

15th iphs Conference

cities, nations & regions in planning history
são paulo, brazil, 15—18 july 2012

book of abstracts

theme of the conference

“cities, nations and regions in planning history”

Cities and the planning of cities are major factors in territorial occupation, regional development and national modernization. They are an inseparable part of economics reconfigurations, geo-politics and cultures of the territory.

The proposed theme addresses to the persistent question of how to overcome territorial disparities and asymmetries in the sphere of planning history. It is an attempt to detect connections and discontinuities, tensions and superimpositions, both in the processes of urbanization and the planning field. As such, it brings to the foreground practices, concepts, and meanings related to the links between cities, the nation and different regional scales.

In summary, it attempts to advance the comprehension of planning history in distinct space – time conditions in terms of social, economic, political and cultural dynamics.

about são paulo

The 15th IPHS Conference is the first incursion of IPHS in South America. This is an opportunity to know one of the largest cities in the world, locus of a multiplicity of ideas and forms of urbanization

The City of São Paulo, founded by Portuguese missionaries in 1554, has grown a great deal since early 20th Century. In 1900, it was still a relatively small city with less than 200,000 inhabitants. Now it is the largest city in Brazil, with an estimated population of over 11 million residents.

At the center of a heavily urbanized metropolitan area, São Paulo exerts a significant regional and national influence on commerce and finance, as well as in politics and the arts. The city is historically a land of ethnical diversity. Since the abolition of slavery in 1888 and all throughout the 20th Century, it has received large numbers of immigrants from Europe, Asia, Africa and South America, as well as from other Brazilian states. Recognized for its cosmopolitanism, the city manifests a varied socio-cultural composition, as well as a privileged condition for international fluxes and exchanges.

In spite of holding the 10th highest urban GDP's in the world, São Paulo also presents a high degree of informality. The unlimited urbanization sharpens social disparities and contradictions, physically tangible at the outskirts without planning or amenities and the entrances of gated communities.

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conferences

gordon cherry memorial lecture

cities as planning models

stephen v ward

Throughout modern planning history, a key feature has been the importance of 'model' cities, specific places widely admired for their perceived 'good planning'. They have been the cities that have inspired and informed others, both in the same country and in others. In varying degrees, they have stimulated emulation, selective or partial borrowing, even direct copying of their admired planning features. Different model cities have emerged at different phases of planning history. In Europe alone, one thinks of Paris, Frankfurt, Vienna, Moscow, London, Stockholm, Barcelona and others. Chicago, New York, Portland, Vancouver and others have been or are North American examples. In recent years, new planning models have emerged which reflect the changing world such as Singapore or Curitiba. Sometimes these model cities have achieved a truly global hegemony, enjoying high regard across the world. In other cases the appeal has been more regional or continental. Or it may have been confined perhaps to particular cultural and linguistic realms or political perspectives.

This lecture will explore this phenomenon of cities as planning models. It will highlight some cities which have been planning models at different times and in different world regions. It will also consider the process of how they became or are becoming models. This will involve examining the methods by which the knowledge and reputation of the 'model' has been and are disseminated and acquired. Visits, conferences, exhibitions focused on planning issues all have roles. But so too have less specific factors which may help to draw the gaze of a wider world. There are also more fundamental questions about why some cities have become models. Has it been because they were/are in some

absolute sense the 'best' or most innovative when new planning approaches were emerging? In other words, has it been a process based on rational, objective learning and knowledge? Or has it been a more imaginative process, based on a consciously or unconsciously constructed image? In which case, how accurately have cities been imagined by those elsewhere who were using them as models? To what extent were 'model cities' consciously promoted as such by interests within the place itself?

