiastic Reception From The City’s Civic Leadership Despite Its Price Tag Of At Least $300 Million, As Well As Its Proposal To Employ Eminent Domain In This Cost Conscious And Very Conservative City. Immediately After Gruen’s Public Presentation In 1956, Leading Businessmen Created The Greater Fort Worth Planning Committee (GFWPC), Eventually A Body Of More Than 200 Civic Leaders, To Guide The Plan To Fruition. Initial Endorsements Of The Plan Not Only Came From The Two Local Newspapers, The Chamber Of Commerce, City Council, The Real Estate Board, And Local Labor Organizations, But From The Press In Dallas, Fort Worth’s Nearby Rival And Sometime Nemesis. Fort Worth City Builders Viewed The Plan Not Only As A Way To Reenergize The City’s Deteriorating Downtown But To Attract Companies That Otherwise Might Locate To Dallas.

Implementing Fort Worth’s Gruen Plan And The More Mundane Needs And Concerns Of Residents In Neighborhoods Throughout The City.
Situated Across Guanabara Bay, Facing Rio De Janeiro, And Capital – Until 1975 – Of The State Of Rio De Janeiro, Niterói, At The Turn Of The XIXth Century, Had Approximately 34000 Inhabitants, Which Increased Almost 40% In The Next 30 Years, At A Medium Rate Per Year Of Around 4%. The First Two Decades Of The XXth Century Represented, According To Some Authors, A Period Of Important Debates About Urban Growth And Change. One Of The Main Polemics Involved The Construction Of A Port, As A Mean Of Economic Development And Modernization. Some Arguments Centered On The Need To Remove The Shacks On The S. Lourenço Mangrove Area (Where The Port Would Be Built), Which Showed That There Were Already Serious Problems Of Housing For The Poor. The Proposal, On The Other Hand, Included A Project To Be Built On The Campo Do Ipiranga (Not Far From The Original Housing Area), In Order To Shelter The Families That Would Be Evicted. This Seems, At First, Not So Out Of Character (In These Years Of Demolishing And Eviction Of The Poor), Considering That Niterói Had A Certain “Tradition” Of Planning Since The Early XIXth Century, With The Palière Plan (1818) And Taulois Plan (1841), That Directed The Occupation Of Part Of The City.

In The 30s, The City Was Object Of An Important Thesis Developed By The Architect Attílio Corrêa Lima, Presented At The University Of Paris, And Entitled Avant Projet D'Aménagement Et Extension De La Ville De Niterói Au Brésil. This Thesis, Was Actually A Plan Which.Dealt, In Its Chapters, With Niteroi’s Housing Situation In An Specific Form, Bringing Important And New Contributions For The Issue, Especially In Relation To The Housing For The Poor. Our Hypothesis Is That The Architect Presents An Advanced Concept In Relation To The Plans Of This Period. Our Paper Deals With This Contribution, Related To The Urban Situation Of Niterói In The Third Decade Of The XXth Century. Our Main Sources Are Documents And Bibliography Of Existing Archives, But Especially The Thesis Itself. A Broader Hypothesis Is That The Expansion Of Niterói Displayed Particularities In The Development Of Favelas And Other Types Of Low Income Housing, Due To The Peculiarities Of The City In The Field Of Its Planning History, Public Action, And Land Issues, Including The Existence Of A Large Amount Of Public Land.

Finally, This Paper Is Part Of An Academic Research That Is Being Developed In The School Of Architecture And Urbanism Of Universidade Federal Fluminense, Entitled Uma História À Contar: Compreendendo Niterói Através De Suas Favelas.
“THE BUILDING OF TWELVE THOUSAND HOUSES” BY JOHN TUDOR WALTERS: 90 YEARS ON

AUTHOR: HELEN R HAY

ABSTRACT

In 1927 John Tudor Walters published his book ‘The Building Of Twelve Thousand Houses’ documenting how cottage housing estates had been built for miners’ families in over 25 different areas of the South Yorkshire, North Derbyshire and Nottinghamshire coalfields and in South Wales. He demonstrated how the standards set in his 1918 report, could be achieved by the colliery companies and involved the setting up of the Industrial Housing Association Limited to implement the plans.

This paper reviews the origins of these colliery housing developments, including the influence of the garden city movement and examines how they have fared since. The majority of the houses still survive and are in use, but there have been a number of changes over the intervening years which have had an impact – particularly the demise of the coal mining industry in Britain. Ownership and management of the properties has been affected over this period by the nationalisation of the mines, right to buy legislation, local authority takeover of housing, the decent homes programme and transfer to housing associations. Because of the spread of the villages over different regions, they have also been variously affected by different planning and regeneration strategies.

Whilst the longer term research will cover the changing nature of the communities in these once mining villages, especially the change from tied accommodation to mixed tenure housing, this paper focuses on the longevity of some of the design features, changes and adaptations made and issues and opportunities for the management and planning of the areas in their different locations. This includes the homes themselves, the external environment and associated facilities and views of residents. A critical overview is therefore provided of the original site planning principles and how the estates have evolved related to current needs and government policies and also some insights relevant for affordable housing, neighbourhood planning and sustainable developments.
“EDUCATION FOR ALL”: ANÍSIO TEIXEIRA’S PLAN FOR EDUCATIONAL BUILDINGS IN BAHIA (1947-1951)

AUTHOR: NIVALDO VIEIRA DE ANDRADE JUNIOR, UNIVERSIDADE FEDERAL DA BAHIA

ABSTRACT

RUDOLPH ATCON AND THE PLANNING OF UNIVERSITY CAMPUSES IN BRAZIL IN THE 1960S

AUTHORS: GABRIELLA INHAN AND KLAUS CHAVES ALBERTO

ABSTRACT

In the 1950s and 60s, the fragility of existing university structures was becoming apparent and their reformulation was proposed. In this context, the North-American consultant Rudolph Atcon was one of the key actors in the administrative, educational and physical restructuring process of Brazilian universities. His ties with Brazil formed in 1951, and he started working with higher education the following year when he was invited by Anísio Teixeira to consult on the organization of the newly created CAPES (Portuguese acronym for Campaign for the Improvement of College Educated Personnel). His involvement in this field intensified between the 1960s and 70s, participating actively in the formulation and structuring of the CRUB (Council of Rectors of Brazilian Universities). His work in the governmental sphere consisted partly in facilitating agreements between USAID (United States Agency for International Development) and the Department of Education and Culture in Brazil. During these decades, Atcon published two studies that were relevant to the planning of university spaces: Towards a Structural Overhaul of the Brazilian University (1966); and The Manual for the Integral Planning of the University Campus (1970), which was requested by the CRUB and became the only official Brazilian guide on the topic. It is worth highlighting that the national university structure was going through its largest expansion ever in the 1960s. His work transcended Brazil. He consulted countries in Latin America (Venezuela, Chile, Honduras and Colombia), Central America (Dominican Republic and Mexico) and Europe (Portugal and Germany), either through international agencies such as the OAS (Organization of American States) or not. This paper seeks to present the ideas of this consultant about university planning and their impact on the physical restructuring of the Brazilian campuses created in the 1960s. To understand the scope of his proposals, two campuses were analyzed for which Rudolph Atcon did not provide direct advice. The campus of the Federal University of Juiz de Fora (UFJF), of 1960, created through the federalization of various technical schools in the city, and the campus of the State University of Campinas (Unicamp), of 1966, which was founded without ties to preexisting schools. This study uses a mixture of urbanistic designs used to set up these campuses, photographs and documents from the development period. Primary sources were prioritized, such as the publications by Atcon, his letters archived in both the Documentation Center of UNESCO and the Research and Documentation Center of Contemporary History of Brazil. Secondary sources were used for contextualization, contributing to a broader understanding of the relations between the educational and urbanistic fields at the time. The study reasserts the importance of Rudolph Atcon in the planning of Brazilian university campuses. Even when he did not work directly on the planning of a university and its campus, his ideas, which he promoted through his
Publications And His Work With Official Bodies, Became Guidelines That Influenced The Thinking Of The Designers Responsible For The Creation Of The Campuses.
INTERNATIONAL MODELS OF CAMPUS PLANNING: THREE CASES OF RUPTURE

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ABSTRACT

In the Early 1950’s, the “Baby-Boom” phenomenon, as the population explosion that took place in the United States, England, France, Brazil and other countries is known, gave rise to mass higher education systems in order to provide millions of new vacancies. In their search for a campus planning model that could meet the great demand for new universities worldwide, many countries turned to the American standard, given its influences as dominant culture, even then. After a few years adopting the modernist ideal, with its campus located outside the city limits, the shortcomings of this model became apparent to these countries. It simply was not appropriate for their specific socio-cultural context. As a result, after 1968 historic cases arose that broke with the international model, illustrated in this paper by the case study of the Catholic University of Louvain-La-Neuve, in Belgium, the University of Pavia, in Italy, and by the plan to build the Federal University of Maranhão in the historic center of São Luís, in Brazil. Revisiting those cases turned out to be an important tool to improve our comprehension of the campus planning of the time, and to understand the regional interpretations of international models. This paper aims to explore the 20th century campus planning experiences in order to improve our conception of the university of the 21st century. It seeks to add to the critical mass of existing studies in this field so that architects and planners in charge of contemporary planning of the university space can expand their projective references by studying the experiences of universities built from the 1950s onwards. The methodology used is related to the field of historiographical studies in architecture and urbanism and prioritized the specific literature and important journals of the studied period, in addition to official documents, in order to build the narrative. To support the case study strategy, we adopted a literature review of various sources. The results found during the study reveal cultural paradoxes and a severe criticism of the modernist anti-urban campus ideal, which led to the search of new models for the university. Many of those issues persist today and their discussion may contribute to contemporary university planning.
COLLEGE OF CHARLESTON’S HISTORY OF CAMPUS PLANNING AND PRESERVATION

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ABSTRACT

Charleston, South Carolina is considered one of the first and most consistent hubs of the historic preservation movement in the United States. Concurrent with the burgeoning preservation movement in the 1970s, College of Charleston (Cofc), a university located in what has become the core of the historic district on the Charleston Peninsula, experienced great growth. This growth and the accompanying grand visioning for the future of the school were guided by several well-known figures in the history of Cofc. Two of these well-credited visionaries are past college presidents Theodore Sanders Stern and Lee Higdon. To some degree the visions and plans of these men and their networks of collaborators are manifest in today’s campus. The current Cofc campus displays a mixture of reused historic structures and new construction. The campus is a microcosm of the Charleston Peninsula in terms of the many forces—of particular interest here planning and preservation principles—at play in a controlled institutional setting. Historic research, in the form of examination of sequential campus plans, board of trustee meeting minutes regarding building campaigns, and the historic preservation and public municipal processes regulating building, give a picture of the history of planning on and for the Cofc campus. In what ways does the College of Charleston campus itself and its campus planning documents reflect or implement contemporary preservation theories over time? Furthermore, how does the case study of Cofc exemplify the notion of preservation planning as a crucial element of a socially and culturally sustainable future to a city with rich urban fabric and history?
TWENTY YEARS OF URBAN DESIGN PLANS FOR CENTRAL SYDNEY: 1998-2008

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ABSTRACT

PLANNED FOR MANIFESTATIONS: COMPETING NATIONAL IDEOLOGIES AND STREET POLITICS IN SENATE SQUARE, HELSINKI

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ABSTRACT

The Senate Square, Planned By The German-Born Architect C. L. Engel During The Early Decades Of 19th Century, Is As A Place Of Power In Helsinki, The Capital City Of Finland. This Closed Architectonic Frame Is A Finnish Thicket Of Memoires And A Metaphor For State, Nation And European City Planning. A Statue Of Russian Emperor Alexander II Was Erected In 1894 In The Centre Of The Square To Commemorate His Reforms That Increased Finland’s Autonomy Within Empire.

My Presentation Will Show How Political And Cultural Claims Over This Central Square Reflect The Social Transformation Of A Society. Comparisons Will Be Made To Capital Cities In Central- And East-Europe. A Main Question Is: How Have The Institutions Surrounding The Senate Square – The Cathedral, University, National Library, Council Of State, City Of Helsinki – As Well As Influential People And Ideologies Within Them, Shaped The Images, Manifestations And Memoires Associated With The Square?

The State Manifestations Under The Statue Of Alexander II Reflect The European Influence During Finland’s Russian Era (1808-1917). The Square Was Originally Planned As A Space Of Academic, Religious And New Year’s Eve Celebrations, But After The General Strike (1905) And Independence (1917) The Labour Movement And The Rise Of Communist Party Marked The Square With New Political Ideologies. The Civil War 1918 Celebrations Expressed The Influence Of German Politics. Today The Square Is A Spectacle Of Tourism And A Locus Of Global, Urban And Cultural Events.
BETWEEN PUBLIC AND PRIVATE BY THE SEA: QUAY SQUARES OF THE BOSPHORUS

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ABSTRACT

Urban Open Public Places Contain Cultural And Natural Layers Of Personal And Collective Memories Reflecting Social, Spatial, And Political Meanings As The Major Elements Of Urban Memory And Identity. However, In Conditions Of Rapid Urbanization Accompanied With Privatization, Cultural And Natural Values Of The Bosphorus, Especially The Quay Squares Known As “Iskele Meydanlar” Which Are Very Unique Form Of Urban Open Public Spaces Have Been Experiencing The Pressures Of The Metropolitan City Of Istanbul In Particular Since Last Four Decades.

These Squares Were The Arrival Points From The Sea Into Small Fishermen's Villages Once That Transformed Into Vibrant Village Squares Over Time On The Bosphorus Then As Historical Urban Open Public Places In Istanbul. They Remained As Publicly Owned And Publicly Governed Viable Public Places In The Urban Landscape Of Istanbul, Adapting To And Surviving During The Political, Economic, And Social Changes During The Last Four Decades. Even So, Despite The Similar Characteristics In Terms Of Their Origins And Also Their Geographical, Cultural, And Natural Values Some Of Them Have Lost Their Identity And Died In This Process. Still, Their Cultural Meanings And Physical Existence Both Have Been Under The Threat Of Increasing Appetite For Privatization Of Public Use And Values In Istanbul.

Accordingly, Emphasizing The Importance Of Urban Open Public Spaces With Their Contribution To The Cultural And Natural Values Of The City And Also To The Urban Memory And Identity, The Main Aim Of This Study Is To Evaluate And Determine The Change And The Current Situation Of The Public Use Throughout The Planning History Of The Bosphorus Especially Via The Quay Squares Dating Back From 1970s To The Present Day.

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ABSTRACT


International Exchanges Between Europe And America Was Increased By The Participation Of Planners Pleiade In These Meetings: From Great Britain (Ebenezer Howard, Raymond Unwin Patrick Geddes, Stanley Adshead, Thomas Mawson, Thomas Adams And Thomas Horsfall), From Germany (Joseph Stübben, Rudolf Eberstadt, Werner Hegemann, Brinckmann), From France (Eugène Hénart, Augustin Rey, Louis Bonnier, Benoit Henri-Levy), From United States (Daniel Burnham, George Ford, Nelson Lewis, John Nolen And Charles Mulford Robinson) And Also From Brazil (Victor Da Silva Freire).

The Interchange Of Books And Manuals Then Recently Published (Town Planning In Practice, Civic Art, Les Transformations De Paris, Etc.), Their Authors, The First Specialized Magazines (Der Städtebau, Town Planning Review), The Urban Projects Displayed In The Exhibitions, The Visits To The Pioneer English And German Experiences Of Social Reform And The Content Of The Conferences, All Said Factors Caused An Intense Synergetic Effect That Contributed To The International Propagation Of This New Urban Science, And The Consolidation Of The Town Planner Profession. The Gand Congress In 1913 Consolidate This Process By The Philanthropic Action Of The Union Internationale Des Villes, Who Sponsored This Meeting.

Relative To The Flows Of Ideals To Brazil, The Most Important Brazilian Town Planner, Victor Freire, Director Of The Municipal Works Of São Paulo, Was Present There In 1910 And 1913, Where He Knew The Ideas Of Unwin And Howard, And The German Planners, With Several Implications On The Urbanism Of This Brazilian City.

The Text Aims To Present An Analysis Of The Main Principles And Theories Dominating These Forum And This Representative Influx In Brazil, Promoting The First Conceptual Plans In This Country: The Melhoramentos De São Paulo (Victor Freire, 1911) And The Plano De Avenidas (Prestes Maia, 1930).
THE IDEA OF ‘INTERNATIONAL’ AND LOCAL PLANNING ACTORS FOR THE DEVELOPMENT OF ISTANBUL IN THE 1950S

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ABSTRACT


Unplanned Expansion Of Urban Areas And Its Lack Of Control Appeared In Various Ways. First Of All The Migration Brought About A Housing Shortage For Which Squatter Settlements (Gecekondu) And Private Investment In HousingAppeared As A Quick Respond Of The Popular Means Causing Spontaneous And Piecemeal Developments In The Istanbul. Another Effect Was The Disregard Of Its Thousands Years Through Cruel Demolition Of City’s Historical Legacy. And Now International Concerns Defined Architectural Praxis Instead Of Ideology Of National Style That Had Dominated Earlier Decades. However The Orientation Of The Country Was International, Conditions And Actors Of The Transformation Were ‘Local’. Critical Projects And Applications For The City Rather Followed Immediate And Random Decisions. Consequences Of Rapid Urbanisation Apparently Became The ‘Chief Planner’ Of The City. The Urban Areas Of Istanbul Were Not Planned According To Architectural And Planning Ideals Or Socio-Economic Requirements. But It Was Rather Shaped By Either The ‘Real’ Development Activities Or The Subjective Directives Of The Prime Minister. The Reasons For The Failure To Control The Disastrous
Expansion Of Urban Areas Of Istanbul In 1950s Are Going To Be The Main Subject Of This Work. It Will Analyse The Relationship Between The Development Strategies And Urban Growth. Finally It Will Explore The Effect Of The ‘Local’ Initiatives In The Process By Searching Their Understanding Of ‘International’ Shaped By Merely America.
FROM EUROPE TO PALESTINE AND BACK: TRANSNATIONAL PLANNERS AND THE EMERGENCE OF ISRAELI PLANNING THOUGHT

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ABSTRACT


Upon Its Establishment In 1948, Israel Launched An Ambitious National Planning Programme Under The Banner Of Progress And Development. The Plan’s Emphasis On New Towns And Population Dispersal Led To A Dramatic Reshaping Of The Land Which Was Aimed At Creating A New Civic Order And Living Experience. This Bold Project Was Led By A Distinct Group Of Avowed Zionist-Modernist German Planners. Professionally Trained In Germany In The Interwar Period, These Practitioners, Who Found Refuge In Palestine After 1933, Were Integrated Into The British Mandatory Planning System, Where They Were Introduced To British National And Regional Planning Theories. Their Unique Professional Biography Led To A Fascinating Marriage Of Diverse Planning Traditions. This Encounter Between Germanic Scientific Abstractions And Functionalism And Traditional English Sensitivities To The Environment And Place-Making, Along With The Emergent Postwar Reconstruction Ideas, Culminated In One Of The Most Innovative, Richly-Textured National Planning Projects Launched By A Postwar New State. Shira Wilkof UC Berkeley, California

Disclosing Overlooked German Primary Source Materials, This Paper Revises The Received History Of Israeli Planning By Both Providing A First Comprehensive Account Of The Multinational Origins Of The Israeli Experiment And By Situating Its Unique Experience Within The Context Of The International Planning Network. Through The Innovative Work Of These Transnational Planners, The Paper Offers New Insights Into The Global Diffusion Of Planning Knowledge And The Dynamic Exchange Between Planning Thinkers With Respect To Country-Town Relations, Planned Economies And Societies, And Place-Making And Locality During The Formative Period After World War II.
PLANNING PALESTINE: BRITISH AND ZIONIST PLANS

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ABSTRACT

The Paper Discusses Town Planning In Palestine During The Time Of The British Mandate (1918-1948). In Thirty Years Of Military And Civil Rule, British Planners Prepared Some Fifty Master Plans For Old And New Cities, Reflecting Their Goals And Perceptions Regarding Palestine And Its Population. At The Same Time, The Zionist Movement Was Planning Numerous Garden Suburbs As Well As New Cities And Modern Extensions For Existing Ones.

To Date, Canonical Writings Of Planning History In Israel Fail To Examine The Way These Plans Were Received And Contested By The Actual Population Of Palestine And The Subaltern Geographies Which They Represent. Contemporary Readings Fail To Analyse The Discrepancies Between British Perception Of The Holy Land And The More Practical Concepts, As Well As National Aspirations, Of The Indigenous Populations.

The Paper Will Concentrate On The Planning Of Two Cities Which Saw Great Development During This Period: Tiberius And Nathanya. Tiberius Is An Ancient City Of A Mixed, Jewish And Arab Population, Which Was Greatly Inhabited By Jews During The Time Of The British Mandate. Nathanya Was Originally A Jewish Agricultural Settlement Which Traits As A Coasted City Caused It Eventually To Develop As A Resort Town. Both Cities Were Planned By British Officials, But They Were Greatly Influenced By The Priorities Of The Growing Jewish Population. The Paper Thus Allows For A Closer Examination Of The Place Of Power And Decision-Making In The British-Zionist Planning Of Cities In Palestine. Additionally, Since This Is The First Attempt Of Its Kind, It Also Suggests A Revisionist And Alternative Planning History Of Palestine And Its Contested Populations.
LAND PLANNING - F B GILLIE AND THE ELUSIVE MIDDLE WAY

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ABSTRACT


Put To The Test Over The Postwar Decades, This Managerial Ideal Would Prove Elusive, Even Illusory. The Interest Of These Materials Lies Both In Gillie’s Attempts To Articulate His Planning Theory And In The Set-Backs It Encountered In Practice From Business Lobbying, Sectoral Bureaucracy, Localism, And From A Planning Profession Wedded To The Geddesian Rule Of ‘Survey Before Plan’.
INVENTING PLANNING EDUCATION AT THE UNIVERSITY OF TORONTO AND REINVENTING PHYSICAL PLANNING AS URBAN DESIGN AT HARVARD: COMPARATIVE ANALYSIS OF CURRICULAR INNOVATION 1951–59

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ABSTRACT

This Paper Builds On My Previous Investigation Of The Role Of Jaqueline Tyrwhitt In Establishing The First Graduate Program Planning In Canada, At The University Of Toronto (1951–5) (Shoshkes 2013a), By Fleshy Out An Interesting Comparison With Tyrwhitt’s Subsequent Role In Establishing The First Program In Urban Design In The US At Harvard (1955–64)—A “Model For Most Other Such Programs Around The World” (Krieger 2006, 3).

Examination Of Tyrwhitt’s Role As A Change Agent Illuminates The Inter-Connected Contexts That Linked Curricular Innovations: Reform Of Planning Education In The UK; Establishment Of Planning Education In Canada; And The Reinvention Of Physical Planning As Urban Design In The US. The Establishment Of Urban Design At Harvard Occurred As Part Of The Translation Of European Modernist Discourse On Urbanism To North America, At A Time When The Field Of Planning Was Growing And Shifting Away From Its Anchor In Design Towards Incorporating Theories, Methods And Practices Derived From The Social Sciences.

In Contextualizing These Inter-Related Curricular Innovations, The Paper Focuses On The Arguments That Were Made And The Initiatives That Were Undertaken To Develop, Promote And Justify New Graduate Programs, Which In Both Cases Required Inter-Disciplinary Cooperation. The Paper Offers A More Nuanced And Historically Complete Portrait Of The Origins Of The Graduate Program In Planning At University Of Toronto And Of The Urban Design Program Harvard [See For Example (Mumford 2009)]. It Also Reflects On The Realm Of “The Design Section Of The Planning Process” As The Common Ground For Inter-Disciplinary Collaboration (Harvard 1957); And The Tension Between Architects And Planners Eager To Claim Disciplinary Territory As Government Funding Became Available For Rebuilding Urban Environments. The Paper Concludes With A Consideration Of The Continuing Relevance Of Design In Planning Education Today.

The Paper Draws On Primary Sources, Including The Tyrwhitt Collection In The Royal Institute Of British Architects (RIBA) Library, A Private Collection Of Tyrwhitt’s Papers Soon To Be Deposited At RIBA, And The CIAM And Sert Collections In The Francis Loeb Library, Harvard University.
REGIONAL PLANNING AS SUBVERSIVE KNOWLEDGE: THE STRANGE CASE OF THE INTERNATIONAL CENTRE FOR REGIONAL PLANNING AND DEVELOPMENT

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ABSTRACT

During The 1940s And 1950s Western Planners And Architects Had An Ambivalent Relationship With The Soviet System And Its Approach To The Built Environment. The Response To Communist Ideas In The USA Is Well Known Through The Suffocating Measures Of McCarthyism, Which Swept Through All Levels Of American Society. The British Post-War Response To Communism Was Complex. Ward (2012) Has Shown The Mix Of Intellectual And Emotional Reactions Of British Planner To Moscow’s Planned Ideal And The Reality Of The Soviet System. The British Government Had An Equivocal Response, Seeking To Reassure The US Government And Public That They Were Committed To Arresting The Communist Threat, Whilst Also Sensitive To Domestic Anxieties Not To Import An American Model Which Appeared To Run Roughshod Over Civil Liberties (Goodwin 2010). This Paper Examines The Impact Of The British Government Response To Communism On Networks Of Academic And Professional Knowledge.

As Ward Notes, In September 1955 The British Government Attempted To Suppress Alleged Soviet Influence On An International Planning And Regional Development Conference. The Event, Which Became Known As The Bedford College Conference, Was To Focus On Development Planning In The Late And Former Colonial World. Arranged By A Group Of Well-Known And Influential Figures, Its Intention Was To Establish An International Centre For Research And Education (Wise, 1989). However, Government Officials Suspected The Organisers To Have Soviet Sympathies And To Be Under Their Patronage. It Suspected That A New Communist-Front Organisation Would Emerge And Put Pressure On Civil Servants, Colonial Officials And Commonwealth Realm Governments Not To Attend. The Organisers Were Indignant At The Explicitly McCarthyist Government Intervention In An Academic And Professional Gathering. They Took Their Protests To The Prime Minister, But To No Avail.

This Instance Of British Suppression Occurred At A Time When McCarthyism Was Waning In The USA, But When Whitehall’s Anxiety About Soviet Infiltration Had Been Heightened By High Profile Examples Of Lax Security. The Conference Went Ahead, But Suffered From A Significant Number Of Withdrawals By Speakers And Delegates. It Succeeded In Establishing A Pan-European Body For Regional Planning And Development, The International Centre For Regional Planning And Development, But It Proved To Be A Weak Organisation That Was Defunct Within A Decade (Hopkins, 2013).

The Bedford College Conference Was Purportedly An Attempt To Network Disconnected Knowledge And Individuals – The Lifeblood Of Academia And Knowledge Exchange. Concurrently, Government Officials Sought To Disrupt Those Connections Through Fear Of
The Purpose The Knowledge And Networks Might Serve. This Paper Reconstructs The Events Surrounding The Conference Using Private Papers And Files From The National Archive. It Addresses Whether The Events Were An Overreaction By A Government Faced With Criticism, A Genuine Attempt To Promote Communist Ideas Or Naivety On The Part Of Well Meaning Organisers. Within Their Academic And Practice Contexts, The Paper Provides Analysis Of The Knowledge And Networks And The Impact That Suspicion Had On Attempts To Form A New Centre For Research And Education.
PERSPECTIVES ON TOWN PLANNING IN THE 16TH CENTURY SPANISH COLONIES FOCUSING ON A TOWN’S SCALE AND ITS SPATIAL STRUCTURE

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ABSTRACT

Historically Spain had the experience of many town planning in European Renaissance period. It has been often pointed out that among the colonial towns there is a commonality in the town spatial structure with a grid pattern surrounding the main square. This study aims to organize how the scale of town planning was captured as planning action for a new town in those days, examining the norms referring to the land allocation that affect the urban spatial structure in the early stage of the Spanish colonial period.

As a conclusion, there were no specific norms to induce the entire town layout in the early stage of the Spanish colonial period, but it is pointed out that there was a process of codification with an emphasis on the "orderly", "orderly" of town planning since early in the 16th century. Concretely the regulations provide the idea that the town blocks should be repeated in an orderly manner as a town always continues to extend itself. Here the key concept is the idea defining the repeated form of town blocks by making an orderly town nucleus in the first stage.

The order-oriented criteria is also expressed in the concrete norms about land allocation and it is obvious that the unit “vara” became a common unit for the standard land allocation. Also the scale of a block, about 400 to 450 pies (about 133 to 150 varas), is occasionally seen in the practical examples of the colonial towns that were constructed. Moreover, the norms related to land division for town blocks provide the average value of 138 varas, which is quite similar to the town block scale mentioned in the Ordinances of Philip II. Although the norms were established to measure the territories based on the same unit between the colonies and the home country, the scale of land division in the colonies is distinctly different from that in the home country of Spain.

Although there is no norm that refers to the layout of the entire town, it is pointed out that there was the development of norms providing perspectives, on town planning incorporating peculiar scale as described above, repeated layout of town blocks, well-conceived planning proactive of town’s extension, and standardization of plotting and unification of the land allocation. These perspectives form a strong commonality found in town space structure of the Spanish colonies. In other words, these views found in the colonial norms related to the land allocation in the early colonial stage suggest that they became a key factor to produce grid towns by a peculiar scale compared with the urban development of the home country.
A PROJECT OF A GERMAN IN THE AMAZON: A WALLED CITY (C. 1771)

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ABSTRACT

This Article Comes Alive When The Arrival Of Military Engineers In Distant Lands. In 1753, Arrived In Belém, Pará, Brazil, Professional And Technical Tasks For The Portuguese Crown Tasks Of Demarcation In Their Colonial Domains. These Arrived Composing The Boundaries Delimitation Commission. Amid These People Can Perceive The Presence Of A Social Actor Called Gaspar João Geraldo De Gronsfeld (1716-1779), Central Figure Of This Study. This Committee Represented Interests And Political Maneuvering Over Their Portuguese Colonial Territorial Areas Which At The Time Were Already Under The Command Of Pombal (1699-1782). This Entourage Never Met The Spanish Group To Accomplish Their Delimitation Goal. Thus, The Committee Waned And Professionals That Made Up The Comission, Spread Around Grão-Pará And Maranhão. Extensive Textual And Image Production Was Done By These People In The Region During This Period. These Allow Us To Think Not Only About The Past But Rather The Present, The Current Urban Context. Thus, The German Engineer Gaspar Gronsfeld Conducted Several Projects Not Only To Belém, But For Many Cities In The Amazon Region. This Holds One Of The Most Significant Plans For The City Of Belém By A Conceptual Point Of View: Considering How To Improve The City's Defense, Gronsfeld Elaborated Two Projects In Which He Idealized A Walled City. Including Dialogue With The Nature That Surrounded The City, He Proposed To Preserve A Wetland Called Piry And Connecting It To The River Through Gates, Distributes Houses Surrounding The Planned Lake, Allowing That Each Resident Of The Locality Had His Boat, Or Canoe, Moored At The Door Of Their Homes. Gronsfeld In His Projects, Not Only Captured The Essence Of Portuguese Thought, But Also The Concern Of Society. Appropriating This Collective Memory, One Of His Actions Was To Propose A Wall Around The City Of Belém. The Exposed Concern In These Projects, Even Though They Have Not Been Executed, Is Explicit In The Morphological Form Of The City That Formed In This Period And That Remains Nowadays. Currently In Belém, People Can Realizes That The Houses Built In These Times Were All Configured As A Fortification That Protected The Interior Of An Enclosure - The City. During This Period That It Was Characterized By The Image Of A City "With Their Backs To The River". It Was Then The Configuration Of An "Invisible Wall" Being Built By The Action Of Society That Was Forming Its Urban Space.
LUCKNOW: FROM INCREMENTAL GARDEN CITY TO DELIBERATE CITY OF GARDENS

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ABSTRACT

Few Indian Cities Are Synonymous With The Garden City Ideas That Ebenezer Howard First Put Forth Towards The End Of The Nineteenth Century (Howard, 1960). The Often-Ignored City Of Lucknow, In Northern India, However, Was Termed A Garden City By Both Patrick Geddes And James Linton Bogle (Bogle, 1929, P. 38; Geddes, 1916, P. 58). In The 1940’s, American Architect Albert Mayer, In His Role As The Planning & Development Adviser To The Government Of Uttar Pradesh, Was Instrumental In Shaping How The City Was Planned (Government Of Uttar Pradesh, 1949a, 1949b; Thorner, 1981, P. 118). Despite The Work Of These Garden City Proponents, However, Was Lucknow Ever A Garden City, And How Is It Viewed Now? This Paper Will Argue That Lucknow Was An Indian Variation Of The Garden City Model. In The New Millennium, However, It Has Transformed Into A ‘City Of Gardens’ Owing To Large-Scale Construction Of Parks And Gardens In The Peripheral Areas Of The Core City. This Has Proven To Be Problematic Because Unlike The Garden City, Contemporary Lucknow’s ‘Gardens’ And Parks Have Become Urban Islands, Separating Residential Communities Rather Than Knitting Them Together.

In Order To Highlight The City’s Transformation Into An Eclectic Mix Of Spatial Patterns Both Old And New, I Will Trace Over A Century Of The City’s Development: From The Early Twentieth Century Improvement Schemes (Government Of United Provinces, 1918a, 1918b, 1929), To A Sudden Need For Residential Communities Post-Independence (Government Of Uttar Pradesh, 1947), To Its Present-Day Role As A City Of Gardens And Parks (Sinha, 2005, 2009, 2010). These Multi-Layered Patterns Have Been Overlaid On A Historic Urban Fabric That Makes The City Unique. Pre-Twentieth Century Layers Comprise The Original Indigenous Settlement, Overlaid With Islamic-Era Landscapes, Overlaid With British Efforts Of Demolition, Reconstruction And Control (Majumdar, 2004; Singh & Jafri, 2011). It Was Only At The Turn Of The Twentieth Century That The City Of Lucknow Began To Be ‘Planned’. Consequently, Western Ideals Of Planning Made Their Way Into The City. This Facet Of Lucknow’s Planning And Development History Has Unfortunately Been Largely Overlooked In The Prevalent Literature. This Paper Will Fill This Gap By Addressing How Lucknow’s Eclectic Spatial Patterns Made It A Unique Garden City, The Role Of Albert Mayer In Promoting Post-Independence Neighborhoods That Were Integrated, Self-Sustaining Communities, And The Gradual Shift In The City’s Planning Model To Make It The Present-Day City Of Gardens.
ANABERIAN REGIONALISM IN INDIA: HOW LESSONS FROM THE NEW DEAL GREENBELT TOWN PROGRAM TRANSLATED TO POST-WORLD WAR II INDIA

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ABSTRACT

During The Late 1940s And The 1950s, The Newly Independent Government Of India Sought Planning Assistance From Western European And U.S. Planners. This Study Investigates The Role Of Albert Mayer And U.S. Planning Colleagues In Post-Independence Indian Planning, And Identifies Correlations Between New Town Planning In The U.S. During The New Deal And Postwar Eras, And New Town Planning In India Following The Second World War (WWII). Specifically, This Research Examines The Use Of The Greenbelt Towns As A Tool For Meeting Planning Needs In Divergent Contexts As Evidenced In Albert Mayer’s Work As The Regional Development Advisor Of Uttar Pradesh, India Between 1946 And 1957.