Overall the lecture will identify an important area for planning historians to investigate, one that has both specific and generic dimensions. It is also a phenomenon that remains also a key and, arguably, a strengthening feature in the circulation of contemporary planning knowledge. The lecture will not answer all the surrounding questions in any final or definitive sense but it aims to open up new debates and stimulate historians of and commentators on planning.

plenary session planning history
and urbanization processes: tension,
convergence and social issues

the transforming asian city:urban
and planning practicesabstract

nihal perera

Asia has been undergoing profound social, economic, political, and technological changes in the recent decades and many leading scholars, journalists, and politicians call this the Asian century. Yet most of what is written about Asian cities sounds like they are driven by urban development ideas, practices, and experiences of the west. I am skeptical about this spatiality. This vision is limited to a small part of the contemporary transformation. Questioning the extant knowledge, the speaker will identify what scholars and journalists see and not see in Asian cities, the blinders that

block most local processes that occur behind the viewshed, and develop a framework to better understand Asian urbanism and planning. The talk is based on the upcoming volume: *The Transforming Asian City* (Routledge, 2012).

urban restructuring in europe since the 1970s

florian urban

The dominant account on European urban history sees the post-1970s period as the happy end of a changeful drama. Modernist town planning with its objectionable corollaries of top-down decision making, tabula-rasa urban renewal, functional separation, and the primacy of car traffic was finally renounced, and the paradigm change gave way to approaches such participatory planning, contextual design, respect for the historic city, and the model of a compact, mixed used, and socially inclusive city. So all's well that ends well? Not quite. This lecture will show that the supposed fix of modernist shortcomings in the late twentieth century gave rise to an entirely different set of problems, including gentrification, disneyfication, and an environment that masks increasing economic polarization with reinvented historic façades and narratives of civic solidarity. It will also show that the "rediscovered historic city" in Germany, Britain, France, and other European countries has little to do with a return to the pre-modernist era but constitutes an unprecedented urban situation with its particular challenges and opportunities.

recent socio-spatial transformations in brazilian metropolises

eduardo marques

The Brazilian metropolises have been the subject of intense social transformations in recent decades involving demographic dynamic and socioeconomic processes involving

their levels of poverty, urban and housing situations and their social structures. The balance of these changes is complex and sometimes contradictory, being difficult to establish a single line of change. Spatial structures, however, have shown great resilience, in particular as regards macro-segregation. The lecture will focus on these dynamics, with special attention to São Paulo, taking into account the latest available information on the Brazilian social situation, their urban structures, the patterns of housing precarity and of residential segregation that traditionally characterize it.

plenary session – cultural and social processes in latin america cities

ideas, ideals and ideologies of cities in latin american xxth century

adrián gorelik

The text proposes to deal with some of the diverse representations on Latin American cities which have been developed through the XXth Century, thinking on cities as a figure of the social imagination, a product of Latin American culture and thought. The city as an idea, as a project, as a problem: among the diverse "cities" which was imagined in the XXth Century, we will deal with the cities of the interpretative essay, the cities of the social sciences, the cities of the history and the cities of the cultural critic, establishing different itineraries and traditions to produce an idea of a Latin American City.

black city: slavery and freedom in rio de janeiro (1830—1880).

sidney chalhoub

During the first half of the nineteenth century, slavery in the Americas underwent important changes. As crisis and

emancipation spread through English and French colonial possessions in the Caribbean, the institution expanded as never before in the US south, Cuba and Brazil. By the middle of the century, Rio de Janeiro had become the largest slaveholding city on the continent, with more than one hundred thousand slaves, most of them Africans from diverse ethnic origins.

In Brazil, slavery continued to grow in the 1830s irrespective of the law, since the increase of the slave population depended heavily on the African slave trade, made illegal by a bill enacted on November 7, 1831. The contraband slave trade smuggled more than 750 thousand Africans into the country in the 1830s and 1840s. The Brazilian national state failed to bring the slave trade to an end and actually connived with it in many ways, thus becoming the guarantor of illegal enslavement. In Rio, social practices slackened the prerequisites to legalize slave property and the police strengthened their role in the control of urban slavery. People of African descent, freed and freeborn, often had their liberty jeopardized by procedures designed to give the appearance of legality to slave property originated in the contraband trade. The main purpose of this presentation is to approach the transformations of the black city in the nineteenth century – from a city structured around illegal enslavement and slavery to one deeply framed by the struggle for freedom. The main focus is on practices and modes of behavior which slaves and free and freed blacks put to use to appropriate urban spaces to their own objectives, hence rendering unstable seigniorial meanings associated with their bondage and the insecurity of their freedom.

planned session 01

the origins of modern planning
education: global perspectives

chair: christopher silver

origins of planning education in the united states

christopher silver

This paper examines through comparative cases studies the origins of modern planning education in the United States. This paper draws upon primary research conducted by several scholars (including the author) on representative and influential programs in the United States since the turn of the twentieth century. It examines the various early influences on the pedagogy and the focus of planning education. Likely cases included Harvard University, the University of Illinois, the University of Florida, and Columbia University.

class & clinic: the penn model

eugenie l. birch

One of the most influential planning programs in the United States was the program created at the University of Pennsylvania in the early 1950s. Not only did its faculty and its student cohorts represent a who's who in American planning, but its approach to planning education represented a departure from the traditions of earlier studio-based programs. Its activism beyond the classroom in clinical applications represented a new dynamic in planning education that would set it apart from others.

brazilian planning education: the historical links to architecture and urbanism

joseli macedo

The foundations of planning education in Brazil differ markedly from those of North American and European counterparts. This comparative study examines the origins of planning education in several Brazilian institutions.

martin meyersen, jaqueline tyrwhitt & the internationalization of planning education

ellen shoshkes

This paper examines a critical moment in the history of planning education, by tracing the work of American planning theorist, educator and university president Martin Meyerson (1922-2007) with the English town planner, educator and editor Jaqueline Tyrwhitt. Their professional association began in 1948 when Meyerson was a student at Harvard University's Graduate School of Design (GSD). Catherine Bauer, Meyerson's mentor and editorial advisor, recruited Tyrwhitt, who had run an influential correspondence course in town planning for Allied soldiers during the war. Meyerson and Tyrwhitt became collaborators while both were on the faculty of the GSD where they helped Dean Jose Luis Sert launch the new urban design program.

planned session 02

city & housing

chair: luciana massami inoue

piratininga, a trading post of “alta paulista”: history of a planned city by a railroad company in brazil, 1905

cristina de campos

The city of Piratininga was planned to be the trading post of the railroad company that would run through a uninhabited region in the state of São Paulo, southeastern Brazil. This railroad line was later known as “Alta Paulista”, in reference to the private railway company Companhia Paulista, which had the grant to build this new line. The project of Piratininga was assigned to an engineer of this railway company, Adolpho Augusto Pinto. This city was designed to function as a trading post of the new railway line and, according to the plan outlined by Pinto, Piratininga would be the first of several cities that would arise along the Alta Paulista. Piratininga was officially opened in 1905, but didn’t achieve its purpose as a trading post. This article presents the results of a research that aimed to construct the almost forgotten history of Piratininga and know the reasons for which it was not consolidated as a trading post of Alta Paulista.

são paulo city, urbanization & town planning: considerations about housing for workers , 1942—1964

luciana massami inoue

The content of this presentation is related with my Master’s thesis called “The private enterprise and the formal market of housing to the workers in São Paulo, 1942-1964”. In this presentation, I will try to analyzing the housing issue and how it was considered at town planning and urban policies at São Paulo city in that period. It was a period that was verified a huge horizontal and vertical city growing, due to urbanization and industrialization processes. International migration is not verified as we saw at XIX century, however,