Mayer’s Contributions To Indian Planning Were Significantly Shaped By His Experiences As A Principal Architect In The U.S. Greenbelt Town Program. During This Period From 1934 Through 1935, He Honed His Skills In Comprehensive New Town Planning And Expanded His Professional Networks With Innovative U.S. Regional Planners, Including Greenbelt Town Program Advisor Clarence S. Stein. Later, In The Years Leading Up To Indian Independence, Prime Minister Jawaharlal Nehru Solicited The Involvement Of Mayer As An Engineer, Architect, And Planner. As A Result, Mayer Played An Influential Role In The Design And Planning Of Indian Cities As A Consultant And Practitioner. Here, He Applied The Best Practices And Planning Methods Developed Through The Greenbelt Town Program In An Effort To Address The Planning Challenges Encountered In The Developing World. He Also Initiated The Involvement Of U.S. Planners And Building Industry Professionals On Indian Planning Projects. This Study Examines These Early Post-War International Planning Efforts As A Means To Better Understand The Translation Of Modern Planning To The Developing World And The Role That Western Planners Played. For The Purposes Of This Study, The Archives Of Albert Mayer, Clarence Stein, Henry Wright, Henry Churchill, And The Published And Unpublished Reports, Meeting Notes, And Correspondence Related To The Greenbelt Town Program, The Regional Planning Association Of America, The Housing Study Guild, And The Regional Development Council Of America Are Examined.

The Results Of The Historical Analysis Indicate That Greenbelt Town Planning Principles Were Utilized And Adapted To Meet Public Planning Needs In India Following WWII. Between 1948 And 1952, During Which Time Mayer And His U.S. Colleagues Were Actively Involved In The Planning And Consulting Of New Towns In India, Mayer, Stein And Members Of The Regional Development Council Of America Worked To Safeguard The Master Planning Principles Of The Three Developed Greenbelt Towns. The Contrast Between The Greenbelt Town Program Principles And Early Post War Regional Planning Strategies In India As Well As The Simultaneous Postwar Dismantling Of Federal
Involvement In The Greenbelt Towns With The Engagement Of U.S. Planners In Regional Planning In The Developing World Highlights Normative Planning Praxis And The Effects Of Extant Political And Social Settings On The Adoption Of Greenbelt Town Planning In International Contexts.
LOCATING THE PAST AND MAPPING OUT THE PRESENT FOR A SUSTAINABLE FUTURE OF ODISHA

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ABSTRACT

The Emergence Of Odisha, Of Late, As The Poor, Backward And Poverty-Stricken Land In The National Index Has Given A Shock And Wake-Up Call To All The Odias Here And Abroad As The Scenario In The Present Compared With The Past Baffles The Planners As Well As policymakers alike, particularly the intellectuals who are in the knowledge of its history and culture. For a land which transformed Chandashoka into Dharmasoka by dint of her pacifist touch; produced the architectural marvel at Konark in the form of Sun temple ranked today as a World Heritage Site and maintained itself as an independent entity for a long period in the face of foreign onslaughts could never be allowed to be wasted away.

Odisha, located on the eastern sea-board of India, luckily possesses a huge store of natural resources like the mines and minerals, rivers, a vast coastline, ports and harbors, forest biosphere and human resources in good number. Why then it is termed as a backward state bordering on the line of poverty or below it in an all India perspective? The natural factors – calamities like the cyclones, rains, floods, droughts and famines visiting the land often might be responsible, but only partially. The answer must be given by the leadership which controlled and guided its fate particularly after independence during these 66 years. The intellectuals for whom Odisha is little proud of must also search for an answer in themselves. How far their efforts and attainments have helped the cause of Odisha in the long run? Where is the dream of a polity which delivers, its long-term policy planning and necessary measures to redefine and reset the road map for achieving the target i.e. the removal of the squalor and poverty of 400 years or more? How Odisha could improve her lot in the socio-economic terms by raising the living standards of her people keeping in view the benefits of development already attained by the leading states of India and countries of the West and the U.S.? What should be the focus and approach of the leadership and intelligentsia in this regard?

Here, the lessons of history come in handy. Perhaps we have to search the answers in it. Odisha, known in the names of Kalinga and Utkal in ancient and medieval times, shot to fame and glory solely because of her indomitable fighting spirit, architectural marvels and the enterprising skill reflected in the trans-oceanic trade and commerce. But, her loss of independence from 1568 to 1947 spelt doom for her as the life blood had already ebbed away. Even after independence it became difficult due to frequent political instability and disturbances to wriggle out of the mess.

Hence, the need of the hour is to cast off the negative mindset and avail fresh opportunities to re-shape, reorient and re-identify her own resources, which are still many, to bring about a change for the better through joint and collaborative efforts for a sustainable future.
PLANNING ACROSS THE ‘IRON CURTAIN’: ANGLO-SOVIE T INTERCHANGES IN THE
KHRUSHCHEV ERA

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ABSTRACT

Possible themes: the outcomes of various kinds of planning models; locating power and
decision-making.

This paper will examine the international interchange of planning and related ideas and
practices between the Soviet Union and the UK particularly during the period following the
death of Stalin in 1953 and the end of the Khrushchev era in 1964. This period of
interaction will be set in the context of earlier fascination with the Soviet experiment,
especially in the 1930s, and from the later 1960s, as newer global environmental concerns
began to emerge. There will also be some consideration of the parallel Soviet contacts with
other Western countries.

The key points to be made are:

a) Soviet openness to learning from the West under Khrushchev, especially in the fields of
housing and planning, with multiple visits by Soviet planners to Western countries.

b) The high Soviet regard for the British New Towns and their recognition as a possible
model for development in the USSR. (In addition, there was a similar regard for
Scandinavian new town planning and French methods of housing production.)

c) The creation by the British of a new pattern of cultural diplomacy that no longer relied
so heavily on pro-Soviet and ideologically suspect ‘friendship organisations’ such as the
London-based Society for Cultural Relations. Instead the British Council from 1955 became
a key official body orchestrating contacts.

d) Shifting British motivations in seeking and maintaining Soviet contacts. These had
started from a sense of there being much common ground in the very early post-war period
when the state constituted a major part of the UK economy. In the 1950s there grew a
(largely mistaken) sense that the Soviet Union was a highly advanced state that was likely
to overtake the United States and was therefore worth studying. By the later 1950s,
however came a recognition that Britain had little positive to learn from Soviet experience
in planning at least (though it could sometimes be used as a negative model). However, it
was acknowledged that contacts in such fields were a way of defusing Cold War anxieties
and projecting Western ‘soft power’.

e) The links between Anglo-Soviet planning connections and the wider state of Anglo-
Soviet relations, especially in view of the crises associated with Hungary and Suez in 1956.
POST-SOVIET URBANIZATION AND LOCAL INITIATIVES: FROM THE ADVOCACY OF LOCAL HERITAGE TO SUSTAINABLE ENVIRONMENT

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ABSTRACT

Moscow Region (outside Moscow) is going through a painful process of merging territories and making its cities larger. However, no general plan for the Moscow region has been provided yet, no concept of how to combine urban and rural plans of diverse purposes has been proposed. The proximity to Moscow forms very specific conditions both very destructive for the natural and cultural heritage but appealing for the developers and those, who are looking for less expensive housing. Local administrations cannot cope with the situation, and many initiative groups, historians, archeologists, supported by residents evolved in order to make their life better, to study and advocate their neighborhoods. It has extended to the issues of transportation, education, healthcare, social services etc. This process has been followed by numerous publications and even creation of local museums.

Balashikha, a city in Moscow region, is a typical example of the merge of diverse plans of different origins. Some can be still traced as streets, squares, parks, artificial canals or ponds, only specialists can notice others on the landscape reclaimed by nature. Having archeological forts and rows of burial mounds, country estates and textile productions, experimental workers towns, Soviet R&D complexes, military camps, examples of Stalinist urban development, it keeps growing, swallowing villages and agricultural areas. In contrast to the neighboring Moscow it still does not have a clear city center or identity. Not included into the Moscow Metropolitan territory yet, it provides “sleeping quarters” for the capital, suffers from on-going high-rise construction, it lacks breakthrough traffic solutions and an overall smart general plan, which could turn negatives into positives. The proximity of high-rise and low village houses also creates tensions and visual misbalance. Using narrow streets for the increased transportation or making them broader stays an unsolved problem yet.

However, slight positive changes could be seen. After a serious of heated discussions, protests and demonstrations a group of professionals and enthusiasts have been formed. A civilized dialogue between Balashikha Administration and local people of how to adapt old plans, historical and natural heritage to the new conditions, make the environment respectful for people with different cultures and backgrounds, how to attract tourist and entertainment industry, create new jobs, deal with immigration and multi-confessionalism. The first steps towards sustainable development have been made. On the one hand, new administrators, who came out from a very young entrepreneurial class need an on-going professional education by urban planners and historians. On the other hand, law enforcement is critical in any urban undertaking.

The paper presents a case study of several historical plans and their present life and purpose, as well as hands-on experience of advocating archeological, ruined and misused
heritage. It is a story of how people’s memory, awareness of local heritage, supported by research, became a good reason of creating comfortable and sustainable environment.
PUERTO MADERO, BUENOS AIRES: A POLEMICAL HISTORY

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ABSTRACT

Contending projects for the new harbor of Buenos Aires in the 19th century, and the port’s reinvention as a paradigmatic urban project in the late 20th century, reveal the tensions underlying the city’s insertion in the world economy. Initially, as the key to exploring a major agroexporting region that rapidly established itself as provider of essential commodities for the expanding markets of industrialized Europe. The up-to-date harbor installations championed by engineer Eduardo Madero also reinforced Argentina’s dependency on British technology and capital. The port’s troubled history exposes not only the fiery debates that presided over its conception and implementation, but also differing visions involved in Argentina’s nation-building process, as a symbolic and effective link between the city, seen as an outpost of civilization, and as an opportunity for centralizing economic and cultural exchanges; and the foreign sources of its models and of its legitimacy as the dominant capital astride the River Plate. This paper also discusses the recent urban project that reinvented the prematurely obsolescent Puerto Madero, replaced from 1910 by a more modern and much larger port upriver, as a new centrally located neighborhood designed to attract foreign investment in finance, high-end services and prime real estate. It uses historiographic sources that present the port’s conception, functionality and decadence; and the string of projects proposed for the area since the 1920s – including Le Corbusier visionary plan for high-rise development astride the river. It also draws on contemporary sources that justify or condemn the urban intervention, spurred in the 1980s by polemics between consultants from Barcelona and local architects and planners, that transformed its emptied docks and warehouses by means of a successful and well-designed renovation, employing bold governmental and institutional measures; but created an expensive and elitist enclave that already shows signs of premature exhaustion - even though it, along with other recent interventions, brought renewed focus on Buenos Aires’ central area, and its incredibly rich architectural and urban heritage. Convoluted relations between the Federal State, the city government and private investors have been shrewdly negotiated by the agency created to implement the project: Corporación Antiguo Puerto Madero. In an age marked by never-ending competition between would-be “global cities”, the urban project coordinated by architect and planner Alfredo Garay and his colleagues revives similar ideals to those that, all through the 19th century, capitalized on Argentina’s and particularly Buenos Aires’ potential as a place for exchange, dominating the rich hinterland, and the role of European-inspired urbanism as a blueprint for the city’s ascendancy. Unrivaled a century ago, this dominance is now embattled by the same social and political forces spawned by economic transformation.
A SLAP OF REALITY: THE SUDDEN CLASH AMONG ARCHITECTURE, POLITICS AND CITIZENS IN THE RENOVATION OF THE HISTORIC CENTER OF BARCELONA

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In the second half of the 90’s, the city of Barcelona became a world reference in urban renovation. The Catalan capital received an unprecedented boost in occasion of the 1992 Olympic Games. These important achievements were made possible by the coincidence of visionary social-democratic politicians with a gifted generation of architects who gave the Municipality the opportunity to turn theories into real experiences and to prove the power of both urbanism and architecture in the regeneration of a society freed from the Franco’s regime few years before.

Many famous local architects worked within the Administration: Oriol Bohigas triggered a wide urban transformation led, afterwards, by Joan Busquets and Rafa de Cáceres. In this process, the intervention in the historic center of Barcelona was a key-point because of the deep social and material degradation of the area.

The so-called “rebirth” of the Old City of Barcelona soon caught a worldwide attention thanks to its innovative approach, influenced by the Aldo Rossi’s theories about urban morphology. At the time, in Europe the usual attitudes about historic centers were either the wipe out of the old tissue (like in Brussels) or the adamant extensive conservation (like in Venice). Barcelona became the place that linked brave contemporary design and historic reality. The architectonic results of the interventions were successful also in the social aspects since the quality of life in the historic district improved as well. In 1996, ten years after the start of the renovation, the celebration of the UIA congress in the Old City showed the terrific improvement of the district and confirmed the status of Barcelona as an international reference in urban planning.

In spite of all this success, unexpectedly in 2001 the urban plan in the central sector of Santa Caterina market (supervised by the famous local architect Enric Miralles) provoked strong protests. The residents showed fierce opposition to the plan and occupied the area, since then known as Forat de la vergonya (the hole of shame), in the attempt to stop the project. The local popular committees were not able to avoid the demolition of a dozen of buildings, but achieved some significant results through several acts of intense protest: the municipal planning was eventually changed and the area went into a sort of legal urban limbo, currently being a garden mostly self-managed by the residents. The protests started in 2001 and the whole process of opposition, participation and re-definition of the planning reached a stable point in 2007.

The episode represented a shock for the local administration and for the local architectural scene, since it was the first time that the Barcelona (urban) Model underwent a severe critical process that caught both the political and disciplinary local culture unprepared for a quick response. Ten years after the protests reached their momentum, we propose a critical historic reconstruction of these events in order to understand better other current
urban processes linked to renovation of historic centers, participation in planning and relation between architecture and real life.
IDENTITY AND INTERPRETATION OF THE BUILT ENVIRONMENT OF NAIROBI CBD THROUGH URBAN NOMENCLATURE - THE TRANSFORMATION FROM A COLONIAL TO AN INDIGENOUS CITY CORE.

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ABSTRACT

Looking at the past as a guide to sustainable futures, the image and identity of our cities is certainly an important area of research. This paper looks at the identity and interpretation of the built environment through the names assigned to streets and buildings in Nairobi Central Business District (CBD) and the shift in the naming character since the colonial period (1920-1963) up until now. Each administrative regime in Kenya has in one way or another asserted its authority through naming, giving this exercise a political rather than a patriotic connotation. Will this be the trend even in the future or will there be set guidelines for naming the urban landscape in Nairobi and Kenya at large? There is a need therefore, to ensure a sustainable way of (re)creating, maintaining and adjusting the city image and identity. To this end, the research embarked on gathering all the pre-colonial, colonial and post-colonial names of streets and buildings that were/are in Nairobi CBD, by extracting relevant data from reliable secondary sources and exploration through field study in the target area. Streets’ and buildings’ names collected were sorted and analyzed under two main categories, namely colonial and indigenous and further into sub-categories of prominent personalities; statehood (British and later Kenyan), geographic place names, Pan-Africanism among others. The study also took on a survey to reveal the image of the CBD as perceived by its users through a semi-structured questionnaire in which responses were elicited from 240 CBD users.

According the study findings, there was a major shift in the naming character, in the CBD, since the colonial period to the present time. Currently, indigenous names for both streets and buildings appear to be the most prominent in the CBD. Similarly, the study found out that currently, there are no streets identified with colonial names yet there are about 4% of the buildings in the CBD still bearing colonial names. Therefore, the study opined that the public nature of streets make it imperative for them to have an indigenous identity compared to buildings which are predominantly privately owned. Based on the nomenclature of these two elements - streets and buildings, it was noted that the CBD has overtime evolved into an indigenous city core just as the study title suggests. It also emerged that there is little knowledge on the changes that have occurred in the naming of the CBD among its users.

Conclusively, the research took a stance to elaborate on an unexplored area of urban nomenclature in Nairobi CBD and in particular, considering its image and character as seen through streets and buildings’ names. The study highlights urban nomenclature as a viable tool for creating and maintaining a city identity and an interpretable image to the outside world.
THE FINANCING OF CITY COUNCILS IN SPAIN THROUGH BUILDINGS RIGHTS. THE NEGATIVE EFFECTS ON CITY PLANNING

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ABSTRACT

Spain’s public administration have, in certain circumstances, used formulas to finance municipalities that are based on the artificial creation and sale of buildings rights; even when this measure was not necessary or when it could cause problems in the city, for instance, important increase in the density of the built-up area, or an increase in the use of vehicles leading to traffic jams. One of the most used formulas has been to increase the housing ratio of certain plots, as well as a change in use (from relatively unprofitable to highly profitable) so as to improve the council’s finances thought the modification of the city plan. This increase in the housing ratio of certain plots of land generates an increase in the value of the land. Such building rights have provided a substantial additional source of income. The formula is simple: by means of city plans, the possibility of building is created precisely where the market is interested in buying up building rights. In many cases, councils have been willing to create and sell building rights, not because the population needs it, but because the council needs more income. This means that cities have grown according to the market’s rules, in areas where the market has detected business opportunities, that is, where the business will be more profitable, where greater activity is predicted, with better accessibility, and where the use is more attractive for the buyers.

The most interesting examples are:

1. The sale of buildings rights to the landowners themselves in order to obtain resources which will be used directly to increase the municipal budget.

2. The sale of buildings rights in public plots, which are then used to obtain resources that are dedicated to the construction of public infrastructures or to increase the municipal budget.

3. Confer buildings rights in plots belonging to third parties so as to favour them indirectly. Such is the case of the requalification of land to finance football clubs or religion orders.

Corrupt councillors have also used this creating really monstrous buildings that, instead of responding to the needs of public well-being, obey only the private managers’ profit margins. With this formula city planning is, not only irrelevant, but a problem.
Condominium Law as Path Dependent Institution: Critical Junctures, Evolutionary Pathways, and Facts on the Ground

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Abstract

Condominium is one of the fastest growing forms of property ownership in countries around the world, with many jurisdictions having passed legislation establishing this new form of property during the 1960s. This provides a valuable natural experiment that enables a comparative examination of different pathways of institutional development and change, and contributes to the development of comparative methods and urban theory. Similar condominium laws were introduced to Florida, Ontario, and Japan in the 1960s, into quite different legal and administrative systems. Condominium law in each jurisdiction has since followed a distinct developmental trajectory, with the result that current legal frameworks are now different in each jurisdiction, and produce differently specified forms of property ownership, risks, and benefits. Property markets for condominium property are similarly divergent. The application of a historical institutionalist conceptual framework provides a valuable way of understanding the critical junctures of institution-making, and path dependent developmental pathways of incremental institutional change. The larger hypothesis is that such differentiated institutions and path dependent processes are widespread in cities, and that studying them from a comparative perspective will provide valuable insights not only into the divergent nature of condominium property development and ownership in different jurisdictions, but also will provide valuable tools for comparative research and theory-building about the production and reproduction of differentiated urban spaces and property institutions.
THE BUILT LEGACY OF OIL IN PHILADELPHIA FROM THE 1860S UNTIL TODAY: A CASE STUDY OF PATH DEPENDENCY THROUGH THE LENS OF A PETROLEUMSCAPE

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ABSTRACT

Following the first drilling of oil in Western Pennsylvania in 1859, Philadelphia, the state's major city on the Eastern coast, saw important—but yet largely unexamined—oil-related urban development as a major center of refining, export and investment. This early oil-related development in Philadelphia continues to shape the city until today, creating petroleumscapes—a term originally coined by Hein to grasp analytically the interconnections of the petroleum industry and local urban ensembles (Hein, 2009, Hein, 2012). By 1891, 50% of the world's illuminating fuel and 35% of all US petroleum exports came from the Atlantic refinery in Point Breeze built in 1865 under the leadership of William Warden (after 1874 one of the Standard Oil trustees). By 1901, Joseph Pew, co-founder of Sun Oil, built a second refinery in Markus Hook for refining and resale of Texan crude shipped up the coast to avoid Rockefeller's railroads. Both refineries transformed large parts of land near the Schuylkill and Delaware rivers; attracted related businesses, notably the Philadelphia Gas Works and became a hub for pipelines. Both companies have marked the city as they erected headquarters and gas stations as well as ship building facilities. Warden and Pew invested in the Philadelphia area, inscribing their wealth into residential estates, such as the three Pew estates on the Mainline, speculative buildings—including Warden's Gladstone, the first large-apartment house complex in Philadelphia—and philanthropic endeavors, including the donation of Pew's Glenmede Estate to Bryn Mawr College. Transformations in petroleum consumption and oil refining left their marks on the Philadelphia area, as SUNOCO developed the catalytic cracking process and blended gas pumps and bought the Atlantic refinery in 1988. In conclusion, the recent sale of SUNOCO and the potential reuse of the refinery site brings the discussion of Philadelphia's petroleumscapes to the present. This paper will examine the history of oil in Philadelphia through the focus of path dependency.
SEAPORT AS FORERUNNERS OF GLOBALIZATION: PATH DEPENDENCIES OF PORT AND URBAN DEVELOPMENT IN HAMBURG AND LONDON

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ABSTRACT

Path dependency is an approach for exploring the role of decision making and the way why, what kind of decisions have been made by whom. History matters and there are past-dependent as well as path-depending decisions made with spatial implications. These choices made, lead to future options and to outcomes. Path dependency often occurs because it is easier or more cost effective to simply continue along an already existing set path than to create an entirely new one. Lock-in is the result of made choices, this hang-over may be inefficient and there are critical junctures. While there is a continuity of changes on one hand there are convergent cycles of transformations on the other hand. Seaports are places in which foreign and familiar, tradition and modernity, local and exotic meet, but also command centres and forerunners of globalization.

In this contribution I'll discuss a comparative perspective of two paths of port development in London (a dock port) and Hamburg (an open tidal seaport). Based on my research the important decisions made in the 19th century will be analysed with there impacts on the spatial development until today. The important actors will be analysed and the interlinked background of international and later global transport connections will included. The important factors for path dependencies of seaport cities like geographical conditions, accessibility, technical possibilities, historical origins, transport connections to the hinterland, embeddedness (local, regional, global) and stakeholder panoramas had been included in the research.
Planning scholars in Japan are usually nonpolitical. So far only few studies have ever analyzed the political background of planning system. However, the Democratic Party of Japan tried to change the form of government and exposed planning problems after the Great East Japan Earthquake. This paper analyzed the relationship between planning system and the form of government in Japan historically, in contrast to the U.S.A., following after the ancient Greek philosophers. Hippodamus was the first social engineer who discussed the best form of government and city. Under his influence Plato and Aristotle developed their theories on the best form of government. In the 18th century Founding Fathers of the U.S.A. argued about the best form of government and invented “constitutional devices that would force various interests to check and control one another”. American planners also debated on the best place of city planning in municipal government. Japan is an island nation close to a continent like Britain, but has no history of foreign invasion. This peaceful history made the people feel no need to discuss the best form of government. As early as the seventh century the Yamoto court introduced a despotic system from China. However, one thing was different: the Chinese emperor was a despot, while the Japanese emperor was a religious leader and a group of aristocrats gained a real power. The Meiji Restoration restored this ancient system, which lacked democracy and a clear decision making system. The emperor was the leader in name only, but prime minister could not be a strong leader because the Imperial Constitution defined nothing about prime minister. The Tokyo Shiku-Kaisei Ordinance, the first city planning act of Japan, was drafted by the Interior Ministry to avoid the interferences from other ministries and the Diet, and was promulgated in 1888. The Toshi-Keikaku Act of 1919 succeeded the spirits of this ordinance. Although the term “toshi-keikaku” was coined as a translation of “town planning”, the law lacked the idea of “planning” and “city”. It defined “toshi-keikaku” as a legal map of urban infrastructures, planned by the Interior Ministry. After World War II the new constitution established the principle that sovereignty resides in the people. However, the fundamental problems of the government and the Toshi-Keikaku Act still remain. In the 1990s, a group of social engineers appeared. Ichiro Ozawa published Blue Print of a New Japan, and proposed to establish a strong political leadership, by introducing the American presidential assistants system and the British unification of the ruling party and the Cabinet. He never mentioned planning system at all. Ozawa succeeded in the regime change in 2009, but his efforts ended up as a half-baked reform. And the Great East Japan Earthquake in 2011 revealed the planning problems of the government. When the LDP regained political power in 2012, social engineers seem to have disappeared. However, the planning problems caused by the government still remain, and planning scholars are required to study on the form of government by learning from the mistakes.
The purpose of the study is to clarify the spatial characteristics and historical development of Land Readjustment Project in Tokyo from the Prewar to Post World War II by analyzing the transition of block planning and planning technology. In the last studies, they tried to describe the Land Readjustment Project as history of urban planning project. But they have no studies about actual planning how the urban space was built. Therefore, this study analyzed the thought of the characteristic spaces of Land Readjustment Project through the review of the past project documents. The Land Readjustment Project in Japan had been criticized as being uniform spatial formation. But it was found that they didn’t plan the reasonable block pattern but spatial design based on area’s context. In age of Shrinking City by the erosion of population, it is exceedingly important topic to leverage the past urban stocks. Thus, it is also of value in the evaluation of space by the Land Readjustment Project. The results of the present study shows as below.

(1) Beginning the technique of the Land Readjustment in pre war

In the pre war, it was realized a certain level of established method about Land Readjustment because the government gave public notice of Design Standards about Land Readjustment in 1933. Until then, it was accordingly planed varied block design in each project areas because of strong precondition as road planning and land form. Especially after the experience of Land Readjustment after the Great Kanto Earthquake in 1923, it was advanced urbanization rapidly around suburb area in Tokyo and realized characteristic residential neighborhood based on area’s context such as past farm roads and water way by the Land Readjustment.

(2) The characteristic development of technology and practice after the World War II

It was required to draw up early because it was inflicted immense damage on emergency situation after the World War II. The national standard for Land Readjustment of war-damage reconstruction showed easy operation method and performed deregulation backed by making use of regional specialty. In Tokyo, it advocated evasion of uniform city space from commercial serious consideration, the negation of grid pattern, and city beauty. By the idea, the Land Readjustment Project was planned the careful block plan that each local characteristic was considered of the previous state. And it was designed as comprehensive urban planning including not only mere land rearrange but also placement plan if municipal facilities.
A STUDY ON THE REGULATION AND DIRECTION ON THE JAPAN’S POST-WAR RECONSTRUCTION AND THE URBAN POLICIES BY THE GENERAL HEADQUARTERS, THE SUPREME COMMANDER FOR THE ALLIED POWERS (GHQ/SCAP) AND THE UNITED STATES AFTER WWII

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ABSTRACT

It is well known that the information or news related to the atomic bombings was controlled under the press code issued in Japan by GHQ and US Government after World War II. Various studies have proven that the press code had a broad-range impact on publication and speech in Japan. Furthermore, the existence of the ‘war guilt information program (WGIP)’ came to be widely known after Jun ETO wrote about it in his book, “Tojirareta Gengo-kuukan: Senryo-gun no Kenetsu to Sengo Nihon” (A closed Language Spaces, Censorship Imposed on Japan by the Occupation Forces). In this book, Eto clearly stated that WGIP had a significant impact on the “language space” in Japan. It is, however, difficult to clarify on what field this WGIP, a hidden program of GHQ, impacted in Japan and in what way. This paper first look into existing publications and open information to clarify what regulation and directions were given by GHQ on the reconstruction planning process and the urban policies in Japan, and then explores what their impacts were. The purpose of GHQ to interfere in the implementation of the post-war reconstruction must be shed light on and assessed against the background of the times. In addition to the nation-wide policies, GHQ must have had apprehensions and had policies to direct the basic post-war reconstruction plan of Hiroshima, but what were the actual strategies? This paper tries to clarify how these strategies were put into practice; how it directed the reconstruction process; what the intentions were; and in what framework the strategies were implemented. In the reconstruction process, some proposals were given by people from overseas including American people. Whether or not there were hidden intentions of the U.S. government behind those proposals is also investigated. As a result, GHQ developed some policy toward Japanese postwar reconstruction planning and enterprise such as the democratization of the urban planning system, that is one view-point, especially the perspective of the local government reform, that is one view-point, and the financial reform strengthened further after the war from the inflation, that is one more viewpoint. As for Hiroshima, GHQ developed the prominent stance with cooperation to enacting Hiroshima Peace Memorial City Construction Law. And the warning to the oversell of postwar planning in postwar Japan will be pointed out, and attendance of GHQ relatives to 8/6/1947 Peace Festival in Hiroshima was showing the existence of a certain relationship between Hiroshima and GHQ. This paper will consider the meaning of these policies developed. This research has a significant meaning because not enough studies have been made in this field, and not much has been clarified. More efforts to reveal uncovered information on WGIP as possible to explore in future. A study on the regulation and direction on the Japan’s post-war reconstruction and the urban policies by the General Headquarters, the Supreme Commander for the Allied Powers (GHQ/SCAP) and the United
States after WWII. It is well known that the information or news related to the atomic bombings was controlled under the press code issued in Japan by GHQ and US Government after World War II. Various studies have proven that the press code had a broad-range impact on publication and speech in Japan. Furthermore, the existence of the ‘war guilt information program (WGIP)’ came to be widely known after Jun ETO wrote about it in his book, “Tojirareta Gengo-kuukan: Senryo-gun no Kenetsu to Sengo Nihon” (A closed Language Spaces, Censorship Imposed on Japan by the Occupation Forces). In this book, Eto clearly stated that WGIP had a significant impact on the “language space” in Japan. It is, however, difficult to clarify on what field this WGIP, a hidden program of GHQ, impacted in Japan and in what way. This paper first look into existing publications and open information to clarify what regulation and directions were given by GHQ on the reconstruction planning process and the urban policies in Japan, and then explores what their impacts were. The purpose of GHQ to interfere in the implementation of the post-war reconstruction must be shed light on and assessed against the background of the times. In addition to the nation-wide policies, GHQ must have had apprehensions and had policies to direct the basic post-war reconstruction plan of Hiroshima, but what were the actual strategies? This paper tries to clarify how these strategies were put into practice; how it directed the reconstruction process; what the intentions were; and in what framework the strategies were implemented. In the reconstruction process, some proposals were given by people from overseas including American people. Whether or not there were hidden intentions of the U.S. government behind those proposals is also investigated. As a result, GHQ developed some policy toward Japanese postwar reconstruction planning and enterprise such as the democratization of the urban planning system, that is one view-point, especially the perspective of the local government reform, that is one view-point, and the financial reform strengthened further after the war from the inflation, that is one more viewpoint. As for Hiroshima, GHQ developed the prominent stance with cooperation to enacting Hiroshima Peace Memorial City Construction Law. And the warning to the oversell of postwar planning in postwar Japan will be pointed out, and attendance of GHQ relatives to 8/6/1947 Peace Festival in Hiroshima was showing the existence of a certain relationship between Hiroshima and GHQ. This paper will consider the meaning of these policies developed. This research has a significant meaning because not enough studies have been made in this field, and not much has been clarified. More efforts to reveal uncovered information on WGIP as possible to explore in future.
THE STUDY ON CONSERVATION PLANNING FOR “LOCALITY” IN JAPAN FOCUSING ON THE GAP BETWEEN THE RELATING STUDIES AND THE LAW BY THEIR CHRONOLOGICAL REVIEWS

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ABSTRACT

Modern techniques have conquered local natural problems and towns and villages have changed to similar landscapes; however, today we call Historic Urban Landscape as “the result of a historic layering of cultural and natural values and attributes (UNESCO, 2011)” and Cultural Landscapes as “combined works of nature and of man (UNESCO, 2008)”. In this context, essence is not merely the engagement between conservation of historic attributes and urban planning but more so referred to evaluate what makes the landscape so called “locality” as regional contexts. “Locality” can also refer to “the setting of a heritage structure, site or area is defined as the immediate and extended environment that is part of, or contributes to, its significance and distinctive character (the ICOMOS Xi’an Declaration, 2005)”. Therefore “locality” requires careful examination in the context of environment, how man constructed his habitat under its natural condition, in order to ensure the continuous protection and conservation of its identity. In other words we need to face new paradigm shifts expanding from buildings to landscapes in terms of tangible culture and need careful consideration for new planning to conserve them. The study focuses on two aspects to find a solution for them. One is relating studies on a habitat (hereinafter, the relating Study), such as folklore studies, geography or architecture, and the other is the Law for the Protection of Cultural Properties in Japan (hereinafter, the Law). Assuming that the gap between them as an essential issue in order to bridge them, this paper attempts to clarify it through their chronological reviews and argue that influential components the Law neglects now are notable significance.

Following three points are clarified. Firstly, a habitat as tangible culture had been paid little attention for a long time. It was because Kunio YANAGIDA (1875-1962), the founder of Japanese folklore studies, classified study material into three categories: linguistic art, intangible phenomenon such as people’s memories and feelings and tangible culture, and regarded tangible culture as less important. Human geography and Architecture on vernacular houses share the same origin influenced by him. Eventually the Law started to evaluate vernacular houses after World War II. Secondly, the relating Study has already found what a habitat is in its spatial structure. The committee of a rural planning study in Architectural Institute of Japan published the book in 1989 and a habitat was considered as “fruits of man’s wisdom for living in nature”. Even though the awareness for the “locality” such as a spatial structure in towns or villages made a big progress in 1980-90s, the relating Study could seldom make further advance later. What most profound is that, the importance by which “locality” is determined is neglected in the Law now. Therefore the Law needs to define the “locality” by evaluating its spatial structure in towns or villages, which the relating Study has already found. The study will eventually be aimed to conserve the meaningful and significant local identity. Thus the significance of the evaluating a spatial structure in towns or villages should be undertaken for future conservation planning.
LEARNING FROM OLD JEDDAH: SUSTAINABLE DESIGN IN DESERT ENVIRONMENTS.

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ABSTRACT

In an interview with Foreign Policy magazine, the world famous architect Frank Gehry criticized the global architectural trends taking over the gulf cities, citing Dubai as an example, he stated: “The worst thing is when you go to places like Dubai. They’re on steroids, but they just end up looking like American or European cities with these anonymous skyscrapers - like every cruddy city in the world....One would hope there would be more support from within these places for architecture that responds to the place and culture. That's what I'm trying to do, but, man, no one else seems to be involved with it. It's just cheap copies of buildings that have already been built somewhere else.”("Guggenheim architect slams Dubai’s ‘cheap’ towers", in constructionweekonline, retrieved June 27, 2013).

For the last two decades, the swift urbanization and speedy developments of various cities in the Gulf region of the Arabian Peninsula have been criticized for their negative environmental impacts and their evident alienation from their surroundings. Following western planning approaches and international architectural trends, the resulting cityscapes are evidently incongruous not only to their physical surroundings but also to their social and cultural milieus. In their search to become one of the "Global Capitals of the world", cities such as Dubai, Doha and Jeddah have instead become "Spectacles Capitals" where the "ArchiStars" of the Western hemisphere are transplanting their speculative experimental image/form making- billion dollars achievements in peculiar physical and cultural environments. Examples of unsustainable architectural and planning "Models" abound and the obvious disregard of traditional successful environmental solutions as manifested in the remaining historical quarters of those aspiring cities is increasingly questionable.

The paper examines the traditional planning and architectural approaches followed in historical Gulf cities while concentrating on the Old Jeddah district in the Kingdom of Saudi Arabia as its case study. The surviving Jeddah’s historical neighborhood represents a lucid testament to past generations' successful answers to their physical as well as socio-cultural needs. The critical deteriorating conditions of the Old Jeddah’s district are the result of officials’ as well as public’s neglect and their mutual interest in hyper-development projects utterly detached from their environmental context and culturally disconnected from their indigenous Islamic identity.

The methodological approach includes the detailed review and analysis of historical documentation as well as existing surviving examples of Jeddah’s architectural and planning heritage. The theoretical framework joins architectural designs and planning principles with dimensions of the peculiar surrounding physical, social, cultural and religious characteristics. An examination of precedents’ management of the interconnected
physical and socio-cultural environments and their resulting sustainable designs and authentic identity, indicates that, a successfully sustainable development can be achieved by learning from the past while responding to new societal demands and aspirations.
GENERATORS OF FORM IN MAMLUK CAIRO

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ABSTRACT

Cairo, or al-Qāhirah, "the Vanquisher", was founded in 969 C.E. by the Shi‘ite Fatamid Caliph al-Mu‘izz li-Din Allah. His General, Gawhar al-Siqilli, based its original gridiron plan on Roman cities, such as Leptis Magna, that he saw as he marched along the Mediterranean coast from Tunisia to Egypt. The north-south Cardo Maximus is named after the Caliph. The Sunni leaderṢalāḥ ad-Dīn Yūsuf ibn Ayyūb (Saladin) took over the city in 1171, in alliance with the Abbasids. Saladin opened up the Fatamid city, changing it from a gridiron to an organic form. He brought in Mamluk mercenaries who eventually displaced the Ayubbids and ruled Egypt from Cairo from 1250-1517. They were fearsome warriors and equally talented and prodigious builders, and a majority of the remnant of the walled medieval quarter of Cairo dates from their rule, making it a prime subject for investigation.

The close relationship between their religious and political institutions has been well documented, but not the physical and formal consequences of that synergy. (1) Using our own plans, created for this paper, we will analyze the sequence and inter-relationship of public and private spaces along the Shari‘a al-Mu‘izz li-Din Allah from the northern Bab al-Futuh and Bab al Nasr juncture to the southern Bab al Zuweila gate, including the surrounding area, on each side of this main artery. This will include the relationship between the public and private places and buildings, such as market places and mosques and the private buildings such as the Zeinab Khatoun and Beit al Harawy and the influence these had on subsequent Ottoman residences such as the Beit al-Suhaymi. Our mapping also investigates social and environmental aspects as a guide to sustainability. Specifically, these are: pre-Islamic concepts, and how Mamluks applied them, their process of land demarcation and subdivision, including the allocation of land for public and private use, the principles, and operation of land allotment (iqta), the territorialization of land (ikhtitat), the impact of various types of tenure and ownership of land and buildings, especially of waqf on growth and change, the institution of jurisprudence (hisba) and a comparison of legal solutions and customs. (2) We will also use our field research to document design language, particularly the ways in which symbolism as manifested in the building process, the influence of surveying, engineering and building techniques and materials, and how traditional energy saving techniques, and especially hierarchical series of courtyards were implemented in this district.
GREEN, BRIGHT AND MODERN: GREEN-WEDGE VISIONS FOR LONDON

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ABSTRACT

It is widely accepted that British post-war planning is marked by the promotion and implementation of green belts. However, recent research has shown that the green wedges idea also played a fundamental role in town planning in Britain for the most part of the 20th century. This paper examines the use of the green wedge idea in networks of green spaces in reconstruction plans for the post-war London, with special emphasis on Patrick Abercrombie’s 1943 County of London Plan and the 1944 Greater London Plan. The paper starts by contextualising how the green wedges idea emerged and developed in the country. Secondly, it looks into the individual and institutional views on the reconstruction of London. Thirdly, it examines the overall main approaches in the planning of networks of green spaces in the Country of London Plan and in the Greater London Plan, concentrating on how green wedges were put forward as a model of redevelopment and reconstruction. The paper will also analyse how the use of green wedges became symbols of hope, of a new London to be born after the end of the War. This paper aims to contribute to filling the gap in the historiography of planning in the UK by showing the significance of green wedges in structuring the official plans for London for the post-war period.
WADAWURRUNG PAST SUSTAINABLE PRACTICES: PRECONTACT GARDENING PRACTICES IN GEELONG

AUTHORS: ROSS WISSING AND DAVID JONES, DEAKIN UNIVERSITY

ABSTRACT

The Wadawurrung were the precontact Indigenous community whose country the city of Geelong in Australia now resides. Over the course of some 30,000 years they occupied, tendered and curated this landscape of mixed temperate grasslands, open woodlands, riparian corridors with ephemeral wetlands, and coastal shores enabling a life of semi-sedentary occupancy until the time of colonial arrival. Their gardening, animal harvesting practices, land cultivation and fire management practices kept this landscape healthy crafting the apparition of a ‘parke’ that Europeans were first attracted to and which prompted their colonisation of this landscape. These practices offered quality and regular harvests of food to services to the Wadawurrung community and offers an unique insight into what this landscape can host in terms of food production and harvesting for contemporary generations. This paper reviews this precontact culture, the legacy today, and places it within contemporary discussions about sustainability theory and definitions, and sustainable gardening culture offering a different perspective about sustainable land management practices and land use planning.
GREEN REDEVELOPMENT IN MILWAUKEE: IS IT ONLY THE VISITOR CLASS WHO BENEFITS?

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ABSTRACT

The paper will look at the efforts by city leaders and activists in Milwaukee to use sustainability and greening as part of their effort to create economic activity. The paper will challenge the scholarly division between redevelopment projects for the "visiting class" and redevelopment projects for the local residents and suggests that there is much overlap and multiple benefits for sustainable design. Green Redevelopment in Milwaukee: Is it only the Visitor Class Who Benefits?
INTERPRETING CHINESE CITIES THROUGH MAPS: TREATY PORTS AND THEIR FOREIGN ENCLAVES AS A TESTING GROUND

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ABSTRACT

It has become almost a commonplace to observe how fast-paced urban change in China is dramatically “disfiguring” centuries-old cities and more recent metropolis: some cities have changed so rapidly, that no record has been kept of what was there in the 1980s and is no longer existing. At the same time, the Ministry of Housing and Rural Development has estimated that 300-million more Chinese will move into cities by 2025. Besides, the zoning schemes of many master-plans are often so oversimplified that the resulting urban fabric is totally in the hands of private investors, greatly limiting land-use control and strategic urban development.

With a focus on planning, urban management, and heritage enhancement, we propose to discuss the importance of maps, particularly interpretative maps, as a tool to manage heritage as part of a wider process of spatial planning. Our point is that urban heritage depends not only on literary myths, nor even on great archaeological remains and fine buildings, but rather because the city’s structure has preserved the stamp of its foundation, of its roots planted in a strategic position, of its complex urban landscape made by individually anonymous buildings.

Some parts (or elements) of the city have undergone successive reinterpretation over time, showing the complementary efforts of communities that have followed one another throughout the centuries, giving life to those complex layered settlements that seem to enrich naturally-distinguished locations.

To test our “interpretative-maps approach” we shall consider the case-studies of Shanghai and Hankou, all Treaty Ports still possessing a rich “colonial heritage” and set as linking points between different cultural worlds.

In the past, Chinese cities were represented by a typified ideogram with no information concerning topography, morphology, or urban structure. Treaty Ports established after Opium War (1842) and the Arrow War (1860) - where the city à-la-chinoise was juxtaposed to extraterritorial western enclaves - were the object of the first analytical maps and surveys, required by the colonial powers for military and strategic purpose. Considering these Treaty Ports, we can find many examples of western town-planning principles grafted onto centuries-old urban structures.

Finally, to conclude, we shall argue that interpretative maps may provide a synthetic/comprehensive understanding of the contemporary city and its structure acquired of the long period of time, an understanding which is important not only for the sake of history, but also to envisage which historical/urban elements could still play a part in the future. A patient work of interpretation (consulting old maps and photos, travel
accounts, surveys) helps in gaining a fresh approach to heritage sites as part a wider urban structure.

Shenzhen is a good example in this respect, as a young and ever-changing city, where entire neighbourhoods which were built thirty years ago have already been demolished giving way to new developments, leaving no trace in collective memory.

So far adopted for the study of some Italian, European and Mediterranean port-cities.

The ideogram reflects, first of all, the position man between Hearth and Heaven and, secondly, a complex spatial hierarchy. Such ideogram may also include just a few landmarks: walls and city gates, waterways and the street grid, the seat of power (see maps of Chang’an, Beijing, Wuchang, Canton, etc.). Cf. Alfred Schinz, The Magic Square: Cities in Ancient China, Axel Menges, 1996.

The need for a more detailed representation of cities made itself felt when the first Europeans established themselves in China. Jesuit missionaries, such as Matteo Ricci and Giuseppe Castiglioni (who arrived in China in 1582 and 1715 respectively) introduced there the principles of Euclidean geometry and Cartesian representation, bringing back to Europe atlases and travel journals full of maps on the “new world.” Cf. Jianfei Zhu, Architecture of Modern China: A Historical Critique, Routledge, 2013.

Surveys and maps were produced by for different purposes (nautical and tourist maps, insurance and cadastral maps, etc.), though always intended to make a given territory readable, with a view to exploit its resources, establishing new entrepreneurial activities, developing the city’s operational efficiency (according to western town-planning models).
THE DEVELOPMENT OF MAPPING AND THE SLOW EMERGENCE OF PLANNING IN THE ANGLO WORLD

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ABSTRACT

This paper looks at the development of mapping technology from Mercator’s revolutionary 1569 projection to the completion of the first national Ordnance Survey maps in the first part of the 19th century. The rapid development of mapping technology was directly tied to the intellectual and scientific currents in Europe at the time, and also the successful expansion of, particularly English, colonialism. That colonialism involved new town building across the globe, first in Ireland and Newfoundland, and then spreading out from the American and Caribbean colonies to the south Atlantic islands, India and beyond. The new mapping technology was used as an important force of colonial power and thus expansion. But it was also an increasingly convenient way of “designing” new towns. This is possibly most apparent in the settlement towns of what is now Northern Ireland. Surveyors became, in essence, the pre-eminent “urban designers” of the Empire.

It is possible to trace the role of mapping in proto-“planning” to at least the late 15th century (and possibly earlier if we take a broader view of mapping). Moreover, maps were being used as tools of urban analysis from at least the time of the Great Fire of London. However, the technical innovations during the period under discussion meant that maps were vastly more accurate, were national, and thus could form part of the empirical foundations of modern planning.
THE MATHEMATIZATION OF DAYLIGHTING: A HISTORY OF BRITISH ARCHITECTS’ USE OF THE DAYLIGHT FACTOR

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ABSTRACT

British post-war planning guidance proposed that cities be rebuilt according to scientific principles. Mathematical tools were devised to determine built form; daylight levels within buildings were to be evaluated using a metric called the daylight factor. Developed in the 1930s, the daylight factor is a measure of the illuminance within a room (usually on a horizontal plane), relative to the total amount of light that would be available under an unobstructed hemisphere with an overcast sky, expressed as a percentage. Although the precise calculation used has developed in intervening years, the daylight factor is still the principal metric used in guidance on daylighting. Recent research indicates that many new-build housing schemes do not comply with recommended daylight factors, and that few architects undertake daylight factor calculations when designing buildings. In addition, some commentators argue that the daylight factor is now obsolete. Drawing on archival material and interviews with retired architects, this study will explore whether the Modernist ambition, for buildings to be designed according to mathematically verifiable principles, was realized in relation to daylighting. Specifically, the study will explore whether the daylight factor was successful in promoting good daylighting and, if so, what prompted the apparent decline in its use.
Thirty years ago, the late Michael Breheny and I wrote a paper that was critical of the field of planning history (Breheny and Batey, 1982). We commented that much of what was written under that heading concentrated too narrowly on physical planning, design and the realisation of particular planning proposals, such as new settlements, by specific eminent planners. We observed that important aspects of planning were being ignored, such as studies giving an insight into the motives or ideologies underlying the practice of planning. We commented in particular that planning history up to that point omitted discussions of how plans were produced, that is the methodology of planning or the planning process.

In the same paper we began to sketch out the agenda for a systematic study of the history of planning methodology, raising a number of questions that might justify further investigation by planning historians. This publication of this agenda was followed by a series of workshops, organised under the auspices of the Regional Science Association International, each of which examined a particular topic (for example, surveys in planning; or the role of Coventry’s planning department in advancing planning techniques), or period (for example, the 1940s). The workshops stimulated a series of publications in the early and mid-1980s, a good example being ‘rationality in plan-making’, the subject of a collection of essays edited by Breheny and Hooper (1985) and the article by Hebbert on the impact of social scientists on 1940s land-use planning (Hebbert, 1983).

The present paper marks a return to the history of planning methods after a pause of more than twenty years. It focuses on one particular analytical topic, namely social area analysis, the precursor of what would today be described as geodemographics (Batey and Brown, 1995). It describes the work of local authority planning departments in the 1970s when it was common practice for larger departments to undertake an ambitious programme of applied research, much of which drew heavily on quantitative methods and on large datasets including the Census of Population. The paper describes early attempts to employ social area analysis in local authority planning departments in North West England, with particular reference to Greater Manchester and Merseyside. It points to the main influences – academic and professional – that shaped the content, design and purpose of these pioneering studies.
RICHARD PAULICK AND THE IMPORT OF MODERNISM IN CHINA

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ABSTRACT

The paper will trace the work of Richard Paulick -- a German architect and city planner from Bauhaus school -- in Shanghai from the 1930s to the late 1940s. His effort of introducing modernism into the Republic of China was gain particularly through education, when he was appointed as the first professor of town planning in the architectural department of St. John’s University in 1943, and through his consulting works for the Bureau of Public Works in Shanghai Municipality. Richard Paulick, together with his colleague Henry Huang who was educated in AA and GSD, had introduced the modern architecture and city planning to Chinese students in St. John’s, whose architecture department was later annexed by Tongji University in 1952 and founded the first, also the most influential urban planning program in China. Although his work, especially the first modern Master Plan of Metropolitan Shanghai, was unrealized because of the war and regime shift, he had led a group of modernist planners and engineers to form a new model of plan-making for Chinese cities, apart from those civic design projects or Haussmann-style street widening schemes in the 1930s. The 1946-1949 Shanghai Metropolitan Master Plan had been surprisingly precise in the projection of urban population for Shanghai to the year of 2000 and many planning notions, such as “organic decentralization”, “neighborhood unit”, the rational organization of streets and roads, functional zoning of land uses, were introduced in the Plan. Richard Paulick returned to Democratic Germany in 1950 and re-started his prominent career in city planning as well as standardized housing design, among others, in East Berlin. His legacy in China, however, has been under-evaluated and hardly mentioned.
ROBERT MOSES AND SÃO PAULO: THE POWER BROKER AND THE EMERGING METROPOLIS, AN ENERGETIC AFFAIR

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ABSTRACT

This paper, based on documents from the Robert Moses Papers at the NYPL Manuscripts and Archives Division, and local sources, analyses an important moment of the urban planning debate in mid-20th century São Paulo. During this efervescent post-war period, high stakes were put in its bid for metropolitan status, with a flurry of international contacts, high-profile visitors, and skilled professionals; it found itself in the eye of a prolific urban renovator – New York’s planning mogul Robert Moses, at the height of his prestige, substantiated by a string of planning commissions throughout the United States and abroad. The contract, mediated by Nelson Rockefeller, through his international venture IBEC, involved not only Moses and his usual array of collaborators – his son-in-law/juridical consultant Frederic Collins, his right-hand men Sidney Shapiro, George Spargo, and Harry Taylor; his engineers William Chapin, freeway specialist, Arthur Hodgkiss, William Latham, for sanitation and parks; but other well-known specialists not from the Moses camp – New York subway hero Sidney Bingham, and the respected sanitary engineer Thorndike Saville. On the Brazilian side, Rockefeller had put in motion his high-placed friends, and the initiative coincided with a São Paulo governor – Adhemar de Barros - in need of technical legitimation in an election year, and a “technical-minded” mayor, Lineu Prestes. Behind this, the interests of São Paulo’s Canadian-owned power utility, the São Paulo Light and Tramway corporation, vying for its ambitious reconfiguration of the Pinheiros river valley, a canal with reverted waters feeding a mountainside hydro-electric plant that would provide energy for São Paulo’s ever-booming industrialization and growth, with one of the main expansion areas provided by... the Light corporation on land reclaimed along the Pinheiros canal. Moses’ first visit, in 1949, had been partially orchestrated by Rockefeller and the “power boys” who pushed for inclusion of their plan in his planning report. Nevertheless, in the final version – named Program of Public Improvements and published in 1950, Moses advocated the need of an independent agency for the Pinheiros reclamation, representing not only Light but also municipal and local interests. Moses found a number of enthusiasts in São Paulo, not only Berent Friele, the American coffee importer that presided over much of U.S.-Brazil commercial relations and became IBEC’s vice-president; but also the industrialist councilman Henrique Dumont Villares, a “human dynamo” who became a personal friend; and the four São Paulo city engineers that spent a year in New York to learn the “Moses way” – José Celestino Bourroul, Paulo Wilken, Mário Leão, and, particularly, José Carlos Berrini Junior, Moses’ most devoted disciple and correspondent, reporting on the progress of his propositions throughout the 1950s/1960s. Moses also encountered resistance, not least from São Paulo’s leading planning experts (and rivals) Prestes Maia and Anhaia Mello, while most of the city’s Urbanism Department did not share his views. From 1945 to 1965 a hectic political scenario, spurred by post-war redemocratization, faced an accumulation of infrastructural
problems aggravated by explosive vertical and horizontal growth. Specialists, debates and proposals formed a multi-layered agenda comprising technical and social issues, in which the next generation of planners would be molded. Robert Moses, admirer of São Paulo's enterprising spirit, symbolized the urban interventions that would push the city as the next major metropolis in South America.
PLANNING FOR THE GOVERNMENT OF INFORMAL SPACES IN LATE COLONIAL MOZAMBIQUE

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ABSTRACT

This paper examines the history of the unequal division of cities in late colonial Mozambique, from the end of the Second World War to political independence in 1975, foregrounding a genealogy of the planning practices integral to the government of informally created urban peripheries. It explores a broad conception of situated urban government, as encompassing both the planning practices of the state apparatus and the ways in which citizens govern themselves. The paper focuses on the planning of peripheries in present-day Maputo (former Lourenco Marques) and in Beira, port cities built as part of the late Nineteenth Century European occupation of southern Africa. The paper aims at understanding the ways in which the planning of peripheries was suffused with urban aspirations, not only of officials and professionals working in the state apparatus, but also of the unequal citizens of the peripheries. It proposes understanding this history in relation to both the expert and the ordinary circuits of knowledge through which prospective imaginations of the urban were formed in both Maputo and Beira. Such circuits link the primatial southern African city, Johannesburg, with Mozambican cities like Maputo, created to serve as a harbor for the inland mining region, and as a gateway for laborers. In addition, circuits of knowledge connected both Maputo and Beira with Lisbon, the erstwhile political capital of the Portuguese empire. Within this network, late colonial experts articulated their own role in the spatial violence of unequal urban division by increasingly valuing the “indigenous” peripheries as a developmental space of emergence that purportedly contrasted culturally with a normative urbanity. This opposition, formed as an integral part of colonial urbanization, was arguably reworked after political independence as one of the foundational planning categories of contemporary urban policies in Mozambique, despite the critical contribution of the postcolonial Maputo school of urban theory. It is crucial to examine the provenance of the present-day normative urbanity in Mozambique, and in particular the role of peripheries in the imagination of urban futures, enabling those endangered by contests over urbanities in southern Africa. The paper reports results of the project “Urban Aspirations in Colonial/Postcolonial Mozambique: Governing the Unequal Division of Cities, 1945-2010”, undertaken for the Portuguese state Foundation for Science and Technology. It draws on archival research in Maputo, Lisbon, and Johannesburg, complemented with observation and in-depth interviews. Knowing the situated histories of informally created spaces is crucial for the future of cities in southern Africa and elsewhere in the global South. Furthermore, such histories are necessary for a critique of the role of colonial practices in the formation of planning apparatuses in Europe, notably in former imperial polities like Portugal. In a contemporary world of cities that were mostly created informally, this research aims to provide tools to those imagining modes of political urban government that acknowledge
the potentialities of actual spatial practices, and to challenge the persistences of the rationality of colonialism in present-day planning.
A STUDY ON THE RELATIONSHIP BETWEEN THE GROWTH OF CITY AND THE
PEOPLE’S LIFE—A COMPARISON OF THE THEORY BY KENZO TANGE WITH THE ONE
BY EBENEZER HOWARD

AUTHOR: TOMOKO KURODA, MULOGAWA WOMEN’S UNIVERSITY

ABSTRACT

“A Plan for Tokyo” by Kenzo Tange in 1961 was represented for the capital city Tokyo, of
which population should be positively accelerated to be 10,000,000. On the other hand,
“Garden Cites of To-morrow” by Ebenezer Howard in 1898 was represented for the city of
30,000 populations, to reduce the peoples’ inflow to London.

Both Tange and Howard used the word growth when their city model got more population,
gave the life model to the people who added the city population and observed the character
of the city which attracted the people.

In this paper the theory of Tange and of Howard will be compared from the following
points.

1. The order of the growth of city
2. The direction of urban life of people
3. The organization of city
4. The role of city for nation

This comparison will help to show the meaning of the sustainability of city planning, which
often seems to be the object itself without any citizen or dweller.
This paper will examine a significant case study in the history of historic preservation planning – the creation of the Boston Landmarks Commission in 1975 and its first forays into the designation of local historic districts. While in earlier decades the Massachusetts legislature had created two previous historic districts in Boston, by the early 1970s, the city made a bid to exercise that power itself. And while local neighborhood associations had earlier pushed previous historic district advocacy movements in Boston, now the city spearheaded this lobbying effort. Legislation to create a Boston Landmarks Commission found support from the mayor, city council, legislators, and governor – but not unreservedly so. Individual actors proposed various amendments, with business interests succeeding in making significant changes to the bill before it was enacted. Additionally, events in New York City form a significant backdrop, including the creation of a citywide landmarks law there during the 1960s and the challenge to it that reached the U.S. Supreme Court during the 1970s. Once established in Boston, the Landmarks Commission embarked on two historic districting efforts: One, in a neighborhood divided between pro- and anti-district forces, ultimately failed; another, seemingly split along town-gown lines, became the first historic district in Boston to be designated by the City in 1979. I argue that this era of planning history in Boston represents a sea change when policy makers, politicians, and the general public were altering the very definition of urban renewal – with the aim of reducing the demolition of historic buildings and the construction of high-rises to instead allow for a comprehensive, citywide approach to neighborhood revitalization that put historic preservation at the center. I also maintain that this conception of historic preservation found strong support among certain middleclass urban homeowners, sometimes in opposition to large-scale commercial property developers, with the result that residential neighborhoods often became the focus of historic-district designation, while commercial areas – even those with comparable historic significance – faced much higher hurdles for preservation. Finally, I examine the fragility of neighborhood consensus over the question of district designation, showing when it falls apart and when it holds together. Using methodologies employed by sociologists to study social movements and the ways in which organizations and individuals mobilize resources to achieve their goals, I have consulted newspaper articles, city and state archives, and neighborhood residents to explore this complex period in urban planning history. This study fills a significant void in the scholarship of historic preservation, urban renewal, and neighborhood revitalization. Historians of the preservation movement have generally focused on late nineteenth and early twentieth century efforts, before most large American cities embraced historic-district ordinances. Meanwhile, scholars of urban renewal have concerned themselves with the large-scale planning and building for which that era is known, rather than concurrent conservation of existing historic resources. And historians of subsequent urban
revitalization largely leave historic-district creation unanalyzed, even though it is a conspicuous part of this era.
TO PRESERVE OR NOT PRESERVE? A LOOK AT THE FACTORS THAT SWAY HISTORIC PRESERVATION DECISIONS.

AUTHORS: KAROLINA GORSKA AND ANASTASIA LOUKAITOU-SIDERIS, UNIVERSITY OF CALIFORNIA, LOS ANGELES

ABSTRACT

In the last two decades, with trends in many cities shifting towards redevelopment of central-city districts and older suburbs, as opposed to new subdivisions and exurban development (U.S. EPA, 2010), preservation and adaptive reuse have emerged as popular strategies (Donfrio, 2012; Allen, 2011; Rypkema, 2008; Listokin et al., 1998). Some have identified the use of historic preservation as part of the postmodern (Harvey, 1989) or symbolic (Zukin, 1995) economy of cities, where cultural strategies drive the production of commercialized spaces geared solely toward entertainment and tourism (Reichl, 1997; Boyer, 1992). Others acknowledge the potential to present diverse histories and evoke a sense of place or identity (Hurley, 2010; Kaufmann, 2009; Hayden, 1997).

Of course, private developers or municipalities are often mostly concerned about preservation’s effectiveness as an economic development strategy (Allen, 2011; Isenberg, 2004; Listokin et al., 1998). In order to attract investment and tourists, cities market historic neighborhoods and buildings, such as the French Quarter in New Orleans or Boston’s Faneuil Hall (Greenfield 2004; Reichl, 1997). In small U.S. towns, the Main Street Program has proved an effective model for economic development, the creation of jobs, and public-private initiatives (Listokin et al., 1998; Wojno, 1991).

But if there are good reasons for cities or the private sector to support preservation on cultural, symbolic, or economic grounds, why do efforts to preserve historic buildings often result in conflict? The relative power of different interests and stakeholders—preservationists, developers, residents, planners, and public officials—plays a major role in defining what part of the historic urban structure gets to be preserved or demolished.

Urban politics and local sentiment towards development and growth may also influence decisions for or against preservation. We examine two battles involving the preservation of two historic hotels in Los Angeles—the Ambassador and Century Plaza. By providing a “thick description” of the conflicts and their outcomes, we cast light at the nuances and politics surrounding the decisions to embrace or reject historic preservation. What choices led to the demolition of the Ambassador—a hotel that reflected the glamour of 1920s Los Angeles, exemplified the city’s early entertainment history, and was the site of the assassination of Robert Kennedy? And why, less than five years later, the Century Plaza—a hotel with a much shorter but still significant history—was spared from demolition?

We find that in addition to politics three factors influenced final outcomes: 1) the framing of pro- or anti-preservation narratives; 2) the relative power of opposing stakeholders, and 3) city preservation agency involvement. The paper draws from interviews with historic preservation directors from nine different U.S. cities—Atlanta, Chicago, Los Angeles, New
York, Portland, Santa Fe, San Francisco, Seattle and Washington D.C.—to understand how cities may find a more rational way other than politics for deciding on preservation matters. These cities represent diverse geographic regions, and were chosen because they have a long history of preservation (e.g. Santa Fe, New York, or Washington D.C.) or strong and proactive planning departments (e.g. Seattle, Portland, San Francisco).
THE MEANING OF SYMBOLIC RESTORATION OF TOKYO RAILWAY STATION BUILDING IN ASPECT OF URBAN REGENERATION

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ABSTRACT

With the change of the urban structure, emergence and formation process of major public buildings within the historical city inevitably undergoes the process of adaptation and transformation according to not only the relevant buildings, but also to surrounding architectural factors (JinYoung, Chun; 2004). Especially, in the case of railway stations there is a greater significance. Different from how all the access to the city was made through the gate of a castle, after the construction of the railway station, all the access was made through the railway stations. Due to such reason, nineteenth-century’s railway station was called the cathedral of the industrial revolution period. The portion railway stations held in the nineteenth-century architecture can be verified by the description in the Building News in 1975 as, “all the railways stations and the hotels attached to them in the nineteenth-century are identical to the cathedral architecture in the thirteenth-century. This is the one and only representing architecture that actually shows our era sincerely. Our major city stations have led the spirit of art in our era.” Meanwhile, Japan’s railway is deploying diversified business ever since the Hanshin railway in 1911 attempted to construct the urban infrastructure and develop the community around the railway influencing area with business purpose. Such strategy and method, based on the region’s demand of floating population, as gradually evolved into a city development combined with the city dimension of railway that induces community development from the simply architectural dimension of high density development, sustainable urban regenerating method is being greatly vitalized. In such point of view, this study attempts to observe the Tokyo railway station’s symbolic restoration based on the railway culture, which is creating Japan’s special social culture and urban space. Especially, the definition change of the Tokyo railway station, which is the gateway to Japan and the representative of Japan’s railway system, in other words, the change of its symbolic and functional meaning in the urban space will be discussed. The results are as follows. From the demands of the time about urban regeneration of Tokyo, Tokyo railway station was re-constructed symbolic image. It can be realized by historical code of modern buildings and using the method of “restoring,” the objective is to discuss in-depth the factors of image that has been symbolically constructed and its role in Tokyo’s urban regeneration.
HISTORICAL GEOGRAPHY LANDSCAPES AND THE CITY PLANNING IN NANJING

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ABSTRACT

Historical cityscapes have changed because they were the expression of the dynamic interaction between natural and cultural forces in geographical condition. Geography was the most stable, inheritable and lasting forces for its founding and development. Therefore, usually the planning of cityscapes is only limited in the architectural space, from individual buildings, streets and blocks to whole city. My research is from the viewpoint of geography system to study the historical changes of the cityscape. Nanjing, a city located along the Yangtze River, originated 2500 years ago where ten dynasties established their capitals. Nanjing's geographical condition is characterized by three ranges of low mountains and hills, two branch rivers and three lakes. A well known praised name for ancient Nanjing: Zhong Shan Mountain was as a dragon prone and Stone City was as a tiger crouch. From its boring time to the last dynasty the planning ideas of Nanjing's landscape was in the line with the system of its mountains and hills, lakes and rivers. However, modern Nanjing has been departing farther from the background of the harmonious development of city and nature for contemporary construction. The mountain ranges with the historically gathered "imperial spirit of Capital" has been fatally ruined and dissected. My research focuses on the following ideas: an analysis of the characteristics of systems of the mountains and rivers in the historical periods, and an investigation of sites of historical sites along with the system, in order to search for the laws of historical evolutions and spatial structure changes of cultural landscape in geographical system. Further research is needed to get a better understanding of the key core and the landmark in historical geographical condition which once played an important role in its origin and development process. Thus distinguishing and preserving the sites is important for keeping the characteristics of the cityscape, conserving the natural continuous characteristics of mountain ranges and rivers, identifying geographical system to composite the mountains, rivers, urban park zones, avenues and Ming Dynasty wall into a whole landscape system, and extending the traditional preservation planning and cityscapes planning to that of geographical landscape system.
CLEANSING THE CITY: THE ORIGINS OF INDUSTRIAL SUBURBS AND THEIR ROLE IN REGIONAL DEVELOPMENT

AUTHOR: RUTH STEINER, UNIVERSITY OF FLORIDA

ABSTRACT

The current scholarship on the development of suburbs is largely built on the notion that suburbs were created as an extension of the city as middle-class and wealthy residents of the city moved to streetcar suburbs (Warner, 1961). While historians acknowledge the diversity of suburbs and their connection to the city (Hayden, 2009; Warner, 1972) and the role of infrastructure in creating autonomous suburban communities (Dilworth, 2005), little scholarship documents the connection between the desire of city leaders to move more noxious land uses from the city center, its connection to the creation of suburbs and the organization and development of industrial suburbs.

The motivation for this work comes from two unrelated observations by the author. The first observation is that the outside of the City of Milwaukee are industrial suburbs (e.g., West Allis, Cudahy and South Milwaukee) that were built with one or more factories surrounded by working class housing. Thus, rather than streetcar suburbs, the pattern of development in these suburbs could be characterized as a walking suburb where workers lived close to where they worked. While these working class suburbs may be similar to industrial neighborhoods that are located in on the outskirts of the central city, they may have been created because of zoning regulations that moved certain kinds of industrial out of the city (e.g., meatpacking in the case of Cudahy and South Milwaukee). Conversations with colleagues suggest that the pattern of industrial suburbs observed in Milwaukee can be found in other metropolitan regions that once had major manufacturing employment (e.g., Buffalo and Pittsburgh). The second observation is that much of the current discussion on the suburbanization of communities (e.g., New Urbanism, Smart Growth) does not discuss the industrial and working-class employment that initially created the conditions for suburbanization of cities in the late 1800s and early 1900s. While the lack of emphasis on industrial land uses is logical given the decline in industrial employment in the last several decades, certain land uses (e.g., sewage treatment facilities, transportation infrastructure) will continue to co-exist in urban contexts.

One other possible explanation for the creation of industrial suburbs is that they are simply another form of company town. Certainly the literature suggests that

The purpose of this paper will be to develop a framework for understanding the creation of industrial suburbs that will be used to begin to develop case studies of other cities. In developing this framework, the author will interpret literature on the development of cities (e.g., Warner, Mumford), suburbanization (e.g., Dilworth, Hayden) and urban pollution (e.g., Tarr). One other possible explanation of the phenomena of industrial suburbs is that they are simply another form of company town except that they are located close to the city.
While company towns are well documented in the literature, the author believes that they represent one form of providing housing for workers in the industrial suburbs.
SUBURBAN OUTLAWS: REGIONAL PLANNING AND VICE ON CHICAGO’S INDUSTRIAL FRINGE, 1916-1933

AUTHOR: SAM KLING, NORTHWESTERN UNIVERSITY

ABSTRACT

In the decades following the 1894 Pullman Strike, Chicago’s industrial suburbs faced repeated challenges of planning and governance—from unprecedented population growth and poor housing conditions to recurrent labor unrest. Yet beginning in the late teens, Chicago’s social reformers, planners, and academics noted what seemed an especially intractable crisis: the urban problems of organized crime, political corruption, and prostitution had now invaded the suburbs. In waves following Chicago’s sporadic crusades against vice, bootleggers and brothels set up outside of the city, lured by what Chicago School sociologist Walter Reckless called “the disorganization on the borders of the city.” By the mid 1920s, Chicago’s industrial suburbs seemed overrun with vice: not only was Al Capone operating with impunity in Cicero, Stickney, and West Hammond, but the mayors and senior officials of Gary and East Chicago, Indiana, had been indicted for conspiring to violate the Volstead Act’s prohibition on alcohol.

This paper will examine the ramifications of suburban vice and corruption for Chicago’s emergent regional planning movement in the 1920s, tracing the responses of reformers, academics, and the popular press. Under the influence of Chicago School sociologists, with whom they worked, the region’s network of urban planners and reformers interpreted suburban crime and corruption as products of the fast-growing, socially disorganized, industrial environments in which they flourished. I argue that their concern with the social roots of suburban crime and vice inspired planners and reformers to take a broad, socially-conscious view of regional planning—one that recognized the interconnectedness of the metropolitan region and included provisions for education and civic activism. This vision informed the founding of the Chicago Regional Planning Association, although it soon fell victim to the organization’s technocratic focus on infrastructure and property values. Nevertheless, the linkages between regionalism and suburban vice reveal the unanticipated challenges planners faced as Chicago grew into a metropolitan region. Although they failed to fully realize their model of planning, these regionalists succeeded in articulating a vision of a sustainable, coordinated, and interconnected metropolitan area.

The story of Chicago’s suburban crime in the teens and twenties offers an alternative history of regional planning. Unlike histories that emphasize regional planning’s intellectual roots in the writings of Patrick Geddes, Lewis Mumford, and others, this paper stresses the powerful influence of the on-the-ground crisis of suburban crime. Furthermore, drawing on the insights of the New Suburban History, it positions early twentieth century industrial suburbs—under-examined in the literature—as a chief concern for planners and reformers involved in the regional planning movement.
UNTANGLING THE CITY SCIENTIFIC AND THE CITY EFFICIENT IN EARLY TWENTIETH-CENTURY PLANNING HISTORY.