it is time of strong regional and interregional migrations. Those increases bring as consequences the problems related with housing, lack of infrastructure and transport, at last, urban problems. And how these problems were threatened by the technicians responsible? Three great names of town planning or related of urban problems thoughts of that time were: Anhaia Mello, Prestes Maia and SAGMACS (Society to Graphics and Mecanographics Analysis applied to Social Complexes). Another social agents have thought about with the housing issue, nevertheless with many motivations not usually aiming the real benefit of the society. For example, urban problem used to “fish” votes in the election time is an old issue, and it was verified in these decades. Another big issue nowadays – transport – it was already blown up since that time. The localization of the worker housing in the city in relation with the distance of the work place, time and money waste in transport in general, have affected the worker’s way of life. The housing deficit or the housing demand made profits to the private enterprise. The year of 1942, year of the Tenant Law, is pointed as an inflection year of the “fronts” of investment of private enterprise at the worker housing market. Not leaving the rental production, the private enterprise invested in four big “fronts”: selling of houses, apartment building, kitchnettes and periphery lots.

architecture & urbanism in paranapiacaba

thais cruz

The Railway Paranapiacaba Village, which belongs to the city of Santo André (SP), has its urban nucleus located at the top of a mountain range called Serra do Mar, and it was previously called “Alto da Serra”. Its origin comes from the building of the first railway in the state, the São Paulo Railway Company Ltd (SPR), the British Company was also responsible for the planning, construction and administration of Vila Velha and Martin Smith Village. This article presents of the changing of

Railway Paranapiacaba Village, especially its architecture and the town planning in three different nuclei Parte Alta, Vila Velha and Martin Smith Village, whose settlement happened in distinct moments and in different ways.

During the years 1860 and 1946, when SPR was under British control, was built a modern urban substructure for the time in Brazil, representing a pioneer and the only example of an enterprising city which was projected, built and administrated by SPR, that till today has still kept most of its original architecture and urban characteristics.

traditionalisms & modernisms in residential architecture of the city of são paulo (1930—1955)

maristela da silva janjulio

In the first decades of the twentieth century, several “Life Reform” movements emerge in Europe, especially in Germany, in a reaction to overcrowded cities. Most of them inspired by the Garden City movement, which had arisen in England at the end of nineteenth century, as an alternative to the existing city. Within these movements, there is a discussion on housing, still taken by the traditional architecture, where the domestic environment is considered as the locus where a new kind of life is promoted for a “new man”, healthy, connected to Nature and traditions such as the crafts. .From the 1920’s on, the Modern Movement is being constituted and its architecture will be dedicated to the rational “type-man”, man of science and technology, an abstract dweller. Conceptualizing modern and traditional architectures, the contrasts are apparently striking. However, what should really be regarded as modern or traditional, conservative or revolutionary? In Brazil, these issues resonate as early as the 1920s. Here we also see the increasing dissemination of “modernity”, which does not exclude the persistence of traditional architecture. The new language of the Modern

Movement architecture will be appropriated by the minor architecture, which largely dispenses with the help of architects, but that is always present, forming the fabric of our cities.

planned session 03

women town planners from the 1930s
to the 1950s: three case studies

chair: mark clapson

the rise and fall of dr. monica felton, british town planner & peace activist

mark clapson

Monica Felton was born in London in 1906, to a family steeped in the Church of England: her father was a Reverend. She was educated at Wycombe Grammar School, University College Southampton, and later the London School of Economics, where she became a governor. Physically she was not fully mobile and walked with the aid of a stick.

During the late 1930s she became a leading town planner at the London County Council, and continued to serve in this capacity until after the Second World War. Among other key posts, she worked for the Ministry of Supplies, and served on the New Towns Committee headed by John Reith from 1945—46. During the war and afterwards, she was invited by the BBC to make broadcasts on town planning, both to the Home Service and on overseas channels. She then became a controversial Chairman of Peterlee New Town in North East England. Following which she became Chairman of Stevenage Development Corporation in 1949, in the county of Hertfordshire, not far from the pioneering experiments of Letchworth and Welwyn. Yet within less than two years, she was dismissed. A number of reasons explain her dismissal. A lack of hands-on town planning leadership is one. Another is her political stance during the Korean War, for which she was later awarded a Stalin Peace Prize.