AUTHOR: DAVID GORDON, QUEEN'S UNIVERSITY

ABSTRACT

The City Scientific and the City Efficient are sometimes used interchangeably in describing early twentieth-century planning that was outside the City Beautiful, Parks Movement and the City Social (see attached diagram). However, the City Scientific and the City Efficient movements had different disciplinary roots with engineers and public health doctors prominent in the former and mostly lawyers and other urban reformers leading the latter. While there is a fair bit of overlap among the actors and the ideas, there may be some value in attempting to untangle these two streams. The paper will start from the Canadian experience and include some American perspectives.
TWO SIDES OF THE SAME COIN: UNEQUAL AND UNEVEN DEVELOPMENT IN SHRINKING CITIES

AUTHORS: J. ROSIE TIGHE, CLEVELAND STATE UNIVERSITY, JOANNA GANNING, UNIVERSITY OF UTAH

ABSTRACT

There has been much recent attention in the planning field to the concept of shrinking cities (e.g., Großmann et al. 2012; Hollander 2011; Hollander et al. 2009; Martinez-Fernandez et al. 2012; Pallagst 2010; Ryan 2012). This literature informs us that across the developed world, some cities, such as our case study, St. Louis, are losing net population year after year and decade after decade. However, this “permanent” decline does not affect all neighborhoods or populations equally. Amidst overall population loss and neighborhood decline are pockets of prosperity and gentrification. In St. Louis, as in many other cities, decline and displacement have occurred as a result of some key policies, plans and events that have devastated poor and minority communities while leaving white and middle class communities largely intact.

This paper analyzes three periods of time in St. Louis, MO that spurred significant displacement of populations – Urban Renewal, Triage, and the Foreclosure Crisis. We argue that the different experiences of Black and White during each of these periods represents two faces of development: one in the north of the city that is largely Black, experiencing vacant land, high crime, and crumbling infrastructure; another in the south of the city that is largely White, enjoying pockets of vibrant commercial development, larger homes, and stable real estate markets.

Each of these periods in time in St. Louis represents a crisis and a planning intervention. Such interventions were primarily top-down in nature and placed the city in a holding pattern awaiting the eventual return of prosperity. Each of these planning interventions also resulted in disproportionately negative outcomes for non-white neighborhoods and households. Based on our analysis of this history in St. Louis, we believe that it is time to acknowledge that the city is likely permanently “shrinking”. Thus, planners and policymakers much begin to apply the theories and practices suggested in the shrinking cities literature to deal with the issues inherent in a permanently shrinking city.

Yet the literature focusing on “shrinking cities” has one major flaw. It focuses primarily on structural and land-use elements, skirting around issues of race, poverty, and the geography of opportunity. The literature remains largely race-neutral and continues to prescribe “triage”–style land uses to stabilize the city until such time as the cycle will renew itself and the land can be re-used for more economically viable uses during the inevitable urban renaissance. Even when race is explicitly discussed in the literature (Dewer and Thomas 2012), only a small portion of the recommended actions incorporate equity planning approaches that would directly target racial inequality. For a city like St. Louis, where minority neighborhoods have been demolished, ignored, or gentrified, such
an approach will merely repeat decades of injustice for St. Louis’ poor and minority residents. Based on this evidence, planners face an ethical obligation to approach “smart decline” using an equity planning framework to create a more sustainable future for all neighborhoods and households within shrinking cities.
ABSTRACT

In Japan, the Nonprofit Organizations (NPO) concerning the participative urban planning are encouraging the organizations of the inhabitants to have the social recognition and the influence. The Landscape Act of 2004 permitted them to concern the management of the landscape plan if they are nominated as the landscape management organization. However, only 9 organizations are nominated. In France, these organizations of the inhabitants are designated as the Area Councils (Conseil de quartier: CQ) by the Law of the Democracy in the Neighborhood (loi relative à la démocratie de proximité) of 2002. They are obliged to be instituted in the communes with more than 80,000 populations: -Art.23, in the communes with more than 80,000 inhabitants, the municipal council fixes the every area, which constitute the commune. Every area is given an Area Council of which the municipal council fixes the composition and the functional mode. The Area Councils are able to be consulted by the Mayer and are able to give him or her the propositions about the every question concerning the area, especially in the title of the politics of the city. This system deserves the attention by French people in the trend of the decentralization. However, we have not had the sufficient research yet even in France. I think that we are able to have the efficient suggestion for Japan about the system for the democracy in the neighborhood, the stance of the organizations of the inhabitants and the method of the consensus making by researching these French organizations. This study aims to clarify the situation of the obliged Area Councils to have the suggestion for Japan. Mostly I used the homepages of each commune as a date resource. As a result, I clarified the concrete and political situation of the area councils and analyzed the examples as follows. According to the statistics of INSEE of 2007, the 47 communes have more than 80,000 populations. The commune with the most population is Paris (2,125,246) and the least population is Aulnay-sous-Bois (80,021), which are in Ile-de-France region. The average population is 209,784. The numbers of CQs are from 5 (Clermont-Ferrand in Auvergne region and Roubaix in Nord-Pasde-Calais region) to 147 (Marseille in Provence-Alpes-Côte d'Ager region). The average number of CQs is 19. The most population par CQ is Tours in Centre region (33,205). That least population is Aix-en-Provence in Provence-Alpes-Côte d'Ager region (2,355) and the average population is 14,453. The oldest CQ was founded in Grenoble in Rhône-Alpes region in 1926. Besides that, there are eight other communes where CQs were founded before the Law of 2002; Nanterre (1977), Créteil (1983), Amiens (1989), Montreuil (1994), Le Havre (1995), Besançon, Rouen (1996), Montpellier (2001). I noticed that many of their Mayors were from the Socialist Party (PS). 15 communes have the different names from the CQ such as Consultative Area Council in Montpellier. Some of the 47 communes have the system below the CQ. For example, Montpellier has 27 House of Democracies below the 7 CQs.
DOCUMENTING CHANGING MUNICIPAL BOUNDARIES OVER TIME

AUTHOR: KARL R PHILLIPS, DYNAMIC GEOGRAPHICS

ABSTRACT

The applicant proposes to present a sample of the body of work that is documenting the changing municipal boundaries of New York State. The sample area will be New York City encompassing the period from 1626 to the present. The platform will be the MapStory.org animated map system. The purpose of the presentation will be to explain why the geometries of municipalities are important due to the fact that they reflect the territory of political, social and physical communities. Adding the temporal dimension to the subject allows the student of urban history and planning to analyze changes to the municipal entity throughout its existence.

Modern technology allows planners and historians to create dynamic maps that can reflect change over time. It is possible to track the history of growing infrastructure of a municipality, as well as the changing geometry of the municipality itself. The foundation of a municipality is its boundary. As a municipality grows its boundary must change to keep pace with the growth. Tracking the changes of municipal geometry is critical to the understanding the overall growth trends of any place.

In 2010 Karl Phillips embarked on a pilot project mapping the historical municipal boundaries of New York State. Each county was researched in great detail. Each municipal boundary change was documented and mapped wherever data existed. To date the process has successfully mapped each municipal boundary change in the state for each of the 62 counties, about 1,000 towns, approximately 200 villages and most of the state’s 62 cities as well as all of its former villages, towns, cities and counties.

The purpose of this project was to provide a useful database for genealogists. Most historical vital records and land records are archived at the county level. In many states such as New York, municipalities are nested within counties. Changing municipal boundaries often resulted in changing county lines. Division of counties resulted in the transfer of municipalities into different counties. When that happened, the parent county would retain the archived records. It is therefore essential for a researcher to know what county a municipality was situated in at a given time in history. A comprehensive statewide database of changing municipal and county boundaries was therefore created.

Today’s interactive web technologies allows this data to be displayed and viewed by a wide user community on dynamic mapping platforms. Sites such as MapStory.org are now being used to provide access to the New York Historical Municipality database. In the near future researchers will be able to download subsets of this data for their own use. This will greatly expedite the research process by limiting the time required to acquire the historic boundary data. Plans are to expand the database nationwide.
THE ANCIENT WATER SYSTEM GOVERNANCE IN DUJIANGYAN IRRIGATION AREA AND ITS INSPIRATION FOR CONTEMPORARY URBAN-RURAL ECOLOGICAL INFRASTRUCTURE CONSTRUCTION

AUTHORS: YUAN LIN, TSINGHUA UNIVERSITY AND YUAN LIN, NORTH CHINA UNIVERSITY OF TECHNOLOGY

ABSTRACT

In ancient China, people establish excellent artificial natural system during human settlements construction, especially the artificial water system in a region. The research takes ancient Dujiangyan Irrigation as a case, systematically explores relevant historical documents and interprets the interrelationship between regional water system construction and regional society governance from four aspects, such as national-regional governance, multi-counties coordination, county governance and country autonomy, which can inspire urban-rural infrastructure construction in nowadays. In ancient times, people proper regional social system coordinated with natural system in ancient irrigation, so they can maintain the whole water system work well for thousands years, and keep the system taking common welfare to all people within the region. The principle of water system construction and management such as equalization and harmony, and the social consensus reflected in the governing process take new perspective to re-think present ecological infrastructure construction. If we would link communities and residents with ecological infrastructure construction closely, and remold natural system through social mobilization, it will not only be good for ecological services promotion, but also good for public interests development.
RE-INTERPRETATION OF SPACE PATTERNS OF CAPITAL CITIES IN ANCIENT CHINA ON THE PERSPECTIVE OF CENTRAL ADMINISTRATIVE INSTITUTION EVOLUTION

AUTHORS: YUAN LIN, NORTH CHINA UNIVERSITY OF TECHNOLOGY AND YUAN LIN, TSINGHUA UNIVERSITY

ABSTRACT

In ancient China, administrative spaces play a very important role in framing urban space structure of capital cities. The ancient administrative space patterns in capital cities are directly affected by both urban planning institutions and administrative institutions, especially by central administrative institutions. The core administrative space in capital cities contains two parts: the empire palace and the central government offices which are separate buildings close to the former, and the whole layout always affects the relationship between the empire and the central officials in different dynasties. The location and pattern of empire palace and central government offices in capital cities in different dynasties are also affected by different institutional factors, such as the idea of country governance, administrative institution, central official power distribution and so on, whereas, we can also re-understand the changes of administrative institutions through analyzing the changes of space patterns of empire palaces and central government offices in different dynasties. This research focuses on the relationship between central administrative institutions and space patterns of empire palaces and central government offices in different dynasties to re-interpret the capital space patterns in ancient China, especially focuses the Tang and Song Dynasties during which the changes of the institutions are very significant and important in Chinese history.
Evolving Industrial Landscape in Pearl River Delta: The Post-Socialist Case

Authors: Shaojun Li and Weijen Wang, University of Hong Kong

Abstract

As the largest socialist country, Chinese government has applied industrial-driven development model in many cities and counties since PRC was established in 1949. Under the planning schema in Mao’s period, most part of the Chinese suburban and rural landscape, comprised with vast farmland and its clan society settlements, remains physically unchanged until late 1970s. Prevailing economic ideologies change after Chinese Cultural Revolution has made the Pearl River Delta (PRD) Region one of the most economically dynamic regions in the world with numerous spontaneous TVE(township and Village Enterprises)in the region core, as well as growing numbers of planned manufactured sectors in the edge of the region. As one of the most dynamic regions, Guangdong provincial planning bureau implemented PRD ‘City-Township System’ (chengzhen tixi) in the early 1990s, aiming to enhance the urban and rural connection through the regional highway transportation, waterways and high way terminals. By the early twentieth century, the upgraded infrastructural projects “urban-rural integration” was raised to boost the balanced level of urban and rural modernization schemes. The physical features and spatial experience of PRD’s suburban and rural settlement are undergoing the fastest transformation ever.

The study firstly identifies the typological pattern of PRD’s suburban and rural settlements associated with different ways of industrial development, by tracing their various commodification degree, ranging from arising market society in Republican era and People’s Commune under Mao. Such historical investigation provides comprehensive evaluation of PRD’s suburban and rural socio-spatial implications for Chinese economic reform in the late 1970s-the critical transition of contemporary Chinese built environment. With such initial analysis of PRD’s rural reality, the study then looks into the impact of governmental planning experiment in transforming PRD’s suburban and rural area after economic reform. It is suggested that the traditional clan villages was planned and governed to achieve the socialist mode of production under Mao, while in the context of post socialist era, they are being created with modern urban image identity, accelerated by fast industrialization. From the traditional clan villages to modern communities, the radical spatial transformation is not only driven by market oriented economic system, but also a result of the power dynamics of central, municipal and rural local government. By further in-depth case study, the study attempts to examine the relation between the role of township and village government and the rural planning implementation in production of post socialist suburban and rural space. Contesting in this rural urbanization campaign, the study finally demonstrates some insights about the mechanism of local capitalism against state socialism in post-socialist condition, which helps to reveals an intriguing aspect of Chinese modernism.
THE ANCIENT CHINA SICHUAN SALT TRANSPORT ROUTE AND THE TRADITIONAL SETTLEMENTS PROPOSAL

AUTHORS: KUI ZHAO, HUAZHONG UNIVERSITY OF SCIENCE AND TECHNOLOGY AND DAN ZHU, UNIVERSITY OF FLORIDA

ABSTRACT

The World Heritage Conference held in Madrid in 1994 proposed the concept of preserving “cultural routes” for the first time, defined as “tangible elements of which the cultural significance comes from exchanges and a multidimensional dialogue across countries...that illustrate the interaction of movement, along the route.” Since 1994, cultural routes have captured increasingly more attention from heritage preservation organizations around the world.

As a life necessity for human beings, salt has long been an important resource. In ancient China for instance, the salt tax used to be the second most significant revenue, second only to the farm tax. The eastern area of Sichuan was the major inland salt producer. The Sichuan salt route greatly influenced the economy, productivity and transportation, and even the life of the Tujia people and Miao people, who are minorities living at the juncture of Hubei, Hunan, and Guizhou Provinces, as well as the city of Chongqing. The local settlements and the development of architecture in those regions were influenced by the salt shipping and trading activities. The production and sales policy in this region also affected the lifestyle and the location of settlements, while bringing about cultural exchanges for the local minority ethnic groups.

Three historical research aspects will be included in this paper in order to analyze these traditional settlements in a sustainable way for future ancient town planning in developing countries. The first step is to address the “Sichuan salt shipping route” as a cultural route by comparing the settlements along the route. The second is to discuss the preservation of these ancient towns. The third approach is to comprehend the historical planning logic by revealing the exchanges among the diversified architectural cultures along the Sichuan salt shipping route. Taken as a whole, these approaches will be presented to guide planners, decision-makers, and local residents in developing countries to sustain the inimitable cultural routes and the irreplaceable ancient town planning for future preservation.
This study examines the commercial enterprises in suburban Tokyo, mostly in the first quarter of the 20th century and in relation to campus developments. The examples show the “complementarity in private and public planning” in the expansion of modern town planning. As social demand for higher education rose, the Japanese government enacted the Higher Education Expansion Program (1918), and many educational institutions required larger campus sites in the suburbs to meet university accreditation. Specifically in Tokyo, the Great Kanto Earthquake (1923) and the reconstruction accelerated this process. However, traditional land use had no systematic provisions for developing campuses in the suburbs.

In this context, the “boosters of suburban Tokyo,” that is, land subdividers and railroad owners, carried out the development of campuses. This study focuses on Yasujiro Tsutsumi (1889–1964, Hakone Land Co., Ltd., founder of Seibu Corporations) and Keita Goto (1882–1959, Meguro–Kamata Electric Railway Co., Ltd., founder of Tokyu Corporations).

YASUJIRO TSUTSUMI AND THE DEVELOPMENT OF “COLLEGE TOWNS”

The Tokyo College of Commerce (Hitotsubashi University), a national business school, moved its campus to Kunitachi College Town, developed by Tsutsumi just after the Earthquake in 1924. Tsutsumi donated a station on the national railway, and developed the town, which was promoted in fancy advertisements. The town's plan comprised a station square, a central boulevard, radiating roads, rectangular campus lots, and grid-pattern streets. Analysis of the plan showed that the campus lots in integer dimensions were given precedence over the grid pattern of the residential areas. Thus, the town was not a simple profit-driven enterprise but was undertaken intentionally to accommodate the campus. Tsutsumi maintained close political connections with Education Minister Tokugoro Nakahashi, who carried out the Higher Education Expansion Program, and Post-Earthquake Reconstruction Board President Shinpei Goto. Tsutsumi resolved a political concern with his commercial enterprise by complementing public planning goals.

KEITA GOTO’S RAILWAY NETWORK AND COLLEGES AS ATTRACTIONS

The Tokyo Institute of Technology, also a national university, transferred across Ookayama Station, which had only been recently opened by Meguro–Kamata Electric Railway in 1924. Ookayama was developed by Den-en Toshi Co., Ltd., an idealistic company affected by the garden city movement that influenced the development of Den-en Chofu, the best known garden suburb in Japan. The Earthquake occurred shortly after Ookayama’s subdivision was completed, and it was then converted into a campus, in a process that reflected political influence. Afterward, Goto continued locating colleges along his railway lines and promoted railway suburbs with nearby colleges as attractions. Goto invited prestigious
schools as a strategy in the competitive situation of suburban development. He invited Keio University to build a campus in Hiyoshidai. He “considered the name of Keio” and granted all the requirements of the school. The clear geometric composition of the area, composed of the circular pattern of Hiyoshidai, succeeding that of Den-en Chofu, and the tree-lined avenue of the Keio campus, is a distinctive planning heritage, brought by the “complementarity in private and public planning.”
THE 400 YEAR HISTORY OF TAKASE RIVER, 1614-2013.

AUTHOR: YOSHIHIKO BABA, RITSUMEIKAN UNIVERSITY

ABSTRACT

Rivers and canals are an important element of the cities, as they supply us with water for drinking, cleaning and sewage and have been used for transportation. They also form a part of the natural environment and are home to many living creatures. Some of these canals are well preserved, such as those in Venice, Amsterdam, Suzhou, Annecy or Bangkok, while many others are threatened to be reclaimed.

Takase River is the canal running in the central area of Kyoto, which was developed in 1611-1614, and thus commemorates the 400th anniversary in 2014. The canal linked the inland capital city to Osaka bay, laid in parallel with Kamo River as the river often suffered from overflow. It was developed by Suminokura, one of the greatest entrepreneurs of that time. Throughout the Edo Period, the Suminokura family ruled the use and maintenance of the canal. Along the canal is the Kiyamachi Street, which became one of the most bustling streets in the city throughout the medieval period. The canal is only 6 meter wide and 1 meter deep, and thus gives friendly and safe atmosphere.

Since the 19th century, however, the freight transportation has been gradually taken place of by railway and motor vehicles. In 1926, Kyoto City prepared the city redevelopment plan, in which several roads would be widened and tram rail tracks would be installed. As many rivers and canals were buried at that time, the canal was also planned to be buried to lay rail tracks, which was strongly opposed by local residents and the plan was modified to a nearby street. The opposition is now considered the first “aesthetic dispute” (keikan ronsou) in Kyoto since the Meiji Restoration. This decision, however, had to pay the price as it gave its status as the main street to the next Kawaramachi Street.

In the beginning of the 21st century, the whole nation still suffered from economic recession, and the environment surrounding Takase River was deteriorated. In 2005, the Survey for Models of Urban Regeneration subsidized by MIC/MLIT was conducted, in the collaboration of local residents, the city authority and prefectural police, in order to identify and solve the issues. The keys to solving the issues included the use of the canal to attract the attention of both the residents and visitors. Since then, a number of festivals and other activities have been held to improve the environment, and the bottom of the canal is planned to be revamped.

In this paper, the history of the development of the canal will be studied and its effect on the city will be examined. Secondly, the recent activities by local residents are introduced, including the Survey for Models of Urban Regeneration subsidized by MIC/MLIT, and in-depth analysis of the activities are conducted. Lastly, the urban regeneration activities after the survey will be evaluated. Throughout the essay, focus will be on the interested individuals and institutions, and their role in decision making.

AUTHOR: SHULAN FU, ZHEJIANG UNIVERSITY

ABSTRACT

This paper is a study of urban planning history which occurred in Hangzhou around year 1896 to 1927. It aims to discuss a research problem that how the normal Chinese cities transform from traditional-walled style to modern urbanized structure. Thus, in this paper, 5 related plans were studied based on planning files, old maps and newspapers, in order to clarify their contents. And then, their influences on Hangzhou city's morphological transformation were analyzed to explain the city's modernization in physical way. Finally, a further analysis about ideological changes focused on 2 keywords Shanshui and Urban was done in order to deeper the discussion of city's modernization.
PRESERVATION AND THE PERIPHERY: THE TRANSFORMATION OF THE SAN DIEGO NAVAL TRAINING CENTER THROUGH POSITIVE EXTERNALITIES

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ABSTRACT

Military base conversion has been a significant challenge for American communities since 1984 when the Base Closure and Realignment Commission announced its first round of closures, adding a new dimension to the way that defense (dis)investment alters the economic geography of urban landscapes. These decisions influenced the fates of cities and regions as policymakers scrambled to develop alternative plans to transform hundreds of acres of “privatized” land into integrated “public” assets. Base research typically focuses on military history, ex-ante impacts, and the BRAC process. They pay limited attention to redevelopment or the role that preservation plays despite the fact that bases are often protected as historic sites or as preserved habitats. In this study, we ask, how do communities address and approach preservation during base redevelopment? To answer this question, we examined the 20-year transformation of California’s San Diego Naval Training Center into an integrated mixed-use community, aptly named Liberty Station. Through information collected by interviews, media coverage and public documents, we found that preservation was both central and peripheral to the redevelopment process. Several key themes emerged. First, public sentiment towards preservation – whether advocacy, disinterest or resistance – fluctuated depending upon historic focus, project feasibility and marketing timing. Second, the narrative of preservation was present throughout planning and implementation. What changed seemed to be the conceptualization of preservation, most profoundly in moving beyond protecting the symbols of defense to adapting historic facilities into an arts district as a way to serve community organizations. Finally, despite its centrality in the development narrative, the resources given to preservation activities were limited. Consequently, preservation proponents operated outside of the traditional redevelopment program by creating a separate financing and operating structure. However, private and public sectors reaped the benefits of preservation, which raised tensions over the commodification of public history and civic investment. This study raises important questions about the different ways that we understand public and private activities in urban development, creating both conflict and opportunity.
ABSTRACT

Our main theorist have a hand full of definition for cities. When the subject are historic cities this concepts would still fit properly. The Historian Spiro Kostof wrote, “Cities are amalgams of Buildings and people”. However, for a historic city we would have to add to the equation some other values. This paper aims to contribute on the reflection of Brazilian’s colonial cities and its role constructing meanings and building a strong foundation where a relatively young society can rely on. There are a few questions moving this research, part of a Phd research conducted at the Universidade Federal Fluminense, Niterói, RJ. They have been present along the research way: Why are we always touched by the Past? Is the Brazil we see thru our colonial cities authentic? How to keep this mythic Brasil alive and preserve the way of life in our Historic cities without affect their current way of life and needs? Are those iconic historic plans a testimonial of our culture, and are they still references for modern planners in Brazil? Are these urban grids, holding this unique architecture, a valid testimonial of our culture? Our colonial settlements are part of this unique image that Brazilian authors like Campofiorito (1985) relate to the myth of "truth and simplicity" present on our main descriptions of our colonial period production. The mythification has been part of Brasilian history since it’s foundation. The historic image we associate to Brazil today was mainly invented during two important points of our foundation process: The first one, began during the early exploration of the new world by the colony (16th – 17th century). Back then, Brazilian exotic lands were registered on reports and sketches by foreign travelers and researchers who visited Brazil. They have explored and recorded images of this New World to explain it to the Old World. However, the Brazilians Landscape seen by Europe were finished there, months after the first registers were made here. Then, with a little help of those researcher’s memories, a Brazil full of mythical warriors of classic beauty and reddened skin pictured in balanced compositions was created.

The second part of this invention happened centuries later, during the early 20th century, when this young country was looking for a national identity, as many others at that time. A new standard of classic beauty remodeled our image then. The target was not the natural landscape and its inhabitants this time, but the focus laid on finding the simple and real roots of a Brazilian culture, specially represented by our colonial cities. Therefore, our identity inventors have invented an immaterial and mythical Brazil through our material heritage and cities.

As a help for our analyses, we will detain ourselves on a case study. The 17th century Paraty. A small city and its rigid urban grid located on Rio de Janeiro State. Paraty holds a colonial core, known as Bairro Historico, very well preserved. However, it´s relation with the expanding city it´s not an easy one, as we will see.
PENEDO: TRANSFORMATIONS IN THE URBAN FORM, FROM AN UTOPIAN PROJECT TO TOURIST CITY

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ABSTRACT

The present work is part of a research effort made during the Master and Doctorate progressions where a study was made at first in the MSc thesis on the formation of the Finnish colony of Penedo in 1929 and on its utopian and naturalist bases (FAGERLANDE, 2007; MELKAS, 1999, REPS, 1980; PELTOMIEMI, 1986, HOELSCHER, 1998; UUSKALLIO, 1929), and on work produced in the doctorate research where a study was made of the urban form as related to the present image of the city, that has become an important regional tourist centre, with the consolidation of its Finnish image linked to themed tourism, starting in the 1970s (FAGERLANDE, 2012, URRY, 2001, SHIELDS, 1992; SHAW e WILLIAMS, 2004; MACCANNELL, 1999). This article seeks to establish a relation between the Housing Project that gave rise to Penedo (UUSKALLIO, 1929) and its present tourist city condition, explaining how the urban form initially proposed by the ideas of one person, Toivo Uuskallio, was important for the consolidation of the present city, connected as it is to tourism. The present urban form is also a result of community participation and the involvement of the local private entrepreneurs, with little public interference. The theme of the conference, Past as Guide to Sustainable Future is directly linked with the original idea of Penedo’s creator, Toivo Uuskallio, who, when creating the Housing Project that would give form to the city, sought to create a place where Nature and Man were the most important elements, something that would later be linked to what is called sustainability. These ideals underwent change, transforming the city into a tourist centre linked to the Finnish image and a place for Nature. This transformation, with new urban designs, also related to private interests but no longer linked to an utopian project, set the new urban configuration of the place. The permanence of items of this Urban Plan, a pioneering one in the present urban form, shows how the original ideas were able to establish the continuity of the interest to preserve Nature, this time coupled to tourism and not only to ideological questions. This way, an example can be shown of a private plan, based on the ideas of Uuskallio that were fundamental to see the small city maintain its talent for environmental sustainability, albeit with large transformations, changing from an agriculture-based colony village to a tourist city that remains connected to its cultural roots.
STUDY OF THE CONTINUING OF LOCAL IDENTITY IN HISTORICAL CITY IN KYOTO, JAPAN

AUTHOR: INOUE SAORI, KYOTO UNIVERSITY

ABSTRACT

In Japan, as the bonds of community has become weaker; community has faced with the trouble that people have difficulty to succeed their local identity to their descendants. As developing of laws about city planning which residents can propose for their governmental area, there remains vague definition of the autonomous administrative association (Cho nai kai or Zi chi kai in Japanese) in Local Autonomy Law of Japan after WWⅡ. While this problem is progressing, the local identity has been formed by the continuity of people’s daily life in their districts. We distinguished these two scenes with referring to the word “Hare To Ke”, meaning extraordinary life scene and daily life scene referred by Kunio Yanagida. For instance, in Kyoto, one of Japanese historical city, there is strong character with which people has succeeded their local identity in spite of social change. The author picked up one case, “Awata district” in Kyoto. The area has very distinguished riverside where local people has raised their local identity, though once the water of river was contaminated by human industrial activity. Also they have corresponded to the request of the administration who promotes of participation for city planning made by administration, for example it contains area control planning in law. This study traced transition of the management of here’s local events and local management association in Awata districts. Through verification, the study will provide the process how Awata district has kept their local identity while adapting to social change continuing their local.

The study got findings as below. To keep local identity, 1. Community has accepted new residents and new active groups as community participants. 2. The network of the community in different scenes can tie up people beyond districts, then they were supported by official organization, university, and related group, which wants to help local activity.

In conclusion, in Awata districts, the festival and are the key point which arouse people’s interest to the community. In festal scene, people make up multilayered community, and people keep local identity in their daily life too.
THE URBAN STRUCTURE OF 'NEW JERUSALEM': A STUDY ON THE PHYSICAL IMAGE OF THE IDEAL CITY IN THE BIBLE

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ABSTRACT

Modern urban planning has a long utopian tradition. Motivated to create a better world, many planners have been searching for images of the ideal and/or iconic city. Such search expands from Ebenezer Howard’s Garden City or Le Corbusier’s Radiant City to Hippodamus’s Miletus or Vitruvius’s ideal city.

One of the most extreme cases in this line would be the image of Heaven or Paradise that is depicted in the Bible, the document probably read most widely and for the longest time in human history. Of course, such a biblical image may not be directly related to the current practice of urban planning but it must have had a significant influence at the deepest level of the utopian tradition.

The concrete object of this study is 'New Jerusalem,' which is mostly drawn in the Chapters 21 and 22 of the Book of Revelation of St. John the Divine. Edited as the last book of the Bible, Revelation is said to be written around A.D. 96 (King James Version). The partial images of Heaven or Paradise are also prophesied in many books of Old and New Testaments and so we refer to them in order to strengthen our understanding of the image of New Jerusalem.

Interestingly enough, the biblical image of New Jerusalem is concrete and physical rather than abstract and non-physical (as compared with that of Buddhist Paradise) as well as 'urban' rather than 'rural' (as nature of the environment depicted). All these facts enable us to analyze our object by traditional planning methodology, where we consider the city as physical space where the residents’ activities are carried on and we analyze such physical space in terms of the kind, function, location, size, and shape of the land-use and/or facilities in built or natural environment.

The paper starts with the expression of our interest, the examination of methodology, and the identification of the contents and historical background of Revelation. Then follows the analysis of:

(1) The location, size, shape of New Jerusalem as a physical city;

(2) The urban facilities and built/natural environment including the city wall/gate, temple, street, river and greenery; and

(3) The urban life of the residents in terms of living, working and moving.

The paper concludes with discussions of the nature of the physical city of New Jerusalem itself and of the implication of the Bible to the ideal city in general.
ABSTRACT
This paper, is part of an interdisciplinary research project that promotes the wider dissemination of cultural heritage and sustainable development in an area that encompasses Aljezur located in the southwest of Portugal. We want to reflect and analyse the discrepancies between stricted planning legislation and its application by public and local communities. We propose an analysis based on and our participant observation while a multidisciplinary team of researchers in the aftermath of pending planning legislation publication for the Natural Park of Souhwest Alentejo and Vicentina Coast, at the moment when its territories are being object of greed attention based on a model of growth sustained by new construction sites promoted by outsiders, with no particular interest on real sustainability.

The traditional culture that made the balance between Nature (in a place who is considered one of the last natural wonder of fauna and flora from Algarve and southern Europe) and Man is no longer strong enough to hold destruction, based exclusively on short terms of profit.

We have noticed that a great part of local landowners, feel lack of institutional support which was necessary to keep some of the traditional activities which could be easily improved by better techniques, however a great part of property was being slowly abandoned and easily destructed by fires.

Present legislation which was made to protect them, is or was, insufficient or even misunderstood for local improvement. Thus, with this paper we intend to denounce once more, the contradictions of a law that supposedly protects and promotes the maintenance of a landscape and a unique national and European ecosystem, but also allows its disfigurement, authorizing private projects that against all logic, common sense and good taste, will injuring death to what should be, and were, untouchable places during centuries and preserved by local community.

This apparent and complex correlation between public and private interests tend to promote a big change in a landscape protected by several legislation that contradictorily also allowed adulteration when promoting the inclusion of new paradigms experiences in a community who always respected each other in a complex web of private property allowing passage throughout each territory without sealing paths without creating real boundaries, proposing under the hood of an apparent development, through a new concept of tourism said in rural areas, the destruction of one of the most protected and untouched places in Aljezur core and simultaneously a new private, exclusive and luxury resort with restricted access.
Thus, in a magnificent place where for centuries there was merely an ancient and ancestral farm - with its housing and agricultural support low density, is growing a new venture whose architecture under the pretext of sustainability and tradition, since it is in taipa (adobe) integrates characteristics of any other place in a sort of a big lifting, which is disfiguring landscape, in contravention of the vernacular architecture, opposing the maintenance of memory and preservation of material and immaterial heritage which is the opposite of what is sustainable, and above all contradicting the logic of a rural community that bears in itself the essence of freedom of access.

It is our intention to present this case in order to question the boundaries between private and public interests those of a community and its right to enjoy a unique cultural heritage thinking not just of the local inhabitants whose resilience allowed its maintenance and preservation over the centuries, but especially for future generations who deserve much more than the destruction of one of the most beautiful and protected European landscapes.
“EGALITARIANISM HAS NO MEANING HERE”: HUBERT DE CRONIN HASTINGS AND THE AESTHETIC POLITICS OF TOWNSCAPE

AUTHOR: ANTHONY RAYNSFORD, SAN JOSE STATE UNIVERSITY

ABSTRACT

Recent scholarship has highlighted the significant impact of The Architectural Review’s Townscape campaign, especially of the late 1940s and early 1950s, on post-war urban design. Nevertheless, the politics of Townscape in the context of the early Cold War period has never been clarified, or even extensively raised as a question. Using little known archival sources from the Royal Institute of British Architects and the Victoria and Albert Museum, especially the unpublished writings of The Architectural Review’s editor and proprietor, Hubert de Cronin Hastings, this paper argues that Hastings viewed Townscape as a political vehicle for countering what he saw as an insipid, institutionalized egalitarianism, spreading not only from the Soviet Union but also from the housing policies of Britain’s Labour government. As late as 1937, Hastings had been a strong advocate of linear city planning principles, assisting in early versions of the MARS Plan of London in which serpentine neighbourhood units rationally arranged such functions as dwelling and transportation, but by the late 1940s, he and other editors at The Architectural Review had begun to reject such systematizing of urban form. Townscape’s subsequent turn away from ‘heroic’ modernism was, at the urban level at least, the emphatic rejection of European modernism’s socio-political premises of the 1920s and 30s, including its egalitarian socialism, exemplified by earlier CIAM models of rational building and serially repeating forms. The aesthetics of formal difference and urbanistic contrast was meant instead to correspond to the social differences thought to be inherent to English society, particularly to what might best be called a neo-Tory understanding of English society. The urban picturesque, as formulated in The Architectural Review’s proposals for central London and at the South Bank Exhibition, would hypothetically correspond with individualistic notions of perception, later symbolizing the individualistically-mobilized spaces of ‘free’ or ‘open’ societies.
MODERNIZATION AND EXTINCTION OF URBAN STREAMS: URBAN STRUCTURE CHANGES AND THE INTRODUCTION OF URBAN WATER AND DRAINAGE SYSTEM AFTER THE 20TH CENTURY

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ABSTRACT

Since the Cheonggyecheon restoration project was conducted in 2005, the Cheonggyecheon area has emerged as a main urban amenity space. These physical changes of streams are closely related to the chronological concept of urban planning and social perception of streams. Particularly, the center of Seoul, through which Cheonggyecheon was flowing, is the area around which the city has been formed and developed for approximately 600 years, thus serving as the study target area to examine the changes of streams due to urbanization from the past to the present.

The purpose of this study is to analyze the changes in urban structure of downtown Seoul as well as spatial characteristics in the dissipation process of the streams due to the coverage. This study also intends to identify the correlation between physical changes of streams and the social perception.

In terms of the study method, major events were mainly analyzed by searching for keywords related to the stream in chronological records, such as the Annals of the Joseon Dynasty, which is listed in the UNESCO Memory of the World, newspaper published during the Japanese colonial rule, as well as official documents.

Through modernization during the Japanese colonial rule, the physical range was expanded to the outside of the fortress wall due to the construction of a railway network that connected the whole country, and tributaries of Cheonggyecheon were covered due to the grid-type highway system based on the Western modern-city planning theory, thereby leading to the disappearance of the characteristic of urban planning based on watershed that existed during the Joseon Dynasty. Furthermore, the construction of water supplies, which was the modern water infrastructure, accelerated the progress of stream coverage.

Regarding these characteristics of physical changes of downtown Seoul, the perception of the stream between Koreans and Japanese people was clearly polarized. As the construction of water supplies was expanded on the basis of Japanese settlements, Japanese people regarded the stream as the mere urban sewerage infrastructure. On the contrary, Koreans considered the stream one living space where they obtained water for drinking, laundry, and washing vegetables; it was also perceived similarly during the pre-modern period. Japan prohibited these actions of Koreans by reason of poor hygiene and even punished them in an attempt to promote the use of water supplies and expand the water supply network across the city.

Finally, instead of essentially improving the water quality through the restoration of the deteriorated natural environment, Cheonggyecheon was covered for the construction of
the water supply network and roads and the function of sewerage. Subsequently, these urban planning and development methods were applied across the country, leading to the current status of the city that has lost the value of the stream.

Since the Cheonggyecheon restoration project, many urban streams that were covered have been restored through the similar method used for Cheonggyecheon. The future value of urban streams will be re-estimated based on the close relationship between people and streams, which is observed in traditional cities before the modern period.
THE SETTLEMENT CONGREGATIONS OF THE MORAVIANS AS SPECIAL INDEPENDENT PLANNING

AUTHOR: JÜRGEN LAFRENZ, HAMBURG UNIVERSITY

ABSTRACT

The Moravian Church established itself as a protestant denomination in the 18th century. The country estate owner Count Nicolaus von Zinzendorf established a self-sufficient Christian community on the Herrnhut property in Upper Lusatia with a group of German speaking refugees from the region of Moravia. This original Herrnhut settlement soon became the template for the establishment of a significant number of further settlements all over the world:

1. The Moravian founded 28 new settlement congregations (in addition to further similar settlements) in Europe and America, not only as strictly religious congregations but also as communal independent settlements, of which many had an urban character. In the British colonies of North America, they acquired extensive stretches of land and even influenced the regional development with the construction of comprehensive settlement networks, for instance, in Pennsylvania with the capital Bethlehem and in Carolina with the capital Salem.

2. The Moravian Brotherhood soon advanced to the status of largest Protestant missionary movement and already during the lifetime of von Zinzendorf established over 200 serviceable missionary stations, as well as missionary settlements, on all continents.

The pietistic denomination, which based its way of life on the close interaction of its members, set up settlements at its own discretion. The tightly-meshed Christian social structure, which originated and unfurled in Herrnhut and included the group organization of the congregation, became the model for new locations and was integrated into the existing urban fabric.

The Moravians' conviction that they were the creators of their branches is based on the fact that they themselves were in command of the building operation. They were closely involved in the selection of the building site, the initial building plans as well as the communal building projects. The building supervision of the settlements was a major concern of the Brotherhood's management in Herrnhut.

With the construction of further settlements, various models emerged. From the outset, the Moravians did not underscore the religious background in their settlement plans. However, the symbolical similarity of the settlements with biblical visions was later evident, whereby a formal similarity with the layout of the Levitician towns was contemplated. The building plan which proved the most suitable to the Moravians can be attributed to the later famous architect Benjamin Henry de Latrobe with his inspirational design of Fairfield (which later became a part of Manchester).

The convivial leader of the Moravians, Zinzendorf, had quite personal ideas and was often ahead of his time when it came to establishing new settlements. The elaborate plans for the
congregation near the castle of Zeist and also for Saron, the spacious site in Chelsea which had been envisaged for the proposed new headquarters of the Brotherhood, anticipated elements of the (utopian) projects of Charles Fourier and Jean-Baptiste Godin (Familistère, 1858). The layout of the central town in Wachovia in Carolina (Salem) in the octagonal design of an ideal city includes distinct elements of the garden city designed by Ebenezer Howard (1898)

The paper will deal in detail with the special importance of the Moravians' city planning which John Reps has already drawn attention to.
This paper examines the processes of transformation of the architecture and spatial character of a Nigerian city, in the planning and delivery of a sustainable built environment. It examines the inter-dependency or relationship between the traditional market space and the city which is constantly being challenged, adapted and simultaneously undermined by the city’s rapid growth and modernisation. Therefore, the meanings attached to the market and its built environment has not only changed on several levels from the symbolic, sacred, religious use to commercial and mundane one, but also has taken on new spatial forms in sustaining the life of the city due to the activities of the various actors which is predicated on their worldview. The paper provides detailed examination of the geographical location of the old market built environment, in relation to the expansion of the city over time, using visual material to highlight how the locations of outlying farming communities, slaughter houses and the principal transportation routes to the city centre, have been affected by rapid urban development and government sequestration of land for military and education purposes. It traces historical changes in the surrounding urban-scape of the market, in particular the location of developments, many originating from the colonial period, of adjacent or nearby churches, civic/commercial buildings and educational institutions and their impact on the life of the market over time. It relates, how these historical relationships are registered both topographically and spatially providing supporting visual material such as maps and developmental plans. This paper further expatiate on the understanding of negotiation and conflict that ensued during the interaction within the material environment of the city through the prism of the role of actors (government officials, users, planners, politicians) involved with the built marketplace in the study area. Analyses provided through interpretivist anthropology which is synchronic in nature (focus at events in a slice of time) and those provided by Actor Network Theory (ANT) that is diachronic (focus on dynamic events through time), i.e. anthropology focuses more on the “static” past whereas ANT focuses on the activities of the actants in “dynamic” or “real time”. The paper concludes that theoretical and cultural interpretation impacts the physical marketplace, its form, character and spatiality; this must itself be understood as an agent or actant in the struggle, in as much as it both enables and constrains human activities.
CITIES IN THE INTERSECTION OF ENVIRONMENT AND PUBLIC ARTS

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ABSTRACT

Aim: Today's cities are on the intersection of many trends and improvements. This research is based on the experiences of linking the environment and arts in cities. The aim of this study is to show the ways of this linkage through some examples together with their visual references.

Methods: This study is conducted by use of comparative studies from these various places in major cities around the world.

Results: Public spaces have an accessible and effective element to perceive deeply the environment they occupy and create active places which reflects to attractiveness of cities having those. Arts in public spaces, namely public arts, is among the most common different connection points between arts and the city. Public art makes valuable contributions to urban environments, and inspires citizens to beware about the city they live. Environment-sensitive approaches in many disciplines have been gaining importance while the population growth and its defects particularly in urban areas are increasing. One of the facets of this approach is fed by the intersection of environments and public arts.

Conclusion: It is underlined with this research that environmentally aware public art celebrate nature in cities, and make people pay attention to their impacts on urban environment.
ABSTRACT

This paper examines the Plan for Barrio Sur (1956), proposed by Antonio Bonet Castellana to the city of Buenos Aires. Although the plan has not been built, this paper suggests that it inserts important notions to the study of the modern city. The plan defends housing as an important program to exist in the city center, which is supported by others as working and leisure, promoting programmatic multiplicity instead of its spatial separation. In this sense, the idea of the condensed city is claimed, and it is reinforced by the use of high densities. So the existing city (based on the traditional Spanish grid) is reviewed, being reshaped into three types of buildings – the tower, the grega, and the low-rise one. The last one becomes important, capable of controlling the amount of green area dedicated to the open space, and of formalizing a pedestrian route. The combination of these three types of buildings results in a new urban pattern, from which open space derived is investigated in scale and composition and diverges from the modern city open space common understanding.
HISTORY OF YANBU MASTER PLAN

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ABSTRACT

How does a coastal Saudi City intend to draw and keep employees and residents while competing with other cities? This paper demonstrates how the Madinat Yanbu Al-Sinaiyah (MYAS) prioritizes youth activities to seek an urban advantage.

The focus is on a youth recreational area approximately 16 Hectares in Yanbu Al Sinaiyah, a new industrial town established in 1980 on the Red Sea Coast of Saudi Arabia.

Based on past experience in Yanbu Al-Sinaiyah for the last 30 years, a wealth of information on urban development has been acquired and this paper intends to outline the Lessons Learned to apply them to the development of small to mid-size cities.

This paper will provide the following:

- Discuss the Master Plan concepts of MYAS.
- Describe Methodology to distribute sites for open spaces and commercial areas in a conservative family environment.
- Elaborate on Design concepts.
- Analyze the methodology for the site development plan.
- Demonstrates the utilization of techniques in the analysis of traffic on-site and on adjacent roadways.
HISTORICAL DEVELOPMENT OF VERTICAL GROWTH IN SÃO PAULO: REVIEW AND PROSPECTS

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ABSTRACT

This paper presents a general overview of the evolution of São Paulo vertical growth from 1920 to 2011, in order to understand the social production of urban space and contribute to the (re) formulation of public policies for urban development. The paper is based on the research, (started in 1980 and updated in 2012) about the vertical growth in São Paulo and its relationship with the urbanization process and identity of the city. The research shows that vertical growth itself is not a problem, but the way that has been implemented in the city of São Paulo, is a problem: low densities, gated condominiums, multiple parking spaces and metropolitan expansion not contributing towards a desirable compact city. From 1920 until December 2011, 63,893 elevators were installed in 26,621 buildings, as shown below the curve produced from the research based on record information of installed elevators (Somekh, 1987 and Gagliotti, 2012). Source: Control of Using Buildings – CONTRU, prepared by Somekh and Gagliotti. From São Paulo planning history and empirical data we can define the following periods of Vertical Growth: From 1920 to 1940, the European Stage, during which tall buildings followed European standards of construction. We adopted as the starting date, the, when the elevator is first mentioned legislation (in 1920), and when the number of buildings with elevator already became a concern to the Government, but does not reach significant levels requiring systematization, which occurs in 1940; The first skyscrapers were offices building located mostly in central area. Legislation stimulated high-rise buildings. From 1940 to 1957, the American Stage, High rise buildings look like smaller version of American post war skyscrapers. Increasing FAR produced a Residential and office densities and central verticalization, mostly in central neighborhoods. From 1957 to 1967, Stage of the Car industry, period of first limitation of FAR and great urban sprawl: moderate number of big buildings, the emphasis of economic development faces other sectors, and the car defines a new type of occupation/expansion of the city. From 1967 to 1972, the Residential Boom Stage, period vertiginous ascent with a very significant rate of vertical growth, beginning with the actions of BNH (Public Housing Bank) in promoting real estate development. From 1972 to 1988, Zoning Stage, beginning after the enactment of zoning legislation, through the economic downturn of the “lost decade”, the end of BNH in 1986, until the Constitution of 1988 and the Master Plan of 1985 which created the Urban Operations, processes allowing an increase of FAR. From 1988 to 2004, the Negotiated Stage, the resumption of vertical growth, by increasing the coefficients provided by the Urban Operations, coupled with the establishment of pension funds, produced new axes of the advanced tertiary sector, such as Faria Lima Avenue and Berrini Avenue. From 2004 to 2011, the Metropolitan Vertical Expansion, war of the coefficients in Metropolitan Region of São Paulo, coupled with lower land prices attracted vertical growth, producing a vertical, but low density pattern.
CAN A DISPUTED PAST PROVIDE A GUIDE TO A SUSTAINABLE CITY FUTURE? PLANS FOR TSHWANE – PRETORIA, CONTESTED AND INCOMPLETE CAPITAL OF DEMOCRATIC SOUTH AFRICA 1855 TO 2015

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ABSTRACT

The 160 year old, purpose-founded capital in the hills of Thaba Mohale (or Magaliesberg) area of South Africa, reveals continually contested histories and apparently endlessly interrupted plans for its durable success as a city. Today, Tshwane (name of the metropolitan municipality) including areas generally known as Pretoria, is the major site of government in South Africa. Symbolically its significance was most recently demonstrated when the late Mr Nelson Mandela's body lay in state at the Union Buildings during December 2013 – the site of his remarkable inauguration as first black, democratically elected president of the country in May 1994.

Twenty odd years after that inauguration, and more than a century and a half since its establishment as a capital to unite bickering small republics set up by Dutch-speaking migrants fleeing British rule but invading African territory, the city shows the scars as well as beauties of its complex pasts (Mabin 2011). A consequence of those histories is the contested nature of understandings of the city. Two icons of that dispute can be seen on opposite hilltops as the post-democracy Freedom Park monuments face off against the Voortrekker Monument – celebrating quite different elements of history (Kros 2012). Even the name of the city seems uncertain, with Pretoria not entirely eclipsed by Tshwane and the continued use in the streets of less formal names like ‘Pitoli’ (cf. Mokgatle 1971). Among the injuries of the past are the forced removals of people of colour from mixed areas of the city like Lady Selbourne and Eastwood during the fifties and sixties; among its uniting joys are preservation of Fountains Valley as a park now shared by all, and memories of Mr Mandela’s inauguration and other events of the democratic era. Not to mention the new middle class of civil servants, the G train etc etc! and the growing shacks plus booming commercial zones of north of the mountains … none of this really planned but what could it mean? …

Planners and plans have, however, mostly neglected the diversity of the city in attempts to force a particular character upon it. The paper will explore a series of plans over many decades, including the most recent attempts to shape a ‘suitable’ capital for democratic South Africa: where rather than depart from the past’s traces as in Brasil or Nigeria, the choice has been made to build the capital upon the past. There are always prospects for this city (and others) to gain from its pasts and thus to enhance its futures and engagement with disputed pasts may provide a way of planning for diversity in the future.
MEMORIES, NATIONALISM AND TOURISM IN THE CONSTRUCTION OF MODERN BARCELONA

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ABSTRACT

The reason is not clear: may be looking for the origins of the "Barcelona model" or revisiting the past searching for deeper roots for the increasing Catalan nationalism. In recent years we are witnessing a boom in studies on the reconstruction and conservation of monuments in Barcelona and Catalonia.

As in the rest of Europe, the Catalan architectural heritage lived during the 19th and 20th centuries a long series of restorations, reconstructions, and all kinds of interventions that profoundly changed it. These actions were initially heavily influenced by the rise of Catalan nationalism that turned the Romanesque in the “Catalan style”. This choice was not accidental, but reflected a thoughtful operation for the glorification of a particular historical age of Catalonia. For similar reasons, for example, in France or Spain the Gothic became the "national" style.

But more interesting is how the complex history of twentieth-century Spain (with the breakdown of Spanish Civil War 1936-39), changed the reinterpretation of the past that was behind the restorations. Some projects about monuments initiated by the Catalan nationalism in the early years of the century, were attributed with a deep Spanish symbolism (and paradoxically anti-Catalan) during the Franco regime. The case of the Gothic Quarter of Barcelona, designed by the leading intellectuals of Catalan nationalism, but built by governments of Spanish dictatorships, is a perfect example.

This reinterpretation of the past from the same monuments (with lots of examples after the fall of the Berlin Wall in the 1990's) was very clear in Spain in the 1920’s or 1940’s. The weight of the reinvented memories is shown as more important than the actual origins of monuments and shows how easily the symbols can be modified according to the propaganda (or even marketing) needs of each moment.
EXPOSING THE THIRD ROME: PLANNING STRATEGIES FOR THE 1911 EXPOSITION

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ABSTRACT

In 1911 Italy celebrated the 50th anniversary of its unification with two major international expositions, held in Turin and Rome. The larger Turin exposition is the better known of the two, but also the more conventional. Its programmatic focus was an assemblage of industrial and scientific exhibits of the sort that had characterized all of the large expositions to date. Spatially it followed Parisian and Anglo-American models, with a group of temporary palaces arrayed on a park, clearly distinguished from the surrounding urban fabric.

The organizers of the Rome exposition not only had to find a novel program that complemented the Torinese one, they had to find a spatial logic appropriate to what geographer John Agnew has called an “impossible capital.” The baroque fabric of a capital already too historically resonant was undergoing rapid modernization in order to fulfill its roles as the symbol of a new national consciousness (Italianità) and new liberal political order, both which required inscription in the fabric of the antique and papal city as a “Third Rome.”

The spatial response to these conditions was unprecedented, an exposition on scattered sites linked by the major infrastructural improvements the liberal regime had introduced in previous decades. This approach to staging a temporary mega-event has less in common with the conventions of exposition planning prevalent around 1900 than it does with the ways recent Olympic host cities have used the games to catalyze development and realize existing planning goals.

The program of the 1911 exposition was also eccentric, focusing on fine arts, archaeology, and the ethnography of Italy. While it's difficult to gauge public response to this odd deviation from the straightforwardly progressive ideology of convention expositions, this paper argues that it was an attempt to strengthen Rome’s identity as capital of a modern nation in ways that are analogous with the efforts of exposition organizers elsewhere in the period, so much so that the strategy was intended to be repeated in the E42 exposition planned under Mussolini.

Within these general outlines, this paper will attempt to locate the specific actors, interests, and knowledges that are mapped into the complex plan of the 1911 exposition, looking at how their responses to the planning context of Rome were shaped by ideological programs and by expectations inherent to the international genre conventions of exposition as they took shape in the late 19th century.
THE BEGINNINGS OF TERTIARY PLANNING EDUCATION IN AUSTRALIA

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ABSTRACT

While a robust voluntary town planning movement had emerged in Australia before World War One, the longstanding goal of university-provided professional education did not become a reality until after World War Two. Professionals recognised as planners through the first half of the twentieth century were mainly progressive architects, surveyors and engineers with a keen interest in broader questions about the organisation, aesthetics and management of the built environment. By the early 1920s there were just 4 corporate members of the Town Planning Institute (TPI), the peak imperial professional qualification, plus several associate and ‘legal’ members. From 1919 until the late 1930s the University of Sydney offered a biennial series of lectures targeting a mixture of built environment professionals, local government officials and members of the general public. University architectural programs began to offer town planning units but not a professional course of study. Dedicated individuals could study by correspondence for the TPI examinations but few chose to actually go abroad. That changed after World War Two with Australian ex-servicemen taking the preparatory courses directed by Jacqueline Tyrwhitt for the Association of Planning and Regional Reconstruction or studying at the Regent Street Polytechnic in London. The increasing demand for qualified planners in Australia became apparent as the drive to enact planning legislation in every state was intensified by the postwar reconstruction ethos. The prospect or reality of formal planning legislation became a major trigger for intensive training in some states. In NSW intensive short courses organised by the state government created a local government workforce of ‘certificated’ professional planners. Government authorities, the Royal Australian Institute of Architects (at national and state levels), and state-based town planning institutes were all active in seeking to establish tertiary education in planning. When the institutes federated in 1951 to create what is now the Planning Institute of Australia planning education became a major priority. In 1944 the Commonwealth Housing Commission report had recommended a national planning research and training institute at the Australian National University in Canberra. While the national government was keen to take the lead in planning matters generally, the states preferred to go their own way, as in many other areas of public policy.

Set against this long and involved backdrop, this paper considers the genesis of the first three tertiary programs in Australia between 1949 and 1951: at the South Australian School of Mines and Industries (under Gavin Walkley), Sydney University (under Denis Winston), and Melbourne University (under Neil Abercrombie). The development of these first qualifications (all postgraduate diplomas) each has their own complex histories. The paper will highlight some of the reasons why programs were established in the three
particular states, the key actors involved, the intellectual and logistical connection to architectural education, and the significance of the British connection in terms of aspirations, early syllabuses, textbooks and lecturers. While all three programs were the culmination of long-held dreams and more immediate machinations to professionalise planning, their inception still fell short of producing the qualified planners Australia needed in the postwar years and recruitment by local and state government of British-trained planners continued apace.
SUSTAINING REFORMATIVE PEDAGOGY: THE RISE AND FALL OF COMMUNITY DESIGN CENTERS, 1965-1985

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ABSTRACT

In the 1960s and 70s, as modernist physical planning came under fire, and the civil rights movement and the Model Cities program led to urban social reform, architecture and planning departments were challenged to rethink their design curriculum. In the face of political and professional upheaval, schools questioned how to educate students to address complex social problems in the absence of clear technocratic solutions. By the 1970s, planning programs across the nation had embraced social research and participatory politics as an important avenue within planning. In many schools, community design centers served as a forum in which to combine the activities of design and research, pedagogy and practice. However by the 1980s many of the centers had disappeared along with a range of socially oriented design courses that had flourished since the late 1960s. This dismantling or atrophy of community design centers signalled a widening gap between the theoretical and methodological approaches of the planning and architecture fields. This paper will examine how the structural conditions of the time, such as neoliberalism, Reagonomics, and the dismantling of the welfare state shaped the decline of community design centres in the 1980s. So too, it will examine changes from within the design professions, such as shifts in design theory, predominance of post-modernism, the rise of the computer, as triggers to a retreat from the social sphere. Finally these larger contextual issues will be situated in particular universities showing how institutional choices, and the pedagogical struggles of design schools led to the closure of specific community design centers. While the research will focus on several key case studies at University of California at Berkeley, Washington University, and North Carolina State University, Raleigh, it will balance these particular experiences within the national data and context. The paper will end by reflecting on the revival of community design centers since the 1990s and what lessons we can learn to help sustain these programs from another decline.
ILDEFONSO CERDÀ AND PATRICK GEDDES: A COMPARATIVE STUDY IN SUSTAINABLE PLANNING THEORY

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ABSTRACT

A comprehensive comparative study between Ildefonso Cerdà (1815 – 1876) and Patrick Geddes (1854 – 1932) is certainly beyond the scope of this paper, as both figures had extensive careers and prolific impacts upon planning theory. Therefore, the scope of this paper is boundaried within the following two parameters.

Firstly, from a broadscope perspective, it is necessary to achieve an understanding of the planners theoretical systems in terms of sustainability, and within the context and trajectory of their times. Although their life spans overlap 22 years on European soil, the paths of Cerdà and Geddes never directly inter-twined. Due primarily to the inexhaustible patience and writing of Lewis Mumford, Geddes’ work is fairly well known, and has been widely disseminated. In contrast, Cerdà’s work has largely been neglected, and unlike Geddes with Mumford, Cerdà’s legacy was not passed on to any disciples to continue his work.

While the paths of Cerdà and Geddes do not directly intertwine, they do share in common certain aspects for use in a comparative study. Each had a primary publication which defined their planning theory; and each applied their theory with an iconic public plan for a particular city. Cerdà’s primary work was Teoría General de la Urbanización, the General Theory of Urbanization (1867). Geddes’ primary work was Cities in Evolution: an Introduction to the Town Planning Movement and to the Study of Civics (1915). Cerdà’s primary theoretical application was with the City of Barcelona, in the form of a master plan for the city extension known as the Eixample / Enscanche. Geddes applied much of his theoretical work within the City of Edinburgh.

Secondly, from a narrowscope perspective, the basis for this comparative study on Cerdà and Geddes resides primarily with their unique ability to create planning theory from a synthesis of social and natural sciences, and more specifically, with that of ecology and evolutionary theory. This synthesis is aligned with the IPHS conference theme ‘Past as Guide to Sustainable Futures’. The critical intent for both men was with improving living conditions in the Industrial City of the nineteenth century. While there was not a direct relationship between Cerdà and Geddes, they were familiar, or shared relationships, with other notable writers, scholars and scientists of their time, who serve as a means of indirect reflection for comparative purpose.

Charles Darwin (1809 – 1892) was of their time, and had published The Origin of Species in 1859, which was actually referenced by both men in the development of their planning theories. As such, this paper is interested in determining whether their planning theory was supported by evolutionary theory, and if so, what is the historic trajectory of its developmental timeline? More specifically, whether planning theory which provides the
basis for the human environment can also be integrated with that of evolutionary theory that serves the natural environment? It is through these various lenses that the following comparative study will be based upon.
Geddes's two-volume 490-page Town Planning towards City Development: A Report to the Durbar of Indore, published in 1918 and soon to be republished by Routledge, was hailed as a masterpiece by some of his friends and intellectual associates. It was his longest and most detailed city plan, and it included an elaborate scheme for a University of Central India to be built in the heart of the city. When Geddes wrote his plan, Indore had less than 90,000 inhabitants and was little-known outside Central India. Located in the Malwa Plateau region on the Bombay-Agra-Delhi Road, it was the capital of the Holkar State, one of over 500 Princely States in British India, but it barely made the list of the top fifty urban centers in South Asia. In comparison, its current population is around 2.2 million and it ranks 14th among all the major cities of India. It has several universities, but the University of Central India was never established.

This paper addresses five fundamental questions: Why Indore? Who was Geddes working for? What were the dominant political, social, economic and environmental issues in Indore in 1918? What elements of the plan were implemented? and, What prevented higher levels of implementation? The answers to these questions embrace the work of several of Geddes’s associates, Geddes’s need for consultant income, the presence of an ambitious group of textile industrialists in Indore with capital derived from the opium trade, two Maharajas forced to abdicate by the British amidst accusations of dissidence, brutality and murder, the boom and bust cycles of World War I, the roaring twenties and the Great Depression, and the complex relations between India’s Home Rule and Independence Movements and the British Colonial Administration.
PATRICK GEDDES: THE EVOLUTIONARY THINKING OF ECOLOGY'S FIRST ADVOCATE

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ABSTRACT

A biologist by training, Scotsman Patrick Geddes devised the Outlook Tower in Edinburgh at the beginning of the twentieth century as a microscope writ large by which the species Urbanis could be scrutinized as one would examine an organism in the laboratory. Advocate of regional surveys, a component of practice today, he argued for the thorough investigation of region as a first step in planning intervention, for he understood the city as a material expression of the interdependence of species and environment. His famous "Valley Section" and "work/place/folk" triad were diagrammatic presentations of the reciprocal relationship between conditions of site and inevitable social and cultural outcomes. Taking an evolutionary stance, like Darwin and Huxley before him, he described the city as "a drama in time," and his recommendation of "conservative surgery" reflected a belief that subtle intervention has far-reaching effect, just as one sees small change in a given species resulting over time in evolutionary change.

Just as he had borrowed techniques of the laboratory and practices of field investigation in botany at his "applied civics laboratory" at the Outlook Tower, his "Cities and Town Planning Exhibition" applied taxonomic strategies borrowed from the natural history museum collections and displays of his time. That is, the genus City was defined by the many particular examples of city which stood side by side, paradigmatically, to compose a coherent collection. In the same way, his proposed design interventions were small of scope, but collectively comprised a new organism. His 1904 recommendations to the Carnegie Dunfermline Trust for the redesign of Pittencrieff Park in Dunfermline, Scotland exemplify this approach, where he proposed a seemingly endless list of minor adjustments to existing site conditions which, individually, seem of little consequence, but, which taken as a whole, reshape the town though "expressing the character and individuality of the city before us, of conserving all that is essential or worthily representative in its past and present development, yet of boldly continuing this into the enlarging future." In contrast, Raymond Unwin, who a few years later was engaged in the design of a garden city styled residential community for Rosyth, Scotland, a mere 3 miles from Dunfermline, would write, "Modern conditions require, undoubtedly, that the new districts of our towns should be built to a definite plan. They must lose the unconscious and accidental character and come under the rules of conscious and ordered design."

Geddes' more subtle approach would be overshadowed by the "great plans" thinking that would dominate the twentieth century. This paper examines his methods of investigation and strategies for intervention, largely inspired by his training in biology, which claim for him the status of forerunner in ecologically based planning for a sustainable future.
SOCIAL SITE AND DECISION-MAKING: THE PRODUCTION OF THE BUILT ENVIRONMENT IN JUIZ DE FORA, BRAZIL

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ABSTRACT

The aim of this paper is to present part of the urban history of the city of Juiz de Fora, especially the Baron of Rio Branco Avenue, from the point of view of decision-making by agents producers of urban space and how they influenced in the shape of spaces of the study area.

A major contribution of geography to urban studies is the awareness of the "social production of space." I.e., the perception that space is not just a construction of nature, is also "consequência da ação de agentes sociais concretos, históricos, dotados de interesses, estratégias e prácticas espaciais próprias, portadores de contradições e geradores de conflitos entre eles mesmos e com outros segmentos da sociedade" (CORRÊA, 2012, p. 37).

However there is a contradiction that lies at the heart of this process. Space is socially produced, ie, by agents of the public sphere, as the state, real estate developers and excluded social groups, but it is appropriated by private. Urban space is therefore a commodity. Consequently, there is a differential access to it between different social classes. This condition directly affects the constant process of production of space (LEFEBVRE, 1999).

The quality of the built environment is critical to urban dynamics. And probably the most relevant and specific fact of a given urban space is its location. Being socially constructed, it is the element that most influences in the value of spaces in the city and, therefore, of real estate speculation.

Speculation derives, ultimately, from combination of two convergent movements: the superposition of a social site to natural site and the dispute between activities and persons for a given location. Social sites are created, since the functioning of urban society selectively transforms places, adjusting them to their functional requirements. That’s how some points become more accessible, some arteries become more attractive and also, some others, most valued. So are more dynamic activities that install in these privileged areas; regarding places of residence, the logic is the same, with wealthy people seeking roost where it seems most convenient to them, according to the canons of each epoch, which also includes fashion. This is how the various parts of the city gain or lose value over time (SANTOS, 1993).

The social site, defined by Milton Santos, is, as its name reveals, a social construction. However, as urban space is a source of income, there is a constant struggle between activities and people for the appropriation of a given location. And since the higher classes
tend to be located in the same region of the city (VILLAÇA, 2000), this happens to be the location that receives more investment from both the private power, aiming at the reproduction of capital, as the public one, due to the greater political power of the wealthier classes (CASTELLS, 1983). In the city of Juiz de Fora, throughout most of its history, this place was the Baron of Rio Branco Avenue, our object of study.
CITY PLANNING CONCEPTIONS UNDERPINNING THE MASTER PLAN FOR CAMPINAS IN THE 1930S: AN EMBLEMATIC PLAN REASSERTING A NEW SOCIAL ORDER.

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ABSTRACT

This work presents a study on the city planning adopted by the city of Campinas, a medium-sized city located in the state of São Paulo, Brazil, in the 1930s. It shows the emblematic characteristic of the chosen plan that also reveals the intellectual debate occurring, at the time, between the two main protagonists of the institutionalization of City Planning in that state: Prestes Maia and Anhaia Mello. It discusses their conceptions and theoretical-methodological affiliations. Both engineer-architects were mayors of the city of São Paulo, worked in teaching institutions that formed urban planners and were a reference for the local administrators in the following three decades.

The Improvement Plan (Plano de melhorias) for Campinas was designed by Francisco Prestes Maia in 1934. However, it had been debated in the city since 1929, when some local administrators had alerted to the need for a plan to remodel the city according to the precepts of international Town Planning.

In 1929, once engineers Jorge Macedo Vieira and Carl Alexander Oelsner had concluded their cadastral survey plant, which would be the technical basis for the urban development studies, the local administration requested Anhaia Mello to design an expansion plan for Campinas. After visiting the city, the latter advocated that a “Master Plan” should follow the determinations of the Standard City Planning Act, a North American federal law. He referred more particularly to the orientations of urban planner Jacob Crane Junior, who had been a consultant in the Regional Plan for Chicago and other U.S. cities. Anhaia Mello added that a Planning Commission of the City should also be organized, which was created in Campinas in 1931.

At that time, Luiz Ignácio Romeiro de Anhaia Mello was a city planning professor at the Polytechnic Institute of São Paulo, which published his lectures on that matter, and the President of the Engineering Institute. His name was thus extremely famous and respected, especially in the State of São Paulo. Nevertheless, the municipality eventually opted for Prestes Maia, who presented his proposal in 1934, where he stressed that his field was made up of two opposing schools: one that favored ‘sventramento’ or central avenues and one that privileged rings or circular avenues. The former tackled head-on the narrow, jammed up city centers, while the latter kept the downtown areas, with their monuments and traditional aspects, untouched, a proposal born in Europe to preserve the medieval walls that used to enclose the cities.

When comparing his proposals for São Paulo and Campinas, Prestes Maia argued that he was facing two different situations. In the first city, the conditions justified rings, which was not the case of the second since there were no monuments or central, traditional aspects to be conserved. He considered that, in Campinas, central avenues were more suited and that
a circular complement should come as a posterior step. In fact, he considered that there
were no jamming problems and that it would only be a question of commodity and
aesthetics since the issue of congestion should be dealt with essentially under the point of
view of the future development of the city. In Campinas, Prestes Maia basically suggested to
open two large, perpendicular central avenues, with a square designed to be the Civic
Center of the remodeled city, at their crossing. This plan would structure the gradual,
future widening of some more streets, linked by an inner, a middle and an outer ring roads.
This proposal was implanted in the 1930s and in the 1970s. Practically, it destroyed most
of the historical heritage of the city, which, until the 1930s, had been one of the largest
coffee producers in the State of São Paulo and whose architecture was representative of
that economic cycle and its oligarchy.

This study also explores how the plan designed by Prestes Maia, who, on behalf of
commodity and aesthetics, adopted a ‘sventramento’ policy for Campinas and named the
avenues that tore the historical center after two Republicans, announced a new social order.
FROM PASSOS TO PAES: REFLECTIONS ON THE IDEOLOGY AND THE POLITICS OF URBAN PLANNING IN RIO DE JANEIRO

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ABSTRACT

The city of Rio de Janeiro will host two mega-events in the near future: part of the games of the Soccer World Cup in 2014 and the Olympic games of 2016. As a result, the State and local governments of Rio de Janeiro devised new planning schemes and urban designs for the city in order to adapt it to the requirements of the Games organizers. In doing so, the city is undergoing a massive physical transformation whose final aim is to open up new areas for real estate investment.

Long ago, in the beginning of the twentieth century, the mayor Passos implemented one of the great urban transformations that the city has experienced over its history. The real aim of the Passos Plan was to adapt the city for its new economic functions -- administrative and commercial -- and opening up new areas for investment. The urban redevelopment plan for Rio de Janeiro was to modernize, embellish and sanitize the blighted areas, thus providing the Republic with as modern capital. The concept of modernization was fundamental to the local planners, social elites and politicians. It was deeply rooted in positivistic ideas, particularly in the ideal of order and progress.

As much as Passos, mayor Paes took planning under full control, dictating its direction and its pace. Using the mega-events as an shield he is making significant changes in the urban fabric, despising any form of community participation, in order to attract private investment to the city. He shifted drastically from a normative planning approach to a market oriented planning approach, fragmenting planning and design initiatives in different areas of the city.