On 12th June 1951 Hugh Dalton, the Minister of Local Government and Planning, removed Felton as Chairman of Stevenage Development Corporation (SDC). Stevenage was the first of the postwar new towns to be designated by the Labour government following the New Towns Act of 1946. Felton had been in post for less than two years when she was dismissed. Dalton claimed that she was sacked because she had failed to discharge her duties properly, and technically he was correct. But the catalyst for her sacking was undoubtedly

an unauthorised visit that she made to North Korea, and her contributions to the communist Daily Worker on alleged American and British atrocities during the Korean War.

Felton's professional reputation was irreparably damaged by her redundancy, so it has been viewed as a grave injustice in early Cold War Britain. Writing in the Socialist Register in 1984, John Halliday saw the removal of Felton as part of 'a shabby and shameful episode in British history'. Boris Ford in the Cambridge Encyclopaedia of British Culture interprets the dismissal of Felton as a 'McCarthyite sacking'.

So in this paper I will explore the reasons for Felton's fall, investigate her own contribution to her professional demise and assess just how far, if at all, Felton was witch hunted as a communist sympathiser. I also want to go deeper into some key issues than previous historians have done. The biographers of Stevenage New Town, for example Jack Balchin, Harold Orlans and Bob Mullan, either ignore Felton, mention her in passing, or view her appearance as Chairman as an ominous one. And of her time at Peterlee, little is known except her controversial relationship with Lubetkin. Following further researches in the Records Offices for Stevenage and Peterlee, this paper will examine her town planning activities, her beliefs, her political actions, and the relationship of her career as a town planner with the political context of early Cold War Britain.

advocacy & antagonism in australia planning: the paradox of florence taylor

robert freestone

Florence Taylor (1879—1969) trained as an architect but spent most of her long professional life as a publisher and trade journalist, developing strong ties with the building industry. She was also celebrated as an advocate of town planning reform. Unified by a strong environmental determinist position, early preoccupations with eradicating slums segued

into numerous practical suggestions for improving city efficiency, focusing on urban renewal and traffic planning. Florence was nonetheless often critical of planning as it developed in practice. She was antagonistic to planning as an activity of the modern state because of its apparent privileging of the public sector and over-regulation of private enterprise and everyday life. This ideological tension became particularly apparent in the 1940s as planning moved from propaganda and voluntary advocacy to statutory procedures and protocols. and career continued to be celebrated, her identification with mainstream town planning declined. This paper explores the contradictions in her encounters with planning, shifting from advocate to antagonist over many years. While Florence continued to dream about new rise developments, her persona in print transitioned to an anti-planning position. For a woman who declared that town planning was paradoxical denouement. Yet in some ways her ideas were ahead of their time.

flora crockett stephenson (1914—1979): forty years of collaborations in planning

christine garnault

The Department of Urban Studies and Planning at Massachusetts Institute of Technology (MIT) awards an annual prize for the best paper written by a master's student in planning. Named the 'Flora Crockett Stephenson Writing Prize', it honours one of the institution's first female Master of City Planning graduates. Despite the accolade of a prize in her name, an account of Flora Stephenson's (nee Crockett) life is yet to be written. However, academic focus on the career of her husband, liverpool (UK) born and educated architect-planner Gordon Stephenson, whom she married in 1938, has cast light on aspects of her life and on her involvements with his work. Due to the emphasis on his achievements, the nature, scope and detail of her contributions, as well as broad

appraisal of them, have been overlooked or masked. This paper seeks to redress that imbalance, drawing on a range of sources including private papers, Gordon's autobiography and substantial oral history, family papers and recollections, and published sources. The paper surveys Flora's background, upbringing and education, particularly at MIT where she was one of the few women enrolled in the 1930s. It investigates her planning-related war-time involvements with Gordon and others, including an exhibition on camp schools; a survey of the origins, facilities and future of community centres in Britain, published as community centres (1942); a brief period of employment in London with British planner Thomas Adams; and co-authorship of the book, a plan for London (1944), with British artist Phoebe Pool. The paper's larger emphasis is on illuminating and exploring Flora's diverse contributions to Gordon's long professional life in England, Canada and Australia. These included as author, editor, adviser, research assistant and project administrator. In his obituary of Gordon Stephenson (Town Planning Review, 68(3), 1997), long-time friend Gerald Dix described Flora as Gordon's 'professional collaborator ... over forty years'. The paper elucidates that relationship and confirms Dix's observation.