This paper will examine the ideology and politics of urban planning under these two administrations in order to show that, albeit the 110 years that separates these two mayors, there are several common planning approaches and practices which approximates them ideologically. I argue that in both cases, the proposals for urban redevelopment in the city were not capable of dealing with the major urban and social problems of Rio de Janeiro, because their goals were to serve both economic needs, increasing land use values, and symbolic needs, altering and improving the international image of the city. The ultimate goal of those planning actions was to increase real estate, construction and private infrastructure firms’ profits. My aim is to show that in the same way that Passos’ plan contributed to a pattern of urban and social segregation, Paes’ proposals will also reinforce the already perverse segregation pattern of the city.
WHAT BRINGS SHAREHOLDING REFORM TO RURAL CHINA? A LOGISTIC REGRESSION ANALYSIS ON INSTITUTIONAL CHANGE

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ABSTRACT

China’s socialism is severely impacted by the economic reform and rapid urbanization. In rural area, more and more land and other important assets collectively owned by the farmers have been expropriated for urban construction and permanently detached from the villages. It seems that the rural community is about to collapse along with the decay of former collective ownership system. In recent years, a significant institutional change took place and upheld the collective organization. Via shareholding reform, some villages turn their assets to shareholdings and establish the emerging organization named rural shareholding cooperative (RSC). With new incentives, RSC successfully re-organize the farmers and participate in urbanization, while the collective ownership can also be retained. However, not all villages are able to build up their own RSCs. Therefore what kind of village is more likely to have shareholding reform becomes a haunting puzzle. This research attempts to use logistic regression approach to find out the answer to the aforementioned question. Data sets are collected from Guangzhou in 2011 and over 50 variables are tested. It suggests that the village’s income level, location and configuration of governing body are the key factors for the shareholding reform. With such findings, this study can provide a better understanding of the complexity of rural transformation in contemporary China.
THE INFLUENCE OF THE JING SUI RAILWAY ON MODERN DEVELOPMENT AND TRANSFORMATION IN DATONG

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ABSTRACT

The setting of the traffic lines, traffic node affects the development direction of a city to a great extent. The Datong city in Shanxi province, China locates in the intersection of Shanxi, Hebei and Inner Mongolia provinces, it has been an important town since YAN times. The city constructed by Ming Dynasty based on Liao, Jin, Yuan Dynasty laid the foundation of Datong city. Because of its important position in the military, the constantly recharge of items from all over the country promoted the rapid development of business. At the same time, as the "tea horse" business center, its foreign trade and economic cooperation is also very prosperous. In 1914, Datong's acception to the Jing Sui railway line became the most important turning point in the history of the Datong. Thus, the connection between Datong and the capital, port cities became increasingly prosperous. Its original function as regional pole has gradually become the hinterland of larger regional core. The planar radiation structure between Datong and business ports in north China was substituted by linear relationship. Generally speaking, the construction of Jing-Sui railway not only promotes the development of Datong transformation, but also changes the city functional reorganization in north China. Through the methods of literature review and field research, this article focuses on the analysis of the influence on the development and transformation of this traditional political and military center and the impact on the distribution of city group, even the formation of city's function since the construction of Jing-Sui railway. It is objective to summarize the impact on the modern transformation and the space layout by the railway as the main mode of transportation, and therefore stating the important role of public decision-making in the development, transformation and layout in order to provide a reference for the contemporary Chinese public planning.
ON THE FUNCTION OF SHIMEN CHAMBER OF COMMERCE ON URBAN CONSTRUCTION OF SHIJIAZHUANG CITY IN MODERN TIMES

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ABSTRACT

Shijiazhuang City has developed to be a small and mid-sized city since modern times independently, which has never been a concession like Tianjin, etc. or a foreign monopoly city like Tsingtao, etc. Most former studies focus on the relationship between the rise of Shijiazhuang City and the railway, yet there are few studies on the urban construction and urban planning in modern times. Due to the lack of official urban planning this paper discusses Shimen Chamber of Commerce, a private non-governmental organization, on its function on urban construction in Shijiazhuang City at that time. Through literature review and field survey this paper aims to clarify the story of the practice of urban planning and constructing that led by Shimen Chamber of Commerce, summarize the role of individuals and organizations in city planning, and complement city history of modern Shijiazhuang City. Shimen Chamber of Commerce was founded in 1910 and blown up by the war in 1937. During the 27 years of its existence, especially in the period of Shijiazhuang autonomy(1921-1928), it played the role of the municipal councils to certain extent. Depending on it, variety of measurements were implemented on charities, education, and municipal infrastructure construction. The important achievements included as follows: 1) to develop social charity by opening alms houses; 2) to concern with social education establishing Shimen Junior Middle School; 3) to manage municipal construction projects. Even a plan named Shijiazhuang Commercial Port Development Plan was drawn by Wang Xiang, the association representative, which is the first city development planning and has profound impact on subsequent development of Shijiazhuang City.
ON ARISING AND EVOLUTION OF PUBLIC GREEN SPACES IN MODERN BEIJING

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ABSTRACT

“Modern Times" (1840-1949) is an important period in which the public green spaces arose and developed in Beijing. The paper aims to illustrate the background in which the public green spaces came into being in modern Beijing, the process of their spatial evolution, the influential factors, and tries to put up with the evolutionary pattern. The methods of literature review and field survey are carried out to collect the information of modern Beijing maps, planning regulations and historical figures. Comparative method is also adopted in this paper. The contents conclude the origin of public green space in Beijing, the evolution of public green space, the influential factors and evolutionary patterns of public green space. It is found as following: 1) there exist two types of patterns in the evolution of Modern Beijing public green space. One of them is rebuilt pattern, in which the forbidden gardens such as imperial gardens, private gardens, and temple gardens were transformed and opened to public green spaces. The other one is newly built pattern, in which the municipal authorities built up public green spaces such as small parks and street gardens in the bustling urban areas. The urban public green spaces in both patterns service the functions of rest differing from in scale, function and landscape. 2) With respect to scale, public green spaces of the former pattern present larger scale, which have gradually become the key node of urban space structure and influenced the city form. The public green spaces of the latter one are always in smaller scale, which have limited influence on urban space structure. 3) With respect to function, public green spaces of the former one are not only the places for rest but also the places for educations, exercises and aesthetic with varied activities. Of the latter one they mainly provide convenience for the nearby residents. 3) With respect to landscape, the former are always scenic spots combining with mountain, lake and historical relics, which are full of cultural significance. The latter are however planned according to existed conditions planting with trees and flowers.
ON THE CONTRIBUTION OF FENG YUXIANG AND NORTHWEST ARMY TO URBAN CONSTRUCTION IN ZHANGJIAKOU CITY IN MODERN TIMES

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ABSTRACT

Among the research of domestic urban construction history in modern times, it is found that most studies pay the focus on the role of government rather than individuals and organizations. Zhangjiakou City is located at the triple junction point of North China Plain, Mongolian Plateau and Loess Plateau. It is one of the most important trading centers along the northern border, which takes the huge advantage of both military and trading all along. With the opening, the commercial in Zhangjiakou City has developed more and more prosperously. At the same time, modern urban management has been implemented, when a large quantity of municipal urban infrastructures have been constructed. In May of 1923, Feng Yuxiang took the office as the governor of northwest border patrol in Zhangjiakou City in the Chahar Area. The army that he commanded named to Northwest Army (abbreviation for Northwest Border Defense Army). During his term of office, Feng Yuxiang not only repelled the enemy invasion commanding his army, but also played an important role in urban planning and construction. He led his army to build plenty of roads and bridges, put up with some advanced urban planning concepts, carried out series of urban construction practice. For example, a residential area called Xincun that was provided with complete public facilities was built up with the help of architectural experts. Through the methods of literature review and field survey, the information on the practice of urban planning and construction that led by Feng Yuxiang in Zhangjiakou City is collected firstly. On the basis, the functions and contributions of individuals and organizations are demonstrated on urban planning and construction of Zhangjiakou City in modern times by summarizing, diagrams and illustrations.
LEARNING FOREIGN EXPERIENCES AND BUILDING LOCAL SYSTEM: DUALITY OF MODERN CHINESE URBAN PLANNING HISTORY

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ABSTRACT

Since 1840 to modern period, accompanying to the importation of foreign experiences, Chinese urban planning entered a new era that is greatly different to the ancient era. All along, in different historical periods, there is controversy on whether we should learning experience of foreign countries or building up the local theoretical system of urban planning. Through historical review, this research explores the relationships between learning foreign experiences and building up local theoretical system on the respect of urban planning and construction in modern China period. This research selects four typical periods to summarize the conflicts and confusions during learning foreign urban planning theories and experiences and simultaneously taking efforts to construction local urban planning theoretical system, as the followings:

1) 1920s-1930s, when started to import foreign experiences, mainly to introduce and learn the experience of western city management and infrastructure construction, not only from the aspect of "urban planning", but also from the aspect of "infrastructure construction and city management". The foreign experiences were used for reference in the following four aspects: a) foreigner led city construction in the foreign settlement area; b) urban planning cases led by Chinese government; c) local city construction joined by the persons having abroad study experience; d) local city construction led by local persons. These practices efficiently explored the local urban planning method and tried to building local urban planning theoretical system. 2) 1950s, when the USSR experiences were used for reference. From 1953, numbers of USSR experts came to China and directed the work in lots of industries, including the field of urban planning. The work from USSR experts was partly successful and active, and some part of their work was not suitable to local situations. 3) 1980s-1090s, when China began to reform and open to the world and a lot of city construction practices entangled with importation of western theories and experiences. On the basic of the accumulation of practices, the exploration on building Chinese urban planning theory began. 4) After 2000s, Sciences of Human Settlements was proposed, but has not yet caused enough recognition. At the same time, importation of foreign theories continues. The authors argue that the reasons why the local theory was not recognized and explored together exist in the following two aspects: a) The theory effects need to be verified; b) The consensus on this theory has not yet built. Based on analysis and comparison, the authors argue that: 1) in the former mentioned four periods, the purposes, methods, ways, and effects of importing foreign urban planning experiences are different. The importation was emphasized on the parts that were required in that period, which is different to commonly said "legitimate urban planning history". 2) During the four periods, the conflicts between studying foreign experiences and constructing local theory always
exist and interact. 3) The practices show that foreign theories or experiences promoted local practices. However, building up local urban planning theoretical system is the basic way to solve the local problems.
ON THE FORMATION AND EVOLUTION OF COMMERCIAL STREETS AS URBAN PUBLIC SPACE IN BEIJING

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ABSTRACT

Traditional commercial streets have not only recorded the history of city commercial but also played the role of most cohesive form of public space for city residents during the long history. This paper focuses on the traditional commercial streets in Beijing to analyze the functions of both relevant planning agencies and the local residents on the evolution of public space in the process of their transformation from the ancient to modern times. It also tries to verify the effects of the historical activities at different levels on the development of urban public space in modern Beijing. This paper aims at impact and participant role of different individuals on the urban public space during the evolution of traditional commercial streets, especially in the transformation of traditional public space.

This paper takes the time as clue to discuss the evolution of traditional commercial streets in different era background, then to analyze the features of historical value during this evolution, finally to analyze the effects of agencies and folk behind producing these features. It is found that folk spontaneous activities are the keys to the formation of commercial streets. The public’s participation is the external performance of commercial streets vitality. Both the central government and planning and construction guidance have certain effects on the distribution and development of commercial streets. The main factors to determine the size, form, function and grade of commercial streets are their surrounding population, life needs and development mode.
CARLO DOGLIO AND THE SHAPING OF ITALIAN PLANNING CULTURE AFTER WWII

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ABSTRACT

At the conclusion of the Canavese territorial plan in 1955, Carlo Doglio, anarchist planner, sociologist and public intellectual still not adequately studied, moved to London to study the British planning system and to examine the development of the New Towns Programme. Thanks to this position, he soon assumed the role of “bridge” between the British and the Italian planning culture, in particular that of “direct channel” for the circulation of ideas from England to Italy.

This paper argues that in a period when, in Italy, the reformist planning practices (and their culture) constituted the hegemonic discourse on planning, and urban design and building control seemed to be the distinctive feature of most plans and policies (Vettoretto 2009), Carlo Doglio drew the attention to other aspects of the profession. He argued that the making of plans should not “discount listening, dialogue, debate and synthesis shared with the context’s social actors, institutions and cultural traditions”; and that planners needed to find new methods and tools to be “legitimated by the local community, thanks to the political integration of individual and collective interests both on the regional and local scales” (Palermo and Ponzini 2010, 126).

The English period of Carlo Doglio can be taken as an example of the inter-connected context that contributed to the definition of the Italian planning culture. In particular, the biography of Doglio reflects the dense networks of international intellectual and professional exchanges that, albeit as a minority, shaped the formation of the discipline through their underlying views about town planning and community as a means of reorganizing society and achieving institutional reform (Mazzoleni 2003).

The study, which is mainly based on original documents from the planner’s archive, builds on my previous Ph.D research of Carlo Doglio’s anarchist approach to urban planning and his influence, in Italy, in making consensus-building and participation of the local community a key element of the planning practice (Palermo and Ponzini 2010).
The Hazard-resistant Building Construction Law (Bosai Kenchiku Gaiku Zosei Ho) was established in 1961 as the first urban renewal law in Japan. The 824 blocks in 541 cities were constructed before the integration to Urban Redevelopment Law in 1969. Recently, many buildings which were constructed based on this law, are under consideration of “re-redevelopment”, however without evaluation of their historic values. These buildings have been familiar to local people, because most of which have good location for public attention, for example, front of railway station. On the other hand, these buildings, which are ordinary commercial ones with no designs by famous architects and no recognizable technical or artistic innovation, were often neglected in general architectural history.

The purpose of this study is to clarify the historic value of the Fujisawa 391 Block (Fujisawa Ekimae Nambu Daiichi Bosai Kenchiku Gaiku), which is one of these 1960s redeveloped blocks, in Japanese planning history. The Fujisawa 391 Block is located at the south side of the JR (Japan Rail) Fujisawa Station. This block consists of three inner-connected buildings and a patio-like square. There are various tenants including supermarket, small groceries, book store, restaurants, clothing shops, music studio, and so on in these buildings. Although the owners have been discussing about redevelopment since 1990’s for recovery of competitive power in market, these buildings has not been renewed because their total floorages are over the current maximum of FAR. If they will redevelop the Fujisawa 391 Block under the existing planning system and regulation, they can construct only buildings which are smaller than existing buildings. Such a project will make no business sense. On the other hand, full scale preservation or renovation is also pending not only because low aseismic capacity of these buildings is unfit for future long-term use, but because historic value of this block has not been clarified.

As a result of my study, the following contributions of the Fujisawa 391 Brock to the development of planning in Japan are identified; 1) the Fujisawa 391 Block was a part of pioneering city-wide comprehensive survey and master plan, 2) patio style block was realized by the combination of infrastructure planning and ambitious urban design, 3) three jointly-owned buildings were coordinately-constructed under the initiatives of the local government and the owners. The Fujisawa 391 Block is an exemplary planning heritage in the rapid economic growth era. The Nakajima Urbanism Lab. of the Keio University SFC held the 391 Reinvention Exhibition and published a pamphlet about history and spatial character of the Fujisawa 391 Brock for seeking alternative for “re-redevelopment”.
RECONSTRUCTION AND CHALLENGES OF RECOVERY PROCESS OF THE CONDOMINIUMS DAMAGED BY THE GREAT EAST JAPAN EARTHQUAKE,

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ABSTRACT

Purpose: The purpose of this study is to clarify the problems occurred in the recovery process of the condominiums were damaged in the Great East Japan Earthquake, to organize the issues to be rapid recovery and reconstruction to proceed.

It may be said that the Great Hanshin-Awaji Earthquake later, recovery and reconstruction policy of the country to catastrophe, and has been in place, but for the condominiums, it is still not enough.

Investigation Method: It was conducted until July 2013 immediately after the earthquake on 11 March 2012, in East North Japan

One is 13 cases affected Damaged Condominiums. There are in Mito, Ibaraki Prefecture & Sendai, Miyagi Prefecture by interviews with a focus on, you are using the affected Condominiums findings of one case with interviews of Urayasu, Chiba Prefecture.

The other is questionnaire survey of all condominiums subject of Mito, Hitachinaka and Hitachi City in Ibaraki Prefecture where were largest damage caused by the Great Earthquake.

Summarized was as a challenge to organize the point in question through the affected condominium those studies.

Results

In this study, I can 7 classified points of the recovery and reconstruction challenges in the affected condominiums.

① Disaster Relief Act

(To include on-site damage to the subject of the emergency repair system) and support system for on-site

② Support System to lifeline damage

In order to support the consensus of restoration in

③ Condominium, position the dispatch system of management experts for union.

④ Condominium Management Associations need to able to take advantage directly of life support system instead of the residents.
⑤ How earthquake insurance, and to expand the shared equipment and non-structure. I provide a system to eliminate the division of ownership.

⑥ We need the condominium law that damaged condominiums’ Association will be desolation as over 4/5 units’ owners.

⑦ Condominiums can take advantage as disaster prevention resources in the region.
VALUE OF HISTORICAL REFLECTION IN PLANNING - PLANNING TRIALS AND ISSUES AFTER THE GREAT EAST JAPAN DISASTER, MARCH 11, 2011

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ABSTRACT

After a great disaster, whereby the accustomed landscape and historically accumulated elements are destroyed, our spatial and temporal ability to envisage the future or to picture planning perspectives appears despoiled and confused. In my last paper, presented at the IPHS conference in Sao Paulo, I showed that four types of planning perspective related to time span could be distinguished. I also reported on my own efforts to develop ten proposals for revitalization, based on a reading of historical contexts through a comparison of old maps and a rapidly-executed field survey. Three years have almost elapsed since the disaster and in this paper I will re-examine the planning logic of these proposals and evaluate them on the feasibility of their implementation in the context of the unfolding administrative response to the situation.

Secondly, I will highlight emerging issues that confront us now, for example, efflux of population, increasing abandonment of rice fields, and change of building type and street scapes. Because of the unforeseen pace in the alteration of assumed conditions, deviations from working agreements made during this reconstruction process have been revealed. In contravention of hastily concluded rules agreed upon just after the disaster, it has become evident that two housing estates relocated to higher areas are visible from an important scenic viewpoint. If we had correctly analyzed the result, the relocation plan may not have been permitted. This type of misadventure highlights previous generations' conscious stewardship with regard to the natural scenery and the hitherto careful attitude towards development which preserved scenic views is one of the hidden contexts. Additionally, the relocation will leave incoherent scattered patches of purchased lots in the area affected by the tsunami because some families who barely escaped have decided to stay, which reinforces the reality that the area is moving towards a post-urbanization period with decreased potential for urbanization.

Thirdly, I will report on proposals to address these additional issues while examining the logic and time ranges of their perspectives. Based on these three steps, I will explore the meaning of contexts and consider how these may be read and reflected in planning for the future. The scale of such an obliteration of the landscape and the impression made by human activity over the centuries presents a pre-eminent opportunity to think deeply about the continuity of historical contexts in the planning process as these may easily become lost unless we make conscious and conscientious efforts to incorporate such considerations into our on-going planning.
THE ROLE OF THE PUBLIC AUTHORITY THE MELBOURNE METROPOLITAN BOARD OF WORKS IN THE PLANNING AND MANAGEMENT OF MELBOURNE, VICTORIA’S URBAN WATERCOURSES FROM 1890’S UNTIL 1970’S

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ABSTRACT

Although Melbourne, Victoria Australia was first settled by Europeans in 1836 it was not until 1891 when the creation of a statutory authority for the management of the city’s water, sewerage and watercourses occurred. This authority was the Melbourne and Metropolitan Board of Works. Originally created to provide water supply and the design and construction of a sewerage system and treatment facility for the developing city, the Board’s responsibilities soon increased to include town planning, management of streams, rivers, parkland, open space, and the design and construction of highways, freeways and bridges.

Since at least the industrial revolution many urban watercourses globally have been utilised as open sewers draining the urban fabric of liquid wastes and stormwater combined with the stream’s normal flow. As such many streams became primary sources of public health epidemics, flood risks for urban areas and drowning risks for the population. In response many urban watercourses were engineered into combined sewers and covered, becoming conduits transporting liquid wastes and urban runoff into the next large body of water.

However in Melbourne this approach was not taken. Although experiencing significant problems with sewerage polluting the city’s waterscapes, and often being referred to as “Marvellous Smellboom” during the latter half of the 1800’s, the Board of Works decided to design and construct a separate sewerage system. This saw urban watercourses return to relatively sewerage free flows and leaving them open to the surface.

This paper aims to examine the history of the role of the Melbourne Metropolitan Board of Works in regard to their planning and management of the urban watercourses under their control from the 1890’s until 1970’s. It was during this period much of Melbourne’s inner and middle ring suburbia town planning and main infrastructure and drainage work was carried out. Although not converted into combined sewers the watercourses were to become part of the urban fabrics wider surface and stormwater drainage system. It appears however many smaller, ephemeral, and headwater streams were covered for flood control, land reclamation, and issues of public health and safety.

The paper aims to include such issues as town planning for flood plains, flood control, and conversion of many of the urban watercourses into engineered drainage conduits for the drainage of storm water, flood flows and general urban runoff. In addition an examination of Melbourne’s town planning regarding urban watercourses, for which the Board of Works was responsible for during the time frame, that historically proposed urban watercourses

167
as parkways throughout the metropolis. Later planning strategies however saw the watercourse valleys being considered as possible routes for freeways and expansion of the city’s main road transport system.

Finally the paper will conclude with a look at how the policies and practices for watercourses of the Board’s first 70-80 years shaped the typologies of Melbourne’s urban streams, many of which can still be viewed today across Melbourne’s urban fabric.
ABSTRACT

It is common in the Brazilian academic milieu to refer to the outcomes of past models of urban/metropolitan planning as something inexistent as far as the possibility of socially just changes is concerned. This is for instance the case of urban and metropolitan planning in the period of the Military Regime – 1964 to 1984. It is generally identified as a period of bureaucratic-centralized-authoritarian planning and, as such, unable to produce outcomes that could contribute for sociospatial equality.

In this paper we will focus on this and other Brazilian experiences looking for evidences that things are not always like the common sense of some analyses present. It is possible to find good outcomes from technocratic experiences of planning as it is possible to find unexpected and vicious uses of democratic planning instruments.

Our intention is to compare the above mentioned Brazilian experience of bureaucratic urban and metropolitan planning with other moments of planning when formal democracy was already restored in the country, i.e., the period inaugurated with the 1988 National Constitution. One common aspect of experiences of planning between the authoritarian moment and the democratic period is the belief shared by planners and urban social movements in the possibility that a reformed state could provide the conditions for a democratic and socially effective planning process. This means that this analysis points out the importance of the studies about the nature of state power as well as the concept of democracy.

The main source of evidences will come from the above mentioned experiences of urban and metropolitan planning in Brazil, particularly those observed in Belo Horizonte, the capital city of Minas Gerais state and its metropolitan region, where new methods, theories and democratic practices have been adopted since the 1990s. Evidences will also come from an ensemble of propositions of urban legislations, some of them approved, which have resulted from movements for an urban reform and the constitutional process of the 1980s.

The first part of the paper is dedicated to a brief review of urban and planning theories and models that have influenced urban analyses and practice of urban planning in Brazil. Second, the paper analyses urban and metropolitan planning experiences in the two mentioned moments to inform the last part of the paper when outcomes are compared as far as contribution to urban sociospatial equality is concerned. For this last part, it is essential to present a theoretical discussion about the state, democracy and the
role of autonomous urban practices to contribute to reach the above mentioned sociospatial changes.
METROPOLITAN INSTITUTIONS IN BRAZIL: HOW IT (NOT) WORKS IN BRASILIA

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ABSTRACT

This work it’s part of author’s Ph D. research in University of Brasilia (UnB) that aims to understand mobility and accessibility functions in metropolitan regions in Brazil focusing Brasilia or the Federal District (DF) and this immediate region of influence.

In this first part of the whole research was investigated the relationships between Brazilian public institutions and public transportation services and the city of Brasilia – DF – in offering mobility and accessibility as constitutional right for citizens, in order to answer the question if there are institutional conflicts in offering and managing these services for this metropolitan area.

Having in mind articles of the International Journal of Urban and Regional Research the basic theory that oriented the work was the new institutional historical approach considering the institutional theory of Max Weber on bureaucracy and power. The method used answering initial question – which institutional conflicts are going on - was a bibliographical analysis and a research about metropolitan institutions in Brazil. Procedures used to reach this goal were to explore data bases doctoral research in the most famous university in Brazil, the Brazilian literature about constitutional and rights and, of course, land legislation, public organization laws and acts.

Mayor findings at the actual stage are: first the difficulty of cooperate between all governance levels of the constitutional territorial administrative units in Brazil, and between Brasilia and municipality of the surrounding cities of State of Goiás too do to historical institutional path dependency, second, as Max Weber explained in this work about power and public administration in the XIX century, there is use of power to preserve people status, third a lack of managing culture in the public administration Brazilian that privilege formal and impersonal work and the public authority status of the administrative worker instead to work for more efficiency, and equity.

The results of this first step of a greater research were that the territorial conflict between institutions could be able to explain part of paradoxes about the lack of mobility and accessibility in Brasilia and immediate surroundings in the metropolitan area. As suggestion this paper aims would be explored relationships outside institutions. To understand social and spatial relationship a research has to include all actors and expectations on mobility and accessibility metropolitan functions. Other suggestion is to explore the cultural and perceptive dimension of these expectations, having in mind that in Brazil there is a great difference between rents. Government orientations and communication is for public participation although, in the opposite side all the government decisions are made centrally and between little number of companies and lobbies.
The emergence of urban planning as a discipline and practice in the early 20th century United States has been well documented and analyzed, as have its successes and shortcomings. Urban planning commissions, however, have not commanded much attention or study. The history of these commissions – typically five- to seven-member appointed citizen groups that pre-date professional planners – is only to be pieced together from as little as a few paragraphs or pages of the history of the whole of planning. As a result, despite much non-historical literature and material that presents these commissions as the entity where responsibility for delivering planning in a given city lies, history often presents them deep within the context of its accounts of the planning profession and practice as a whole. The most common historical presentations of planning commissions in the United States as found in planning history tie them to planning’s birth, growth, and shortcomings in some way, shape, or form. A smaller portion of the historical accounts present them as a rest stop on the way to institutionalized city planning, still well-embedded in the story of planning.

Limiting our historical understanding of planning commissions as only one piece of the planning puzzle serves to sustain the ambiguity of their purpose and function. For example, just one consequence of its history being nested in that of planning as a whole is that planning commissions are often presented as synonymous with planning departments and agencies. This has disconnected their history from that of similar commissions that came before and after; re-inserting planning commissions into the lineage of other pre- and post-Progressive Era citizen boards and commissions will provide a more complete view of their origins. Planning history does show that planning commissions pre-date the planning profession itself and subsequent accounts show their persistence to the present day. The existing historical documentation of planning commissions found within planning history leaves room for a broader view that considers the reciprocal influence between planning commissions and the planning profession as well as between planning commissions, their predecessors, and similar non-planning commissions.

Comparing and contrasting the makeup and functioning of planning commissions and their predecessors may illustrate the extent to which they were (or could have been) modeled after or enabled by earlier commissions. Most importantly, clarifying this history is a prerequisite to any test of planning commissions’ legitimacy as a point of entry for citizen participation in the planning decision-making process. This may subsequently provide some insight into some structural incompatibilities between planning commissions and their intended role in the planning process.
ENVISIONING AND PLANNING THE FUTURE OF ADELAIDE’S METROPOLITAN FORESHORE: FROM MARINE BOULEVARD TO COAST PARK

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ABSTRACT

The preservation and utilisation of existing natural features and the reservation of open space for public purposes were deliberate objectives of the original Plan of Adelaide (1837), the capital city of the province of South Australia. Similar intentions endured in twentieth century visions – proposed and realised – for planning schemes for metropolitan and regional South Australia. While the 1837 plan focused on the city proper and incorporated a river (named the Torrens) and land reserved for encircling parklands and public squares, later proposals looked beyond the central area and to other natural assets that distinguished Adelaide’s setting. Those assets include the low-rise hills of the Mt Lofty Ranges, which contain Adelaide to the east, and the extensive foreshore and beaches of the Gulf of St Vincent that form its western boundary. This paper examines the evolution and implementation of plans to develop Adelaide’s metropolitan foreshore through the twentieth and into the twenty-first century. It draws principally on primary archival, newspaper and published sources, as well as on field work. The discussion will consider arguments – including aesthetic, utilitarian, recreational and environmental – put forward by government and private interest groups for protecting and developing the foreshore and for keeping it in public hands; identify local and state government and community visions for the precinct; and provide an overview of favoured schemes. The seventy kilometre Coast Park, under development since c.2001 as part of the South Australian Government’s Parklands 21 Strategy, will be a particular focus. In addition to realising aspects of long-held visions for Adelaide’s metropolitan foreshore, including a marine boulevard, the Coast Park project demonstrates the coalescence of social, environmental and planning goals in a metropolitan planning strategy focused not only on continuing the founding objective of reserving open space for public use but also on protecting and enhancing Adelaide’s distinctive coastal landscape.
CONFLICTS AND CONTINUITY: THE DEVELOPMENT OF GREEN SPACES IN QINGDAO, CHINA (1898-1945)

AUTHORS: BENYAN JIANG AND MASAKI FUJIKAWA, UNIVERSITY OF TSUKUBA

ABSTRACT

Qingdao, governed by Germany, Japan and Republic of China from 1898 to 1945, is one of the most famous modern cities in China. Same as many other modern cities, there are multiple modern historical houses and complexes in the old town of Qingdao, which are described as “world architecture exhibition”. That is why by far most of previous studies of Qingdao have been carried out in architectural field. Some surveys reported the locations and present situations of historical buildings (Torsten Warner, 1994; Feipeng X., 1992); some studies focused on the evaluations and conservations (Yanan W., 2005; Qing L., 2010), and some analyzed the architectural styles and designs (Nan L., 2008). By contrast, few concerns were shown on green spaces, which helped a lot to make Qingdao selected as a China’s National Garden City. Qingdao was regarded as “the most beautiful city in China” and attracted many foreign visitors every year before WW II. It is sure that there were many factors which had brought the honor to Qingdao, and among which, contributions of green spaces definitely cannot be neglected. Since Qingdao is a modern city constructed under the direction of urban planning theories, we assume that the green spaces had a close connection with Qingdao’s urban planning and therefore, were results of accumulated ideas of different governors. This paper will take forests, parks and avenues as three main elements of Qingdao’s green spaces, aiming to explore conflicts among three cultures while on the other hand, continuous effort made to build Qingdao into an ideal city. We intend to find answers to the following questions: 1. What was the area of green spaces created and how were they distributed in the city? 2. What kind of roles were they given in Qingdao’s urban planning and construction? 3. What features did green spaces have and how were they adapted to meet requirements of different cultures and residents? In order to answer the above questions, first-hand materials such as government and military records, postcards and old pictures will be utilized as the main references and sources.
THE PRODUCTION AND REPRODUCTION OF URBAN PARKS IN NANJING

AUTHORS: XU ZHEN AND HAN LINGYUN, NANJING FORESTRY UNIVERSITY

ABSTRACT

The special correlation between modernization and urbanization contributed to the distinctive urban spaces palimpsest of Chinese cities, which can be typically exemplified by Nanjing city. As a prototype of urban space traveling from western world, urban park and its trajectory reflected how modern planning intervene urban spaces to change relationships among citizens and nature and public places, as well as the underlying social-economic and ideological influences in the context of modern china.

To demonstrating how the parks in Nanjing take shape and transform, the author trace the landscape change of several prominent parks and their surroundings, usages and management, and contemporary planning proposals, with historical archives and fieldworks. The analyses are conducted in the time span from 1900s to current with three typical time slices: (1) early modernization periods. Nanjing turned to capital of the republic in 1927 and issued the capital plan in 1929 which included ambitious plan of park system, part of them had been realized; (2) socialist society periods. After 1949, Nanjing degraded to capital of Jiangsu Province, the principle of “Production first, living second” made urban parks underestimated on the whole; (3) post reform and open-up periods. The practice of paid use of land and development of real estate trade speeded up the change of the city which menaced the preservation of parks, meanwhile many park projects have been implemented for public recreation and tourism as well as urban landscape.

Nanjing has enduring numerous vicissitudes from 1900s, yet the cases of the simplified three periods could outline what’s the political and professional and plebeian expectations of parks, and how urban parks be produced and reproduced during Chinese urbanization.
HOW PUBLIC ARE THE PARKS? : THE CHANGING NATURE OF SYDNEY’S LARGE PARKS

AUTHORS: CATHERINE EVANS, UNIVERSITY OF NEW SOUTH WALES

ABSTRACT

As is the case in many large cities, Sydney’s large parks are currently under pressure to shift to self-funding models. For example, amidst the 125th anniversary celebrations of Centennial Park, the centrepiece of a trio of parks known and managed collectively as Centennial Parklands on the eastern edge of the city, park management released its first ever master plan. The controversy created by some of the proposals in the plan, such as food outlets and particularly the introduction of a small entry fee, overshadowed the significance of the master plan itself.

The presence of commercial activity in an iconic urban park is not unique to Sydney—indeed Sydney is just catching up. Many of the world’s iconic urban parks have succeeded only because of private funding and commercial activity: in New York, think Central Park and the Highline; in Chicago, Millennium Park. And indeed, in Sydney, Centennial Park and the Sydney Royal Botanic Gardens have been the setting for revenue generating events for several years now, so the move to 100 per cent self-funding may seem a logical step. Many may welcome additional festivals, hubs and kiosks in one of Sydney’s premier outdoor spaces, but this increased activity belies a gradual and distinct shift in park management and programing—and ultimately to the concept of a public park itself.

It is clear that we need to think anew about the provision of our parks, and indeed we are, but we need to proceed carefully and deliberately. Can the private sector participate in the provision of public parks without diminishing their most important values? If parks are so critical to our wellbeing—and in so many ways—we need to ask serious questions about them, most importantly what does a self-sustaining park look like, and what might it offer its city? What defines public in these parks? Who administers such a space? How and, most importantly, for whom?

This paper contributes to these deliberations by providing a brief outline of the trajectory of planning, governance and funding decisions underpinning the shift currently underway in two of Sydney’s large parks. The paper then evaluates these changes against the documented contributions of these parks to the public welfare—namely the historic, social, and environmental values of both Centennial Park and the Sydney Royal Botanic Gardens. The paper concludes with a discussion of the opportunities and risks inherent in the current government proposals for park planning and provision in Sydney.

The paper addresses the main theme of the conference—the past as a guide to sustainable futures- and several of the sub-themes, but particularly constructing meanings of public and private and private interests and the public realm.

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BETWEEN THE ECONOMY OF NATURE AND THE FELICIFIC CALCULUS: MULTIPLE MEASURES OF PLANNING COLLECTIVE LIFE

AUTHOR: MARIO LUIZ CARNEIRO PINTO DE MAGALHAES, FEDERAL UNIVERSITY OF RIO DE JANEIRO

ABSTRACT

Economy, a burgeoning discipline at the turn of the 18th to 19th century, showcases a growing awareness to the ties that bind local to global concerns. Fueled by the ever growing exploitation of natural resources, the increased mobility of assets and people, and the dramatic booming of population and settlements, rules [nomos] for the housing [oikos] of humankind reached out far and beyond the individual house proper, towards a collective, urban, environmental, global, ultimately cosmic scale, as summarized in Alexander von Humboldt’s Kosmos. This new approach touched many aspects of human activity and knowledge. The well famed trade and business aspects inherited much from State arithmetic policy, thus its quantitative tendencies. Naturalists came up with the idea of a natural economy, thus incorporating that of natural balance, of systemic causality. Customs had to now be thought not only in terms of a ‘natural law’, but reexamined in terms of principles of morals and legislation. From a system to appease conflicting ‘international’ laws, a new term at the time, to a system of measuring pleasure and pain the felicific calculus. A time for resignifying knowledges that called for a reflective, critical pondering of the underlying bases of all branches of human activity, their deontology yet another term, along with international, newly coined by Jeremy Bentham, a central figure of this turning point. Oikos, thus stepping out of the boundaries of the Ancien Régime, breathed new airs of freedom and equality, touching the sum of collective life, therefore including its material expressions. This critical effort engaged many men of letters, statesmen, businessmen, men of science with significant exchanges, appropriations and debates. This paper aims to glimpse into the debates concerning these multiple measures of planning collective life through the figure of José Bonifácio de Andrada e Silva. Indeed a man of letters, of science, a State employee and a statesman, Bonifácio has been considered since the 19th century a ‘founding father’ of independent Brazil. Close to the circles of Freiberg, where he visited the acclaimed mines school, and thus to the intertwining circles of Weimar, Jena, Leipzig, Dresden and Berlin, he was familiar with Herder’s cosmic viewpoint and Humboldt’s accounts of the natural world. As part of a progressive group of portuguese, which included figures such as Hipólito da Costa, the editor of the Correio Braziliense, a journal that published many radical reformist ideas, such as those of Jeremy Bentham and Robert Owen, Bonifácio was at the forefront of constitutional endeavours in Portugal and Brazil, being the proponent of many then avant-garde ideas, including that of a new capital city for Brazil “called Brasília”. While Owen experimented in New Lanark and New Harmony, Bonifácio envisioned guidelines for several kinds of settlement and their territorial arrangement on a continental scale, pondering, calculating, measuring in a most creative way, towards the felicity of men in a “Hemisphere of Freedom”.

178
WHAT CITY IS ON THE SCENE? URBAN INTERVENTIONS IN RIO DE JANEIRO IN RETROSPECT

AUTHORS: CARINA FOLENA CARDOSO, VICTOR HUGO GODOY DO NASCIMENTO, ANTONIO FERREIRA COLCHETE FILHO AND FREDERICO BRAIDA RODRIGUES DE PAULA

ABSTRACT

The internationalization of economy, which has in the development of informational technology its main ally, was responsible for a changing in the meaning of time and space. Nowadays, the cities are defined as consumption territories, where each event is simultaneously propagated by the media. This provides them a visibility rarely experienced before, introducing a competition between places ruled by strategies for promotion (VARGAS & CASTILHO, 2009).

In this context, the competition to host the most prestigious events, such as FIFA World Cups and Olympic Games, has become as important as attracting companies (SÁNCHEZ, 2010). In fact, the so called “renovations” or “revitalizations”, terms that represent often nothing more than promotional strategies of city marketing (VASCONCELOS & MELLO, 2009), find on these events the ideal opportunity for their own implementations. Furthermore, their occurrence contributes to establish an optimistic atmosphere, important not only for the propagation of an external image of reliability, but also for the restoration of “city’s patriotism” (SÁNCHEZ, 2010, p.500).

Over recent years, Rio de Janeiro is undergoing one of these optimistic moments related to its worldwide projection as host of several events, including the 2014 World Cup and the 2016 Olympic Games. Although great interventions are being done in order to make Rio de Janeiro pass through the greatest transformation in the history of Olympic Games (CDURP, 2012), it is evident that its insertion into the world circuit of big events did not occur without foundation.

Since the 1980s, the government of Rio de Janeiro has been working to consolidate the city not only as a touristic center tied to natural beauty, but also to culture, business, services and events. At the same time, many urban interventions that occurred during this period were important strategies to reverse or minimize unwanted images of the city, such as: poor infrastructure, lack of educational and health facilities and the stigma of violence (FIORI et al, 2004).

Taking into account the ancient process of the city transformation, the aim of this article is to present a retrospective of iconic projects of intervention and urban planning in Rio de Janeiro over the past three decades. For this, a paradigmatic project of a specific nature was analyzed for each decade, chronologically: Corredor Cultural (1980s), which consists of a revitalization of historic downtown; Favela-Bairro (1990s), a series of interventions in social interest areas and; Porto Maravilha (2000s), a major project of new centrality for the city’s waterfront.
The proposal is to highlight the multifaceted nature of the city’s restructuring by showing different projectual intentions that took part in Rio de Janeiro. Further, we seek to understand how themes and scales of intervention have changed in the course of time, according to specific contexts that are now crowned with a large urban restructuring project. This intervention, Porto Maravilha, sometimes complements the ideal of these previous projects, but by others, it breaks with their precepts, in a continuous process of remodeling the image of the Marvelous City.
THE ARCHITECT AND THE 'IDEAL CITY'

AUTHOR: CELIA MAIA, UNIVERSITY OF LISBON

ABSTRACT

The study about what should be the 'ideal city' has been responding in different ways to different problems, over time, from the current life styles. The way to face the problem has been changing recently, and these studies have focused on how to be a 'sustainable city' as a city which solves the problems of the present eminent.

After equating the meaning of the current process design, emphasize its consequences in society. It is intended to equate how the architect can be seen as a 'doctor' of the city, not only solving as avoiding problems. The architect should play their profession, knowing that this will have direct consequences in the world of user city. The city shall be taken for all its inhabitants, corresponding to their needs and quality of life. A successful work of, among others, should have strong functional, aesthetic and programmatic contributions to be able to transmit high levels of quality. As defended Adolf Loos, the question of the function is not an abstract concept, but according to the Greco-Roman tradition, it is inseparable from man. The architecture identifies with the body (physical agent not only understood in its most palpable sense of identity but as an entity that thinks, feels, acts and interacts with the space) and, for such a building will be so much more functional if it fits the body, their movements, actions and everyday rituals. The function is not just a concept that beacon for convenient and economic responses to a given problem, but more than that it participates in a game that involves the human body and psyche, a sense over the use and appropriation of spaces than linear function calculated and preset. A functional building to be such that not only matches the human physiological needs in terms but above all participate in a daily ritual and which is also functional in psychological and social terms.

On the other hand, lives in a world of mediatisation where everyone wants to come and have highlighted just for show and not because their work makes total sense. The media coverage of the magazines, for example, is given proves of this process, which in most cases, the published works are chosen by the impact or because they represent the author's name is 'fashionable'. Projects not reported in the media are numerous, and they make full use of architecture as a profession in its quality. The fact is that architecture began to be fashionable and 'all' are interested in these issues, confounding the content of magazines with reality - that cannot be displayed, but felt. And at that point, the customer is not satisfied - proof that their attitudes are 'marginal' in town and in his own house trying to tamper with any cost (drop walls, doors take, alter spaces).

With this article intends to emphasize the role of the architect in the planning of cities, by illustrating the iconic studies of private and public plans.
This article attempts to rescue, under the prism of the urban plans, projects and works carried out in Rio de Janeiro in the nineteenth century, the ways of thinking that held sway in the city after the arrival of the Portuguese Royal Court, investigating how this event was fundamental to transform the city long afterward, in the twentieth century. The transfer of the Royal Court to Brazil in 1808 brought new perspectives to the city of Rio de Janeiro and the entire country. The backward colony needed an organized government and administrative institutions, schools, roads, banks and factories. The Royal administration established institutions for basic and higher education, started publication of the first newspaper and opened the ports to foreign trade, among other measures, helping to build Portugal’s Empire in the American tropics. All the changes that occurred in the city in that period were based on the need to adapt it to serve as capital of global Portuguese Empire.

In this process, it was essential to overcome the shortcomings of a colonial outpost whose conditions shocked the new arrivals, in counterpoint to the city’s stunning natural beauty. In the effort to change Brazil, King João VI dedicated himself to so-called “civilizing undertakings”, aiming to promote the arts, culture and refinement. As part of this effort, he contracted the French Artistic Mission, which arrived in 1816, headed by Joaquim Lebreton. The objective was to create an academy of arts and sciences, an intention that was not attained. The mission then dedicated its time to the construction of a series of ephemeral buildings in neoclassic style – obelisks, arches of triumph – to affirm the superiority of the Court to the more humble social layers. However, the mission was responsible for two urban proposals that influenced later plans: a monumental avenue linking Campo de Santana [Santana Park], Largo do Rocio [Rocio Square] and Praça XV [XV Square]; and a new regular and symmetrical urban street grid in the swampy São Diogo - Cidade Nova region, along with the renewal of Campo de Santana. The population growth and development of the city, seat of the Crown, in the nineteenth century, served as a springboard to modernize it. Two plans were prepared for Rio de Janeiro, as the capital of the new Brazilian empire that was established with independence from Portugal in 1822: the Beaurepaire Report in 1843 and the Improvement Commission Report of 1875-1876. Both focused on orderly development, sanitation, opening of new streets and widening of existing ones and reflected a synthesis of the international urban thinking of the time.

By analyzing them, we find many proposals relegated to the realm of mere ideas but others that were put into practice in the great interventions of the twentieth century. The construction of a canal through the swamps of the Cidade Nova area and the demolition of Castelo Hill, to provide landfill to extend the downtown area into the bay, were two of these ideas that finally came to fruition in the following century.
OUTLINING THE CITY: SUCCESSFUL AND UNSUCCESSFUL PLANS IN POMBALINE LISBON

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ABSTRACT

In 1755, the city of Lisbon and large parts of the country suffered a great earthquake. In the sequential years, military engineers and architects of the Kingdom and the Senate were put to a test – they had to present projects quickly, manage tight budgets and provide for solid construction. If the visible result of this effort was the ‘Baixa Pombalina’, of equal importance was the reasoning process of the plan. An early system of planning was put in place in the capital development. If Lisbon’s downtown is the maximum exponent of the formal type of planning, beyond it various gradations of Pombaline architecture and urbanism appear in the urban fabric. In this way, the whole city of Lisbon was permeated by the concept of ’Pombaline’, but only in the centre has it gained momentum and has used up all its rules. There, was produced an urban continuum where the monumentality of the architecture is in reality a form of control of public space.

But this plan wasn’t the only one produced in the immediate aftermath of the tragedy. Three other layouts anticipate the future of vast areas in the surrounding region. Although none of them was carried out, they substantiate a will to explore possibilities of urban expansion. This paper analyses these plans as confronted to the main one of the Baixa and suggests a role for their existence: that of harbingers of change and drafts for the city territory to come, a hundred years later.
TYPOLOGICAL ANALYSIS AS BASIS FOR CONTEXTUAL ARCHITECTURES: THE CASE OF CASTELO IN THE CITY OF RIO DE JANEIRO.

AUTHOR: MEIRELLES, GUILHERME, FEDERAL UNIVERSIDADE RIO DE JANEIRO

ABSTRACT

Considering urban space as a combination of a multitude of different elements that defines its identity, these elements can themselves be associated by groupings established based on their similarities and/or differences. When focusing this analysis on architectural buildings and their physical attributes, these groupings may be identified with the term type (MONEO, 1978). Gianfranco Caniggia (1979/1995) establishes type in architecture as both a pre-projection of a building yet to be designed, and as synthesis of the physical attributes common to buildings already constructed. This paper focuses on this duality of type, presenting a method for typological classification of architectural buildings that incorporates the analysis of said objects form, image and history. The attempt of this method is to create a typological inventory that presents a summarized version of the physical characteristics of the analyzed buildings, that not only is the result of the understanding and decoding of urban form, but could also be used to establish directives for architectural insertions that are contextual to their surroundings. The analysis was supported by concepts extracted from authors whose works focus on urban decoding, transposing them to the study of architectural buildings. In regards to these buildings' form, studying their volume and their implantation on urban parcels, the writings of Caniggia and Lamas (1993/2010) were revised. In terms of the image these buildings bestow on urban landscape, the works of Lynch (1960/1997; 1972) and Cullen (1961/2008) were considered, as well as the individual analysis of their façades rhythm and aesthetic attributes. History, the last aspect of the analysis, had as conceptual basis the writings of Kostof (1991/1993; 1992/2005), and set out to date the production of these buildings, and their respective urban fabrics. The paper presents the application of this proposed method of typological analysis in the area of Downtown City of Rio de Janeiro known as Castelo. Once the original core of occupation of the city’s historic center, the Castelo Hill (Morro do Castelo) was eagerly demolished in the 1920’s, creating an ample urban void soon to be target of the remodeling proposals of French urban designer Alfred Agache (1930). The occupation of Castelo in the following decades is a staple of Rio de Janeiro’s planning history, in which the resulting urban form has a distinct typological pattern in its architectural compositions. Some voids remained unattended until the last decade, however being substituted by buildings that bear no dialogue with the existing fabric. Therefore, it seems appropriate to use Castelo as a case study in demonstration this method’s applicability, not only to prove the area’s particularities, and the unraveling of its occupational process, but also in the attempt to find the common characteristics of the area’s architectural exemplars in order to produce new, yet contextual, insertions.
The new forms of metropolitan development motivate a wide variety of research and public policy discussions. While the modern city was characterized by a clear opposition between the city center and its peripheries, the new urban forms that begin to take place in the late 1960's are way more complexes and harder to be simply defined as a dual cities. New patterns of urban organization emerge such as multipolarized metropolis like Los Angeles. The processes described are firstly identified in the North, but lately in the metropolis of the South as well (Sassen, 1996). In Brazil, the largest urban areas of the country have witnessed major changes over the last 30 years. The metropolitan region of Belo Horizonte, the third most populated of the country (with 5 million of inhabitants in 2010), has seen its structure shifted since 1970, when residents of the city center started to move out into the urban peripheries. The municipalities of the metropolitan fringe have experienced a high rate of population growth and new centralities alternative to the main city core began to take shape after a pronounced development of jobs and facilities. Nevertheless, the process described contemplated two kinds of population: the lower classes that could no longer afford to live in the city center and the upper middle class that started to move into suburban gated communities. In the late 1980's the country's transition to a democratic regime increased the autonomy of the local sphere and citizen participation. However, many issues have emerged from governance decentralization, which remain until the present day. Since the beginning of the 21th century new institutional formats are being implemented by introducing new instances of metropolitan management whose main objective is to plan a more coherent metropolitan area. In 2010, the latest plan developed for Belo Horizonte's metropolitan region underlined as one of its main goals the consolidation of secondary poles as tool for helping shape a more balanced and coherent territory. The economic and territorial development of these centralities is contemplated as an efficient action to attenuate urban segregation. Therefore, a series of questions should be asked not only about the emergence of secondary centers as synonym of balance, but also on their impact on the economic and social structure of a city marked by a strong social inequality. The present paper aims to discuss the link between polycentric organization and social inequalities through the prism of governance forms that help shaping the metropolitan space in a globalized context. The main goal is to understand the public policies that illustrate a currently fragmented city that attempts to create a more unified urban space in terms of social, economical and political balance.
METROPOLITAN PLANNING REVISITED – THE PIONEERING EXPERIENCE OF PLAMBEL, BELO HORIZONTE, BRAZIL

AUTHORS: HELOISA COSTA, JOÃO TONUCCI AND JUPIRA MONDONCA, UNIVERSIDADE FEDERAL DE MINAS GERAIS

ABSTRACT

The paper explores the pioneer experience of Plambel, a metropolitan planning agency created in the 1970s to deal with urban/metropolitan issues of the then recently established Metropolitan Region of Belo Horizonte in Minas Gerais, Southeast Brazil. The institution performed a leading role in the government planning system, both in terms of gathering a quite well formed team of planning professional, and in terms of the quality and in-depth of the studies and plans carried out by them. Their metropolitan visions and proposals were very influential in the decades to come, in several areas, and were very rarely surpassed by other planning initiatives until very recently, when metropolitan planning became important again in the political agenda.

The paper intends to explore two related arguments: the first one refers to the political and socioeconomic context of the 1970s in Brazil, in which planning emerged within a context of political centralization of power and high rates of industrial growth via insertion in global capitalism, intense internal migration and metropolitan growth. Despite that and the political repression of the military regime, there was some room for alternative thinking and planning propositions associated to social reform, which gained force in Plambel specially during the 1980s.

Secondly, the paper aims to throw some light on the theoretical assumptions underlying Plambel’s work, some of them relying heavily on the political economy of urbanization tradition – a pioneer land market research – others exploring lefebvrian concepts of everyday life and social space – as the creative methodological approach to establish planning units related to identifying everyday living spaces. Some of those approaches are nowadays very influential in the making of a recent Metropolitan Development Plan carried out by our university. Recovering Plambel’s historical origins, failures and accomplishments may be helpful in opening new perspectives for the metropolitan planning process in course.
URBAN PROJECT: BETWEEN CONCEPTS AND THE REALITY OF THE BRAZILIAN CITY

AUTHORS: EUNICE HELENA SGUZZARDI ABASCAL AND ANGÉLICA A. T. BENATTI ALVIM, MACKENZIE PRESBYTERIAN UNIVERSITY

ABSTRACT

The historical process of regulation of urban planning instruments aimed at socio-territorial equity in Brazil, especially in Sao Paulo, date back to the Federal Constitution of 1988, the City Statute (Federal Law 10.257/2001), and the Master Plan of the City 2002, with the force of law. The discontinuity between the statement of regulatory instruments and their application is the general subject of this article, that through a case, seeks to understand the conflicts, opportunities and obstacles to the effective practice of urban planning in the country and at the municipal level. One of the mechanisms of induced development of urban areas secured by such means of regulation are the Urban Consortium Operations, through which urban projects implemented in target perimeters, consist in the possibility of an extensive urban transformation through urban design associated with market practice real estate. The concept of urban project then consists of an indispensable tool for historical understanding of their application, and provides a critical analysis of plans and projects.

The article discusses the concept of urban project from an historical and critical perspective, addressing it through references produced in the 2003-2010 crop, in order to identify recurrences and significant conceptual differences. It discusses beyond this concept, the difficulties of implementing it within the scope of the Brazilian urban legislation, and how it faces the fact of a region without a design, which is transformed by the common practice in Brazilian cities of real estate capital combined with traditional zoning.

The term "Urban Project” is a polysemy, under a broader meaning of territory-oriented strategies aimed at transforming target areas, whose approach involves articulate solutions of the territory as a response to the socioeconomic needs (LUNGO, 2004).

The intrinsic polysemy to the target expression challenges researchers in developing more rigorous definitions, and constructing categories that allow a summary statement capable of forming a scientifically valid conceptual structure. This challenge highlights the need for a method characterized by identifying recurring definitions in the literature with the aim of bringing visions and definitions closer in order to obtain a valid and rigorous conceptual matrix.

The Urban Project is based on a network of content and approaches in response to the territory transformation, whose scope, which was proven by its action and social and territorial effect, suggests to define it as a public action in an urban sector related to a metropolitan vision in search of a solution for socioeconomic problems, involving various members within the public-private areas (id., IBID).
By combining opportunities and urban responses to demands, it can be guided by an array of goals from occupation of empty spaces caused by industrial obsolescence to change of function, as well as the transformations in transport and other infrastructures, it can also be characterized as an intervention and rehabilitation that transform consolidated spaces in central areas and historical, or different centralities, in new or peripheral areas in their public and private developments (ASCHER, 2010).

In this work, target-area-analysis, Vila Leopoldina and Jaguaré in the Southwest of Sao Paulo was marked on the City Plan 2002 as amenable to Urban Operation, and potentially the object of Urban Project. In 2004, technical studies that resulted in a design that never left the field of public offices, and the region has been transformed by the growth of the building without any environmental planning that alter systemically were performed.

Based on this reality, we aim to understand the process of urban space development in that territory, and its consequent vertical growth resulting from the Use and Occupation Law in force since 2004 in comparison to the urban project intent that was part of the Urban Operation, a proposed urban tool which was not implemented, which aimed an area transformation by means of a public-private partnership.

Based on a comparative analysis of the Urban Project conceptual definition formulated by four basic authors (Mario Lungo, François Ascher, Juan Bosquets, Nuno Portas), we can identify points that highlight the inherent tension between agents, members, public and private spaces.
SUSTAINABILITY AS A KEY THEME IN THE PLANNING HISTORY OF CANBERRA

AUTHORS: KARL F. FISCHER & JAMES WEIRICK, UNIVERSITY OF NEW SOUTH WALES

ABSTRACT

Over a period of 100 years in the planning history of the Australian capital, Canberra has been an exceptional testing ground for models of urbanism – from the landscape vision and democratic ideals of Walter Burley Griffin at the beginning of the century (Weirick 1998:64-69) via the making of the “garden city metropolis” in the years following World War II (Fischer 2013:iv) to notions of planning for more sustainable futures in recent decades (Newman & Kenworthy 1991, OECD 2002).

The city that has emerged over the past century has been described as a perfectionist manifestation of ideal concepts in planning (Fischer 1989, 2004). From a critical perspective, realisation of these ideal concepts has revealed deep contradictions between aims and outcomes. This certainly applies to one of the most contentious ideal concepts of the late 20th and early 21st century, that of sustainability.

The paper starts by briefly discussing the definition and inner contradictions of this concept, its ambitions and its nature as a fig leaf in the reality of urban development processes. It then focuses on a survey of Canberra’s planning history in a broadly-based review of environmental and social planning set against economic determinants.

First it comments on the challenges of founding an inland capital dependent upon the water supply at the headwaters of principal rivers of the continent. It then examines the original plan of 1911 by W.B. Griffin and comes to the conclusion that with its orientation on public transport, water recycling, nature reserves, neighbourhood communities, urban forestry and urban agriculture, the Griffin Plan can be reasonably described as an example of sustainability planning par excellence – almost 80 years before the term emerged in the context of the Brundtland Commission and Australian moves to adopt a National Strategy for Ecologically Sustainable Development (Beder 1993).

The role of Canberra as subject and location of advances in environmental sciences is then outlined from the founding of the Federal Capital, through the Inter-War years to the outstanding contributions of the Australian National University since the 1940s. In a clear expression of its National Capital role, the combination of frontier research in the environmental sciences, public policy and an informed community committed to environmental ideals laid the foundation for Canberra’s contribution to the national sustainability debate following the Brundtland Commission. At the same time, the planning and design of the city was contradictory, with the patently unsustainable urban form of car-based suburbs set against advances in environmental design, such as the introduction of natural profile stormwater systems and the application of ecological land use planning.

Since self-government in 1989, the dialectic between environmental ideals and pragmatic reality has seen ambitious plans for eco-suburbs, the declaration of Canberra as a UNESCO
Biosphere Reserve and the introduction of light rail come to nought as economic imperatives have carried the day. The car-based city has continued to expand. Complex environmental challenges, such as bushfire management following a catastrophic fire in 2003 and water management of the city’s artificial lakes have proved intractable in the face of planning responsibilities poorly divided between national and local governments. The paper critically examines the prospect of Canberra achieving a sustainable future.
THE RESEARCH ON THE RELATIONSHIP BETWEEN TEMPLE GARDENS’ CONSTRUCTION AND URBAN LEISURE BELT’S FORMATION OF WEST MOUNTAIN AREA IN BEIJING CITY DURING THE MING AND QING DYNASTIES

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ABSTRACT

The temple garden is an important part of Chinese traditional gardens. In the Ming and Qing Dynasties, Beijing, as the imperial city, had a history of the construction of temples, and many temples have formed the scenic spot of a temple, and many of them were located in the west mountain area in Beijing. During the reign of Emperor Zheng De of the Ming Dynasty, which is in AD 1506 to 1521, there were many related literatures about constructed a large number of temples in the west mountain area. Through the methods of literature review and field survey, collecting and sorting out the information of the following aspects: the construction origin, the construction organization and management composition of the temple gardens of the west mountain area in Beijing; the relationship of the forming process in urban ecological leisure greenbelt in Ming and Qing Dynasties and temple gardens; the condition of utilization about the urban ecological leisure greenbelt in Ming and Qing Dynasties; the objective is to understand the function which temple gardens in the west mountain area of Beijing in Ming and Qing Dynasties have to the composition of Beijing urban ecological leisure greenbelt’s space and layout, and the influence which temple gardens in the west mountain area in Beijing in different times have to Beijing urban living space in that time. Through the research, it shows that: the process of construction of the temple gardens in the west mountain area in the Ming and Qing Dynasties is closely related to the forming of Beijing urban ecological leisure greenbelt, with obvious stage and features; it has an great effect on the spatial pattern of Beijing city and living space, including including natural geographical environment, location, politics, economics, urban functions, folk culture, and so on.
THE GEOPOLITICS OF ADAPTATION: THE PLANNING AND DESIGN OF PARDISAN PARK

AUTHOR: KATHLEEN JOHN-ALDER, RUTGERS UNIVERSITY

ABSTRACT

In June of 1972, following his attendance at the United Nations’ One Earth Conference, Eskandar Firouz, the Director of the Environmental Conservation Department for Iran, conceived of an environmental park that would embody the global conservation vision of the conference. The park was to be the largest and most comprehensive center for environmental research in the world, and its mission was two-fold. First, the park would illustrate the natural history of the earth. Second, it would situate human settlement patterns within this context. More critically, the park would present the story of “man and nature” as the ultimate synthesis of eastern and western traditions. To honor this conceptual unification, Firouz named the park Pardisan, an amalgamation of paradise, the cognate of the Greek paradeisos, and the Arabic term manā. In essence, Pardisan would be the modern embodiment of the ancient Persian royal garden -- a place to enjoy “all good things the earth provides.” Internationally, the park would showcase the natural wonders and rich cultural history of Iran, and symbolize the progressive vision of the Shah and his Imperial Government. Nationally, the park would create a precedent for integrating ecology into Iran’s modernization schemes. According to Firouz, this double agenda would help Iran preserve and promote its rich physical and cultural history, and thus allow it to regain its position as one of the world’s intellectual leaders.

To help implement his ambitious agenda Firouz hired the landscape architect Ian McHarg to plan and design the park. McHarg, a partner in the Philadelphia firm Wallace, McHarg, Roberts and Todd (WMRT) had recently gained notoriety as the author of the environmental planning manifesto Design with Nature. McHarg brought design expertise, proven environmental credentials, a global ecosystem approach, and a personal appreciation of non-western garden traditions to the project.

This presentation draws upon archival research and interviews with project team members in order to examine the planning and design of Pardisan Park. Particular emphasis is paid to the way the physical design of the park expresses a larger geo-political strategy. Further, by tying this discussion to the proposed design’s central theme of adaptation, this presentation situates this geo-political strategy within the discourse of mid-twentieth century environmentalism.
DO CITIES THAT HAD RAIL TRANSIT IN 1920 HAVE LOWER CO2 EMISSIONS TODAY?

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ABSTRACT

Cities are some of the largest aggregate sources of CO2 emissions, even though per capita emissions in urban areas are less than their rural counterparts. Understanding the large variation in per capita emissions across cities and its historical determinants will help us make better decisions today for a lower carbon future. Research has shown that higher density urban areas have lower per capita emissions from transportation1,2; but how did some cities end up with lower densities than others? One historical influence on density is transportation technology. While fixed rail encouraged denser development in the city center and along rail lines, the automobile has allowed for more sprawling development. My research separates a sample of the 222 largest U.S. cities into Tracked Cities and Rubber Cities using the Schaeffer-Sclar definition3. Tracked Cities are cities that had a significant fixed rail network in 1920. Rubber Cities are cities that developed since the introduction of the automobile. These cities developed primarily around car transportation. Using regression and sample comparisons I look at how CO2 emissions differ across these two groups. Preliminary findings show that historical density, as far back as 1900, is negatively correlated with emissions in the transportation sector and that historical density is related to the presence of rail transit. I also show that cities with historical rail have significantly different per capita emissions today than cities that didn’t have a developed urban rail transit network.

These findings are important for understanding the historical determinants of CO2 emissions. This research is relevant for the largest cities in the U.S. as well as for the small-to medium-sized cities like St. Augustine. Some cities in the sample were relatively small municipalities in 1920. Because of the durability and lasting impact that infrastructure has on urban form, decisions made throughout the history of the city had future consequences. Demonstrating the long-lasting impact of transportation infrastructure on urban emissions is the first step toward making more informed decisions now for a sustainable future.
WALKABILITY AND USE OF BICYCLES: ANALYSIS OF POSSIBILITIES AND INDIVIDUAL TRANSPORT MEASUREMENT

AUTHOR: JOÃO FLAVIO ARAUJO FOLLY, FEDERAL UNIVERSIDADE FLUMINENSE

ABSTRACT

The article, from the understanding of the interference of many urban aspects on the walkability potential of an area, try to delineate a subdivision of the intervention possibilities in the urban space in potential targets, categorizing means and tools to achieve this goal. Methorst (2003) give us four environments (personal, transportation, physical, social/normative) as the main fields of action that require and use different concepts and tools for intervention in public space.

One first target of intervention, the personal one, involves the pedestrian scale as individual, and as a group. It means degrees of interaction and mainly an organizational behavior of individuals in a space that they are introduced to. Further, the normative social environment is quoted by Bourdieu (2009) as the set of practices resulting from a logic of organizations behaviors, with histories, cultures and institutional situations that transcend the model of individual intervention on the urban space. These two environments complement each other in various aspects, giving to the need of articulation between theoretical concepts such as social and Cultural Practices (De Souza, 2011) a fundamental paper to understand the field of action that we are talking about. In this way of thinking, aggregation factors in a particular city or neighborhood may be analyzed for example.

As a third field of action, the physical environment, is concerned in understand the structure of patterns and similarities of these aggregation principles in the socio-normative environment. This approach has a direct correlation with the concept of networks, represented as a set of necessary connections to attend the dependences of a society. Networks in their more distinct forms: telecommunications, food distribution, services and others; all linked to a group of functional relationships and social practices. It is, in another analysis, the assessment of the influence of urban design (on the scale of the street and also on the scale of urban networks) on the walkability levels of an certain location.

Directly associated to this third field of action, the transport environment is the fourth topic to be analysed, linked to the transport needs of a society and its transport concepts. The way of interaction and how people make use of urban environments, neighbourhoods and spaces, relates directly with the contextual features of urban density and variety as well as the way it moves around the city. Walking and cycling as a means of locomotion, and not only a way of leisure, change the way of experience the city.

On this search for the creation of mechanisms for evaluation the current conditions of urban space, in direct relationship with the pedestrian and the cyclist, in any of the four fields of action, we must consider the history of aggregation that social group, whether in spatial terms with network analysis and other elements of urban space, or culturally,
understanding the influence of culture on the conformation of the urban space and on the way of interaction between people with and public space.
RESIDENT BIKE PLAN REJECTION LEADS TO COMMUNITY GREENWAY SUCCESS

AUTHOR: CRYSTAL TAYLOR, FLORIDA STATE UNIVERSITY

ABSTRACT

This research uncovers the greenway planning process for the creation of an urban rail-trail in East Los Angeles, California with lessons to offer to other communities on how to construct a trail without the use of a city’s general funds. By conducting key person interviews with individuals who have historical knowledge of the greenway planning process, their thoughts along with supportive documentation are used to assemble a brief history of the events that led up to the creation of a community rail-trail. Due to the safety concerns of the family bike ride activity, a resident was inspired to take some action on how to create a safer bike route for his children. This resident-proposed plan was initially rejected and that is where the greenway history could have ended before it began. The setback ultimately served as a catalyst for a bike plan and rail-trail. This case illustrates how to create an urban community greenway by incorporating mechanisms for public participation and how to attract funding opportunities for the project.
ABSTRACT

The Catholic Church in Brazil used a juridical regime, the tenure of the urban land, in the management of the urban land, a situation that was recurrent in the state of São Paulo, specially in the northeastern part of it. The tenant lands, in which the users pay a fee to the landlord, in this case the Church, for the right of the domain and use, emerged in Europe during the Middle Age, when the Church had domain over a good part of Portugal, France and Spain. In this regime the resident doesn’t have the property tenure, but just the domain, that ended up generating some contemporary barriers in many cities of the region under study, once the situation remains, for example: the difficulty of obtaining bank loans or endorse a business. This is due to the fact that private and public institutions imply that there are no guarantees on the discharge of the debt, since the residents have only a letter of tenure, which is not worth as a scripture, which means to be a document devoid of legal value to the civil power. There is a tenuous relationship between the municipal and ecclesiastical administration of urban space since the works on infrastructure benefit private properties. The foundation of cities in Brazil consisted of the donation of land by a resident or group of residents to the formation of a patrimony of a catholic saint of devotion. This condition for the settlement was used in the colonial period, remained throughout the nineteenth century and was used in part of the twentieth century, even with the establishment of the republican regime in the country in 1889. As these lands were intended to the patrimonial properties of the saint, they could not be commercialized. Alternatively the Church made use of the legislature of tenure, or emphyteusis, as a source of income through land subdivision. The tenure is a relation in which there is an owner (the landlord) that has the direct control of urban land, giving other (leaseholder) the useful domain of it, only the right to use the land. To discuss precisely these complex relations between civil and religious power in Brazil, we analyze hereby the case study of the District of Cruz das Posses, the municipality of Sertâoazinho, that is in the region of Ribeirão Preto, the national center for agribusiness. Thus, this paper aims to discuss the urban conflict generated in Cruz das Posses, because of the difficulty of managing its urban land. This relation is difficult due to the following context: in 1906, a local farmer made a land donation in the notary office for the patrimony of Santa Cruz, having the Catholic Church as tutor; these lands donated are equivalent to 39 acres, about of 390 000 m², divided into lots. In the District of Cruz das Posses, the residents’ houses are their property but the land they are built on is not, and it is in this occasion that unfolds the urban-administrative conflict.
MILITARY AT THE HOME FRONT: PLANNING THE POSTWAR BRAZILIAN MILITARY HOUSING

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ABSTRACT

Currently some scholars have been paying more attention to the relationship between architecture, planning and wartime. They are pointing to the effects of the mobilization and military methods such as standardization, mass-production, prefabrication and planning, on the construction field, adopted on industrial buildings and also on the housing production for the American middle class in the suburbs during World War II and Postwar period. Nor did wartime affect only the countries directly involved, but also others as the suppliers for raw and agricultural materials, because World War II was a globalized event, as Cohen (2011) has pointed out. Brazil, for instance, was an important supplier and also a strategic player in World War II, after joining the USA and the Allies. As an outcome of their participation the nation faced afterward some political and economical changes such as the restoration of democracy and industrialization. The militaries also faced institutional changes inspired by the closer relationship with the US Army. Within those transformations in the core of the Brazilian Army, a large number of plans were designed under a governmental rental program to house the military staff and their dependents into military housing, or vilas militares, which are groups of apartment blocks or individual houses. These buildings are clearly discernible in the landscape of Brazilian cities, due to their standardized architectural features and urban layout. However, despite the presence of more than 19,000 units spread throughout the country, there is a lack of interest about the development of Brazilian military housing. Among this conversation the question that rises is: were those plans inspired by the cultural exchanges with the Americans and the wartime mood of standardization and mass-production? In order to pursue this inquiring, this papers aims to discuss the military housing planning methods in Brazil by analyzing the blueprints designed between 1946 and 1971. It is relevant to highlight that this is not a comparison study with the US Army, even though they were under investigation, but a case study about the history of military housing planning in Brazil. So it’s a paper that addresses the issue of revisionist and alternative planning models. Due to the frame time this discussion has to consider the effects of the worldwide mobilization and defense expenditure because of the widespread idea of standardization and mass-production and the set of a new culture of planning and industrialization put into motion by the militaries in the USA, Brazil and elsewhere. Nonetheless, those ideas had different applications in the military housing practice in Brazil, because their planning were mostly characterized by small communities of around 1 or 2 dozens of dwellings inserted into the urban fabric. Urban plans of more than one hundred houses were developed as well, but they weren’t built as planned and turns out that they failed as mass-produced plans, contradicting the generalized idea of industrial production.
The Urbanization Plans for the Industry and Dwellings and the convergences between public and private initiatives in Southern Brazil

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Abstract

In 20th century Brazil, the development of urban spaces was strictly connected to the country’s economic growth, one of the main objectives to be reached by its cities. The economic transformation occurred from 1930 on was, given that, a fundamental point: from an agricultural, exporting Brazil to a country that seeks not only to widely industrialize, but also to become self-sufficient in the production of durable goods. Therefore, the development policies then turned towards this transformation, seeking to generate and promote growth not only of those large cities, but also of the countryside. This period, known for its installation of capital goods industries and the consolidation of such sector in the country, however, didn’t count on a simultaneous structuring plan of the territory, in spite of national policies promoting such ideas. In the end, this period favored specific states – that already had the required infrastructure installed – or the traditional mining regions. Rio Grande do Sul, a state in the Southern end of the country, was developing with a slightly different economic basis from that of the central states: its production focused the regional market, with tight origin relations with its immigrant population (Germans and Italians). However, the state changed its situation, producing industrialization plans and urban projects to allow for the structuring of the secondary sector of the economy. Given that context, this work aims to analyze the similar goals of such plans and projects between themselves, in a period of valorization and industrial consolidation in the state of Rio Grande do Sul, while focusing on the case of its capital – Porto Alegre – considered, at the time, the regional industrial pole. These projects aimed to implement, within the urban space, structures capable of promoting industrial development while connected with the production of dwellings, between 1935 and 1961. In this aspect, we will explain the convergences between measures of the public and private agents, towards allowing for these projects to occur in different moments. The broached projects are three: the Projecto de um Plano de Urbanização para um Bairro Industrial e Operário na Várzea do Gravathay (1935) and Benópolis (1942), made by a renowned society of industriaries; and the Cidade Industrial de Porto Alegre (1942), by the state government of Rio Grande do Sul. We seek to demonstrate that in this period of the capital’s urban history there was a common sense regarding the viability of projects of public and private initiative, towards economic growth and, in this case, urban growth of the city as well. Even though such projects were not implemented, they significantly contributed to the development of local urban thinking; in the matter of projects for the industry and dwellings, such documentation contributes by showing idealized goals and by explaining the city’s expansion course. Therefore, in this analysis, it is considered that the value of such projects exceeds its urban attributes: it represents a common ideal, translated into projects, of those economic and social demands of the industrial consolidation period in Brazil.
PLANNING SPACES VS. MAKING PLACES: CHANGING OUTCOMES OF A PLANNING MODEL

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ABSTRACT

A great part of the analytical work on the subject of the planning model adopted in the Federal District of Brasilia, and surrounding settlements, have been developed according to one of two trends. Either ‘for’ the esthetics of the ‘product’ and the positive political catalyzing aspect of the ‘process’ - or ‘against’ the functionally segregated aspect of the ‘product’ and social segregation of the ‘process’.

One important aspect, however, seems to require further attention. The fact that these settlements have been undergoing a continued process of cumulative changes, over the last thirty years, which have transformed very positively certain aspects of the role they played in the region.

What are those changes?
What do they look like? What kind of initiative, and whose, made them happen?
For what or which purposes?
What do these indicate?

The research whose results are here presented was originally orientated towards a different purpose – identifying the “why’s” of the changes that were detected. It gradually developed towards identifying the “what for’s and how’s”. The move from one target to the other, by the time of the previous research mentioned, was like turning the focus from the past to the present heading to the future.

The analytical framework here adopted derived from a performance evaluation study of large scale housing estates with a similar focus – changes and alterations of the original design, made by the residents. The original research and subsequent development stages and studies were financed by the National Research Council, CNPq, through means of different kinds of scholarships.

The object area are Ceilandia and Taguatinga, two of five major planned settlements located around the Federal District of Brasilia, capital of Brazil.

The theme is urban design. The focus is on changes, additions and other alterations made by the residents in the original design of the area and pattern blocks.

The content of the analyses addresses those alterations, how they have eventually a ‘ripple effect’ on the immediately adjacent planned spaces and neighbourhoods.
The character of these areas, under the impact and influence of these gradually cumulative ‘ripple effects’, has changed significantly over a relatively short period of time – approximately thirty years. The economic and social dynamism of these two settlements are unparalleled in the Federal District.

The vector of change runs from Taguatinga, the first workers’ settlement officially ‘plotted’ as satellite, 25km from Brasilia, outwards to the last satellite town planned in that direction named Ceilandia.

The two settlements have grown towards each other, mingled, blended, substantially reconstructed in many patches, in widely different scales.

The alterations carried out by the residents in the original town plans showed a much larger span of choice. They were mostly geared to making space productive in economic terms, introducing mixed uses – residence and commerce, and enhancing diversity. The referred changes also appeared to target making attractive places by means of gradually aggregating different meanings to the available public space planned for whatever other original purpose.
THE LIVING ENVIRONMENT IN TSUKUBA SCIENCE CITY, JAPAN: PROGRESS AND CURRENT CHALLENGES

AUTHORS: KIMIHIRO HINO, SAYAKA FUJII, SACHIKO YAMAMOTO AND AKINOBU MURAKAMI, UNIVERSITY OF TSUKUBA

ABSTRACT

Tsukuba Science City (TSC) is a city covering approximately 28,400 hectares located approximately 60 km northeast of Tokyo. TSC was planned and developed by the Japanese government in the early 1960s. The goals of the establishment of TSC were both to promote science and technology in Japan and to help relieve the increasing population and industrial density of Tokyo. By the year 1980, about 40 national universities and research institutes had completed their relocation and started operations. Founded in 1955, the Japan Housing Corporation (JHC) played a major role in the development of TSC. JHC had helped develop numerous large, suburban “new towns” during the period of rapid economic growth between the 1950s and the 1980s. To accommodate researchers working in TSC, approximately 8,000 housing units were constructed. Standards were established in 1973 with the goal of controlling the landscape and preserving green spaces during the construction of research institutes and housing for national officers. These housing construction standards included those already being practiced by JHC. The JHC standards were based on a master plan from their prior experience of “new town” development, and included the “neighborhood unit” concept as well as the ideal layout of open spaces. They also included a network of walkways with a total length of 48 km designed to keep pedestrians separated from traffic, similar to Radburn, NJ. In 2013, the population of TSC reached 220,000, including approximately 12,000 scientists from roughly 300 national and private research institutions and corporations, making it Japan’s largest center of research and development. Another unique aspect of TSC is that it does not suffer from many of the problems facing other massive suburban “new towns” in Japan, such as an aging population and commercial decline. Based on responses from 940 residents who answered a questionnaire survey conducted in 2013, a high level of satisfaction was expressed with the environmental aspects of TSC, particularly in regard to “contact with nature” and “townscape and landscape”. Although the contribution of TSC in helping to resolve excessive overcrowding in Tokyo remains unclear, its contributions to the promotion of science and technology and the realization of a truly livable city are unquestionable. However, TSC is currently at a major turning point. Due to worsening public finances and increasing pressure for development after the opening of the Tsukuba Express Railway in 2005, housing for national officers is gradually being demolished and replaced with private housing developments, even though this runs contrary to the standards established in 1973. In addition, no less than 2,500 national officers’ housing units will be demolished in 2015, after which, only 2,000 will be left standing. All former housing sites are expected to be sold to private developers. Consequently, the demolition of national officers’ housing is expected to be associated with the following three main challenges: 1) the deterioration of the townscape as a result of massive redevelopment on former housing sites; 2) the
decrease in the amount of local foliage and green spaces that has grown over the years and contributed to the enjoyable urban walking environment; and 3) the residents’ fear of crime, which was clearly noted in responses from the questionnaire survey.
RENOVATION AND REDEVELOPMENT OF PUBLIC HOUSING CREATING THE BASES OF AGING IN PLACE; HISTORICAL AND NEW ROLE OF PUBLIC HOUSING IN JAPAN

AUTHOR: SAYAKA FUJII, UNIVERSITY OF TSUKUBA

ABSTRACT

This paper aims to discuss the historical and new role of public housing of the public housing cooperation in Japan by focusing on the recent public housing renovation and redevelopment projects that aim to create the bases for aging population. Japan has been facing aging issues. The aging rate was 25.1% in 2013, the highest in the world, and is estimated to increase up to 33.4% in 2035 and 39.9% in 2060. Although it is necessary to provide housing and facilities for elderly people, there is a significant shortage in both of them. The government is seeking every possible solution to tackle this issue. Creating places for the elderly by renovating and redeveloping public housing, where aging is rapidly progressing, is one of them. There are several kinds of public housing. One is owned by the municipal governments and the other by the public housing corporations. Among of all, the largest number of housing units belong the Urban Renaissance Agency (URA). URA is a semi-public agency that aims primarily at urban regeneration in built-up area and revitalization of housing stock which was developed mainly by the Japan Housing Corporation (JHC). JHC, a nation-wide public housing and urban development agency, was established in 1954 to cope with the significant shortage of housing in metropolitan areas after World War II. From the 1950s to the 1980s, JHC made significant contributions in provision of affordable housing in urban areas. The agency also played an important role in popularizing new multi-unit housing models as it built many mid- and high-rise apartment buildings that had not been widely spread in Japan before the war. In total, between 1955 and 1981, JHC built over 1 million housing units and developed 26,000 ha of urban land that was one of the largest among the world. Public housing of JHC was very popular among commuters in large cities from the 1950s to the 1970s. However, as its buildings became dilapidated and its housing units became out of date, the number of vacancies had increased. URA is currently renovating public housing to replace barriers inside housing units, to install elevators and slopes and to provide regular checking systems. It is also working on the redevelopments to build the hubs of facilities and services for elderly residents inside and outside housing estates. The hubs contain community centers and cafes, day-cares, nursing facilities, stations of care workers and so on. URA is creating the bases for aging in place in public housing. This paper examines the historical role of JHC with regard to the public housing policy in Japan. Then, it explains the context of recent aging issues in Japan and both the government’s and URA’s responses to this issue. It also investigates the renovation and redevelopment projects of public housing that create the bases for elderly population inside housing estates and surroundings areas. Finally, it discusses the new role of URA and its public housing focusing on the creation of aging in place.
VARIETY AND RESIDENTS’ EVALUATION OF HOUSING FOR NATIONAL OFFICERS IN TSUKUBA SCIENCE CITY, JAPAN

AUTHORS: SACHIKO YAMAMOTO, SAYAKA FUJII, KIMIHIRO HINO AND SHUN WATANABE, UNIVERSITY OF TSUKUBA

ABSTRACT

Tsukuba Science City (TSC) is a city that was planned and developed by the Japanese government in the early 1960s with the aims of both promoting science and technology in Japan and helping to relieve the increasing population and industrial density in Tokyo. Japan underwent a period of rapid economic growth between the 1950s and 1980s, and as a result, a large number of new towns and suburbs were constructed, primarily by the Japan Housing Corporation (JHC; founded in 1955). These new communities were planned as “bed towns,” or neighborhoods primarily for commuters. In contrast, TSC was specifically designed as a center for scientific research, housing about 40 national institutes and universities.

To accommodate researchers working in TSC, approximately 8,000 housing units were constructed, with JHC playing a major role in their design. To enable the smooth transportation of researchers, manage the landscape, and foster good living conditions for those living in TSC, standards for housing construction were established. The floor plans of housing units in TSC, or “Tsukuba types”, were also guided by these standards. The quality of “Tsukuba-type” floor plans was higher than that of ordinary housing for national officers, and a variety of styles were covered by these standards, including duplex-type units and homes for researchers complete with separate study rooms. In this paper, we aim both to investigate the design concept and characteristics of the ‘Tsukuba-type’ housing unit floor plans and to clarify issues concerning these units based on evaluations from the actual residents.

First, “Tsukuba-type” floor plans were classified according to a housing construction standards database. Second, a questionnaire survey concerning evaluation of housing types was conducted on residents of national officers’ housing in 2013. Responses were received from 940 TSC residents (response rate, 25%) and subsequently analyzed.

Our results suggested the following:

1) Buildings in TSC were classified into 14 types according to the type of dwelling (detached house, row house, or apartment), presence of stairs, staircase design, depth/width ratio, and style (e.g., duplex). In the center of TSC, large open spaces were designed by combining tower- and slab-type homes to form an urban landscape. To connect residents’ access through open spaces and promote community activities in the suburbs, open spaces were surrounded by residential buildings.

2) Based on responses from the residents, the floor plan, living space, and lightning received high evaluations across all housing types; however, higher evaluations were
received from singles than from families. Units with low- and medium-rise stairs received high evaluations for safety in relation to natural disasters. Duplex-type high-rises received high evaluations, particularly in regard to lightning and sound insulation.

3) Concerning facilities and utilities, heat insulation, air tightness, and deterioration received low evaluations across all housing types. This was thought to be the result of poor maintenance over the 40-year history of the national officers’ housing units.

In conclusion, our results suggest that, although "Tsukuba-type" housing units were constructed more than 40 years ago, they still have a high level of habitability. How to best utilize these housing units is an important planning issue for future development in TSC.
THE ITALCONSULT INFRASTRUCTURE PROGRAM FOR COASTAL TOURISM DEVELOPMENT IN TUNISIA (1968-74)

AUTHOR: ANNALISA SCACCABAROZZI, POLITECNICO DI MILANO

ABSTRACT

In 1968, the Tunisian Government commissioned Italconsult (a joint-venture, founded in 1957, including major Italian industries such as Innocenti, Montecatini and Fiat) an “Infrastructure Program for Coastal Tourism Development in Tunisia” that examined 344 km of coastline: Hammamet, Sousse, Djerba, Tunis Nord, Tunis Sud, Zarzis and the Kerkennah Islands. It outlined a strategy for tourism development according to which the World Bank provided the funding needed for infrastructure works in the context of Tunisia. The program starts from the thorough understanding of the state of affairs, thanks to the work of an interdisciplinary team coordinated by architect Giancarlo Guarda.

It mainly focuses on the features of the physical setting: the vast natural amphitheaters facing the sea, the main ecosystems, the hydrogeological characteristics of the individual areas. Places of historical and archaeological interest are identified; the conditions of accessibility to different scales and the availability of basic services (electricity, drinking water supply and distribution, sewerage, telecommunications) are evaluated. The planning phase is based on the interpretation of the "formal structure" of each zone, by selecting the ordering elements and distinctive features of the landscape which the projects would refer to not to compromise the identity of places. From this time on, the coordinators start working alongside with the planners, architects C. Dardi, A. Ponis and F. G. Zander, whose solutions prefigure reference schemes for the future development (projections up to 1985) in dialogue with the natural elements and defining the typological themes of the new settlements. The “Infrastructure Program for Coastal Tourism Development in Tunisia” was approved by the Office National du Tourisme et du Thermalisme, but without any possibility of monitoring the outcomes or modifying the solutions. The paper proposes to examine this plan by assessing, as well as the formal choices, the innovation in the proceeding: the fundamental methodological assumption of the study is that the choice of a specific investment program for each area must depend not only on the preferences of the tourists who will benefit from it, but especially on the economic soundness of the general program of tourism development, defining a set of rational criteria on which to base planning decisions. Since then, Tunisia has become one of the most popular tourist destinations in the Mediterranean.
RIGHT TO THE CITY? THE SALVADOR/BAHIA/BRAZIL’S EXPERIENCE IN THE 2014 FIFA WORLD CUP

AUTHORS: JOSÉ CARLOS HUAPAYA ESPINOZA AND LEANDRO MAX PEIXOTO SANTOS, UNIVERSIDADE FEDERAL DA BAHIA

ABSTRACT

The objective of this paper aims to discuss the conflicts and contradictions in the city of Salvador, Bahia, Brazil, raised during the preparations for the 2014 FIFA World Cup. The appointment in 2007 of Brazil as host country of this mega-event was the result, among other issues, its favorable political and economic prominence in the international scene. Contemplating all regions of the country, twelve capitals were selected as host cities for the games, namely: Belo Horizonte, Brasília, Cuiabá, Curitiba, Fortaleza, Manaus, Natal, Porto Alegre, Recife, Rio de Janeiro, Sao Paulo and Salvador. For the FIFA Confederations Cup have been selected six of those capitals (Belo Horizonte, Brasilia, Fortaleza, Recife, Rio de Janeiro and Salvador). Held in June 2013, this event was characterized as a kind of "test" for the FIFA World Cup. Right now the preparations showed some questions, generating tensions and renewed conflicts in society. The need to reduce bureaucracy for the progress of the works, the reference point on the amplitude of the interventions and their impact on the life of the city, efficiency and expansion of signaling investments and legacies which would be in effect for the city were themes that gained importance. In Salvador, in particular, the implosion of the Fonte Nova stadium in 2012, figure as a landmark of disclosure of these tensions and contradictions. We present an overview of urban strategies and actions already taken and to be taken by the public authorities in the city of Salvador to meet the demands and requirements of the International Federation of Association Football (FIFA) as consideration for the event and also, joints and tactics of groups and forms of civil society mobilization training as part of this framework. Thus we seek to understand the role of government in this field of forces, analyzing the tensions, conflicts and contradictions resulting from private interests in the case, of the FIFA, and the population directly achieved through the modes of mobilization and action strategies exercising their right to the city. Thus, we are interested in identifying the answers and ways of mobilizing civil society to urban interventions in the city by the government for the event by relying on the following questions: When and which groups have emerged and what were your initial guidelines? What are the instruments and means of mobilization? What are the strategies and actions adopted? How did the dynamics of the performance of these groups? There is a unity between the demands of these groups? Is possible to talk in a local agenda? These local guidelines are symptomatic and are evident in other host cities? What were the forms of communication effected with the public authorities? The answer to these and other questions will subsidize the analysis of conflicts and contradictions in and of the city.
IMAGINING THE MODEL, DESIGNING THE CITY. NEW TOWNS AND PLANNING DIFFUSION IN TWENTIETH-CENTURY BRAZIL

AUTHOR: RENATO REGO

ABSTRACT

This paper will examine planning diffusion by considering the role of a model city upon the design of two Brazilian new-town layouts. Maringá (1945-47), designed along garden city lines, informed the planning of Ivaiporã (1953) and Sinop (1972-78), but in spite of certain similarities with the common model, the two new towns could not appear more diverse. According to professor Stephen Ward, the diffusion of planning ideas can result both from a rational, objective learning and from more imaginative processes, based on culturally constructed images. Thus considering the notion of imaginative geography, the paper will analyse an exemplary case and show that a model town can be perceived differently from person to person, from situation to situation, and from one period to another, which can result in quite different outcomes. For the representation of a planning model is a historically conditioned exercise. A set of borrowings, emulations, and adaptations will be illustrated throughout the paper, as planning history is understood as a narrative of the dissemination and transformation of planning ideas.
REVOLUTIONS AND CYCLIC PATTERNS IN CHINESE TOWN PLANNING. THE CASE-STUDY OF SHENZHEN

AUTHOR: DOMENICA BONA

ABSTRACT

Colin Chant and David Goodman argue that historians of Chinese pre-industrial cities tend to underestimate revolutions and overestimate cyclic patterns: periods of peace and prosperity in the early part of each dynasty, followed by peasants’ rebellions and upheavals. Boyd described these cyclic patterns as part of the background of Chinese town planning and architecture. Thus old ideals of cityplanning - square plan, southward orientation and a palace along the central axis - are revived again and again in the ascendant phases of several dynastic cycles (e.g. Chang’an, Kaifen and Beijing).

Along this line of thought, my paper questions the relationship between the “magic square rule” and modern Chinese urban-planning. As a matter of fact, the classical theme of “cosmic Taoist urbanism” is still a reference for planning cities and new urban developments, whenever there is the intention to express nationalist ideals and “cultural straightforwardness.” Besides, some case studies can be related to “modern dynasties”: the first Republic under the Kuo Min Tang, the red People’s Republic and the post-Maoist open country of Deng Xiao Ping. Considering the project for the new capital of Nanjing in the Thirties, Beijing’s Tianan Men area in the Fifties, and Shenzhen’s Futian CBD in late 20th century, I argue that cyclic patterns are still in place, though with deformations related to westernization, private interests and lack of spirituality.

How far new Chinese cities are - or simply seem to be - westernized? Symbolism, invisible frameworks, repeating features and behavioural patterns make urban China just “superficially” western. This can be well noticed in cities previously occupied by foreigners, like Hong Kong, or in newly founded ones, like Shenzhen, where both Asians and non-Asian people can feel the gender-shift from New-York-like landscapes to something else.

Current planning in main metropolitan areas shows a blurred relationship between public policies and private investments: two levels of decisions and actions, one addressing the larger scale and infrastructures, the other concerning the micro scale and development of single plots. While zoning is instrumental in this process, master plans are often laid out over a very poor cartography, so much that any relation between the formal characters of new cities and the centuries-old structure of the related territory gets lost.
SEOUl’S TRANSFORMATION IN URBAN SPATIAL STRUCTURE BY THE 1978 URBAN REDEVELOPMENT MASTER PLAN

AUTHOR: SEUNGYEOUN CHO

ABSTRACT

In 1976, Korean government enacted Urban Redevelopment Law to redevelop low-quality residential areas, which were made irregularly near city center of Seoul. Seoul metropolitan city established 1st Urban Redevelopment Master Plan for downtown areas in 1978 (1978 Plan). It’s not redevelopment plan for residential areas but for commercial and business areas. It targeted entire inner city areas and 481ha were designated as urban redevelopment zone. It covered most of business and commercial areas of Seoul at that time.

Before 1978, Seoul was able to redevelop a specific area using a individual district plan under the urban planning law. However, the urban redevelopment law prohibited to built or re-built a individual building in a urban redevelopment zone. Thus, most of downtown areas was placed under the strong regulatory system by 1978 Plan.

1978 Plan aimed to redevelop Seoul downtown areas as Manhattan as making super-block with skyscrapers. It did not care about traditional urban structure of Seoul, which was consisted with small rots and narrow alley. Thus, small and individual redevelopments were restricted and large scale redevelopment projects by merging lots were only able to be accepted under the 1978 Plan. However, Military regime hardly ever allowed a large scale redevelopment, which might be promoting immigrations to Seoul. Housing shortage was the most important urban planning issues rather than rebuilding downtown areas. Thus, a few large scale redevelopments were delivered in urban redevelopment zone for decades. Even though there were several amendments by deregulation policy, the basic scheme of 1978 plan was succeed.

In the year of 2003, urban redevelopment law was replaced with the act on the maintenance and improvement of urban areas and dwelling conditions for residents. Thus urban redevelopment plan was also replaced with the maintenance and improvement plan. Seoul doesn’t chase Manhattan any more. It tries to regenerate urban structure with original urban texture. However, the boundary of urban redevelopment zones by 1978 plan was succeed.

The implication of 1978 plan can be summarized as follows: It defiantly contributed to making modernized urban structure. On the other hands, it also accelerated urban structural decline by neglecting decrepit buildings. At last, its strict regulation system partly contributed to left traditional urban structure behind the urban development pressure.
GARDEN CITIES OF LONDON VERSUS THE DESERT CITIES OF CAIRO. A COMPARATIVE STUDY OF BOTH MOVEMENTS AS A REACTION TO THE CITIES` ALARMING SLUM SITUATION

AUTHOR: SALAH FAHMY

ABSTRACT

Great cities of the west such as New York, London and Berlin shape our current realm of what we believe a metropolis could function. Although such cities do suffer to some extent with housing, transportation and pollution problems among others, researchers from the global south would consider these issues marginal in comparison to their explosive urban situation, considering the fact that only 6% of the world slum population lives outside the developing countries. However, they do not seem to reflect on the fact that such assumingly great cities have experienced similar problems in the past centuries to what they are going through now. London in the Victorian era had one third of its population living in slums a little less than Cairo nowadays, Berlin had some areas which were more dense than Bombay even by today`s standards and New York is believed to have created the world`s first slum.

Within this context, this paper strive to draw a comparison between the urbanization in London in the 19th century and Cairo nowadays where some problems and solutions are common place, with a focus on the garden cities of London versus the desert towns program in Cairo. Garden cities were introduced in London as a late remedy to the overcrowding and the inhumane housing conditions in the world`s largest city. While the concept has sprawled with different alterations around Europe and its colonies, including Cairo, the original ideas by Ebenezer Howard were initially introduced to create polycentric social cities around London to act as self-sustaining towns. Nowadays as London could claim to be a slum-free city where its citizens live in acceptable living conditions, the contribution of garden cities to such fact is disputed as the first models like Letchworth and Welwyn failed to provide affordable housing for the blue collar workers as Howard has sought to achieve.

Similarly, 70 years later, satellite desert towns in Cairo have been imagined to be the solution for the dire need for housing the capital. These new towns could be seen as an offspring of the Garden city movement as officials and planners of these towns have always been referring to the first Egyptian garden city (Heliopolis) as a model. The suburban development which is now a contiguous part of the city`s urban fabric has proved by time to be a great success of a modern tabula rasa planning scheme in the desert hinterlands of Cairo. However the current new towns are experiencing an extremely slow pace of development and have an average of 40 % vacancy rate. On the other hand, slums or informal housing in Cairo, which have not been a critical issue back then in the early 70s when the new towns program started, have grown exponentially in parallel, ending up in
absorbing the majority of the city’s population. These simple yet striking facts prove the failure of such schemes to solve the housing and traffic problems in the megalopolis while exhausting most of its limited resources.

The aim of this paper is to trace back the chain of events and acts in Victorian London that seems to resonate with what has been happening in post-colonial Cairo and onwards. Within the theme of learning from our past and of others, the goal is to reflect on such grand planning and resettlement schemes and their efficiency in dealing with the cities’ housing and density issues.
BETWEEN WILD AND HUMANIZED NATURE: VILLA SERRANA, URUGUAY, 1946-1947

AUTHOR: CLÁUDIA COSTA CABRAL

ABSTRACT

Julio Vilamajó (1894-1948) was a pioneer figure concerning the development of modern architecture and planning in South America. Ventorrillo and Mesón de las Cañas are among his last buildings. Raised with stone, brick, wood and straw, they would be the first built section of a complete development plan for a small leisure town named Villa Serrana, located in a natural, untouched landscape area in the Uruguayan countryside. Vilamajó was in charge of the village’s master plan since 1945.

Villa Serrana was planned to be a tourist destination alternative to the coastal Uruguayan vacation localities. Vilamajó’s task could be considered symmetrical to the one Catalan architect Antonio Bonet had accepted in Portozuelo in 1945, with the urbanization of Punta Ballena and the construction of La Solana del Mar. Despite its over emphasized utopian colours, it was actually a real estate transaction, promoted by private investors (Villa Serrana S.A.), though subordinated to public regulation, obeying the Ley de Centros Poblados of April 1946.

The paper expects to shed a new light on Vilamajó’s deeply geographical understanding of place in relation to program. Vilamajó explicitly mentioned Patrick Abercrombie’s ideas on the problem of disfigurement of the countryside in a draft for Villa Serrana’s general ordinances, sharing Abercrombie’s vision of country planning as an instrument of both preservation and development, meant to cope with economical demands and rural enjoyment. Michiel Dehaene stressed the close affinity between Abercrombie’s survey method and contemporary concerns within the field of geography. He also suggested that Abercrombie’s vision, grounded on Geddes, but also influenced by Cornish’s “aesthetic geography”, challenged the functionalist approach in which use is regarded as a normative principle over the question of appearance.

Exploring the affinities between Vilamajó and this geographical reasoning and its methods, which can be traced from Geddes to Abercrombie, allows to unveil a much more complex set of resources and elective influences in his design practice than is usually admitted by the conventional description of Vilamajó as a sort of critical regionalist avant la lettre, only inspired by a telluric genius loci.

Villa Serrana is generally appraised for its alleged vernacular connotations, and for Vilamajó’s respect towards regional and natural circumstances from building to territorial scale. Nevertheless, it does not explain the full extent of Vilamajó’s proposal, and perhaps obliterates its paradigmatic condition to a contemporary perspective. This paper sustains that Vilamajó’s design approach was less conservative than it appears today. Villa Serrana was in fact a modern enterprise, committed to modern architecture,
although it aimed at an environmentally compatible development considering all design scales, from building to master plan. It reveals a subtle, but active posture before nature and culture, which deserves to be reassessed. From a theoretical point of view, Vilamajó’s design raises the question of primitivism in art and architecture as a modern problem; from an ecological point of view, it proved to be a sustainable enterprise, representing yet a valuable proposition facing contemporary requirements of sustainability and economic issues.
SHAPING THE HOME: UNDERSTANDING THE CULTURAL INFLUENCES ON HOUSING FLOOR PLANS IN TWENTIETH-CENTURY VERNACULAR HOUSING

AUTHOR: KATIE KANGAS

ABSTRACT

This presentation will outline a theory and methodology from my final graduate project. The discussion focuses around the shift in floor plan of twentieth-century private housing in relation to the evolving structure of the family. Society's view of women has been one of the greatest changes to the household as they have expanded their opportunities beyond the boundaries of the home. The internal structure of housing reflects these changes by altering the boundary and space allocated to the private life of the family, utility spaces, and rooms for public entertainment. My method quantifies the changes in floor plans by coding the typology of rooms as a percentage of the total conditioned floor space in the home. I specifically look at the overall public, private, and utility spaces. This theory recognizes patterns in the logic of shaping the evolving twentieth-century household by comparing the openness or seclusion of these spaces. Many results could continue from the conclusions of this early research on the changes of types and sizes of vernacular spaces. In preservation, this method could assist in identifying the historically contributing qualities of a house to a specific time or culture. This discussion furthers the understanding of societal factors that influence the dynamic meaning of home in our society.
STUDY OF THE STRUCTURAL DEVELOPMENT OF THE BRITISH CONCESSION IN TIANJIN CHINA

AUTHORS: YICHEN LIU, MASAKI FUJIKAWA

ABSTRACT

In Tianjin, Concessions were developed by nine nations from the middle of the 19th century onwards. At any given point, there were a maximum of eight nations simultaneously existent. The British Concession was first established after the Arrow war in 1860, and extended three times thereafter. Following these extensions, it became the largest concession in Tianjin, existing for approximately 80 years. In the 2000's, the area was assigned as a historical location, comprising of various culturally significant buildings.

This research considers the structural features of the British Concession, clarifying the development process of each of the areas; the original concession, first extension ‘British Municipal Extension’ and the third extension ‘British Extra Rural Extension’ (in the scale of the study conducted, the second extension ‘Southern Extension’, was sizeably insignificant and therefore removed from the study).

It was useful to analyze these areas using information detailing actual conditions present in the 1900’s. This paper depicts the overall image of the development plan of the British Concession of Tianjin and clearly clarifies who, when and how each area of the Concession was planned and developed.

Thus far, information collected indicates that the development projects plans were different between the original British Concession, the first and third extensions. Charles George Gordon, a British combat engineer, planned the first British Concession in the 1860’s. The British Municipal Council planned the extensions developed after approximately 1900.

The plans of the extensions were formed taking into consideration the spatial relationship of the existing areas. In addition, it is thought that the formation of the plans was also influenced by designs from other Concessions. The original British Concession was built lengthwise from North to South, parallel to the Hai He River (formerly Hai Ho River). Since the banks of the Hai Ho River were primarily used as a trading site, concentrations of banks were built along it, forming the financial district.

The British Municipal Extension was built after the construction of the original Concession. Since the Extension adjoined the original Concession where the financial district was, planning for it needed to take into consideration use of the area as living quarters for workers and their families. Therefore, the Extension needed to include everyday living infrastructure.
In formation of the first plans for the British Extra Rural Extension in 1917viii, structural changes were made from the layout of the existing Concession. Furthermore, the first construction layout in 1925ix differed from the 1917 plans for the area, which was constructed in the hope of attaining geometric beauty in addition to meeting conditions that would also label the city as fulfilling functionality purposes. In 1925, the town saw many structural changes, increasing its modernity. It can be said that this Extension was constructed from plans derived from human initiative as opposed to development by course of nature. The urban planning technique of the British Concession was one of the earliest recorded suburban sprawls. This was a pioneering initiative in not just Tianjin, but also in China.
FROM STATIC MASTER PLANS TO ‘ELASTIC PLANNING’ AND PARTICIPATION: OTTO KOENIGSBERGER’S PLANNING WORK IN INDIA (1939-1951)

AUTHOR: RACHEL LEE

ABSTRACT

NB: This paper will address the following conference sub-themes: locating power and decision-making; the role of individuals and institutions; revisionist and alternative planning histories; and private interests and the public realm.

Otto Koenigsberger (1908-1999) is best known for his pioneering work in the fields of tropical architecture and development planning, which he conducted from his base at the Architectural Association and later at the Development Planning Unit of the University College London. However, as part of an effort to revise the accepted histories of those two fields, this paper will focus on the planning projects Koenigsberger worked on during the lesser-known and formative part of his career in exile in India from 1939-1951.

In addition to providing an overview of Koenigsberger’s planning work in India, from the Bhubaneswar and Bangalore development plans of the early 1940s to Jamshedpur (1946) and Bhubaneswar (1948) as well as Faridabad (1949) and Gandhidam (1950), this paper will investigate the role of the client in the development of planning concepts and in the advancement of Koenigsberger’s career. In particular, I will compare the roles played by the Government of Mysore, the influential industrial concern Tata & Sons, and the Federal Government of India. I will frame this analysis with a brief introduction to and assessment of the methodological potential of network visualisation software (in this case Gephi) for research into historical networks.

While examining how Koenigsberger adapted modernist planning ideas, such as the band town principle and the neighbourhood unit, to the Indian context, the paper will also illustrate how his confrontations and interactions with foreign, rapidly urbanising cultures led to significant shifts in his approach to planning. These include his rejection of the static master plan and the realisation that the supposedly universally applicable Western modern planning concepts were largely obsolete in the context of the developing world, where local problems demanded locally sourced solutions.

Furthermore, the paper will reveal Koenigsberger’s commitment to improving the living conditions of women and children, creating heterogeneous communities, and facilitating the participation of the inhabitants in the planning process, as well as his efforts towards establishing an educational and institutional planning infrastructure, and developing a planning consciousness within the emerging independent nation.
RED MENACE: THE IMPACT OF ANTI---SOCIALIST TRENDS ON CLARENCE STEIN AND GORDON STEPHENSON

AUTHOR: KATELIN OLSON

ABSTRACT

Although considerable scholarship documents the evolution of American and British urbanization priorities in the pre- and post-World War II periods, the consequences of the existing anti-socialists political perspectives remains a rich, yet largely unexplored, component of planning history. Notably missing is a discussion on the conceptual vacuum created by the exclusion of projects and plans that suggested socialist roots. Drawing on the writings of Clarence Stein, the American architect-planner, and Gordon Stephenson, his British mentee, my paper will address this gap and investigate each planner’s pathway towards socially-oriented planning. Further, it will draw upon the vast literature on the transatlantic anti-socialist political movements of the 1930s-1950s to illuminate the impact of these trends on Stephenson and Stein, apt representatives of a broader socially-oriented planning community.

Notwithstanding their differences in age, many similarities can be traced in the upbringing and educational development of the two planners. They shared similar design philosophies and planning influences (Parsons, 1992) and Stephenson credits Stein with a unique willingness to critique his own work and bring a social scientist’s eye to planning (Stephenson, 1992). A shared emphasis on the collective human condition and the belief that planning and design could play an important role in enhancing social fabric was the defining commonality between the two men. Early experience with human misery shaped these views: Stein immersed himself in New York City’s early 20th century progressive housing movement, while Stephenson volunteers in the 1930s for the Liverpool Relief Committee for the Victims of German Fascism.

Ultimately, each man’s career was adversely impacted by powerful anti-socialism political contingencies. Stein’s Greenbelt projects failed, in part, to be fully implemented because of fears of socialism within the Roosevelt administration. Nearly two decades later, Stephenson’s post-war participation in the Architecture and Planning Committee of the Society for Cultural Relations with the Soviet Union contributed to his denial of an American visa, rendering him unable to assume the chairmanship of the M.I.T Planning Department.

I will argue that Stein and Stephenson’s writings emphasize planning as a tool to enhance the collective good of a community’s inhabitants, and this prioritization of the shared spirit put them at odds with the American political system. This disparity obliged them to spend their post-war years working outside of America, each turning to Canada for professional asylum. Finally, this paper will show how socially-oriented, community-based planning
advocates were suppressed in the mid-century period because of socialist concerns, and that the direct consequence of this process was the rise of capitalistic utopic alternatives.