planned session 04

a comparative perspective

chair: lawrence j.vale

public housing in the united states: 75 years of social experiments

lawrence j. vale

American public housing since 1937 is often viewed as a single failed experiment of architecture, management, and policy. This view masks a much more highly differentiated experience for residents and housing authorities, rooted in a long-term ideological struggle over the place of the poorest residents in American cities.

Most of the abundant literature on low-income housing focuses on the dangers of ‘concentrated poverty,’ but this misses the cultural power of the pre-1960 public housing impulse—centered on selectivity and moral judgment—as well as the ways that this moralist animus has been reconstituted in much of U.S. housing policy since 1990. In contrast to the conventional understanding of public housing as a single failed program that consolidated the poorest citizens into a series of badly designed and poorly managed projects, this paper re-frames public housing history as a series of three social experiments. The first phase can be seen as a twenty-five-year set of efforts to clear out slum-dwellers and instead target public housing chiefly to the upwardly mobile working class between 1935 and 1960; 2) a thirty-year consolidation of the poorest into welfare housing between 1960 and 1990; and 3) a series of programs, designs, and policies since 1990 to return more of public housing to a less-poor constituency. By tracking the growth of the voucher-based public housing since 1975 in ten American cities, the paper also provides an unprecedented graphic glimpse into the ways that the overall mode-share of public housing has shifted away from project-based approaches.

The paper combines analysis of materials produced by public housing authorities, themselves, with analysis of evolving federal housing programs and policies. Empirically, the paper also traces the long-term trend of project-based public housing versus housing vouchers in the nation’s largest housing authorities.

the ambivalent success of social housing in germany

florian urban

The concept of the state as a housing provider is currently under similar attack in Germany as in many other countries. Housing programs are being gradually abolished, municipally owned apartments are being privatized, and large estates of standardized blocks – the most conspicuous architectural type that the state housing policy generated during the 1950s and 1960s – are regarded poorly.

At the same time, social housing was a full success. Since the 1970s, the housing situation for the majority was better than at any time in history both in terms of space and personal comfort. Concomitantly with the establishment of the welfare state and the growth of a middle class society since the 1950s, utter poverty disappeared and the gap between rich and poor narrowed. Compared to countries such as France and the US, German social housing estates to date are well integrated.

Focusing mainly on the development in West Germany, this paper will show that success and failure of social housing were intrinsically connected and depended on local specificities, namely the broad cultural acceptance of state intervention, the impoverishment of formerly wealthy classes as a result of the Second World War, and a comparable demographic stability. It will also present a critical assessment of current policies toward the legacy of modernist mass housing estates, including demolition, rehabilitation, and architectural restructuring.

what to do with the social housing
projects of the 1950s?
looking ahead in israel

tali hatuka

Time and context are the main enemies of social housing projects in Israel. The incompatibility of the housing projects with a contemporary lifestyle, the rather small and modest apartments of the 50s that do not suit the “typical” contemporary Israeli family needs, the elderly residents, and the decay and image of the housing environments as a whole, have made housing projects undesirable. Above all, housing projects remind Israelis of what they wish to forget: the context of Israel in the 50s, with its associations of rationing, assimilation, immigration difficulties, and scarce resources.

With the shift to a Neo-Liberal economy in the 1980s that entitled residents more autonomy in defining and designing their homes, many choose to leave the “old” social housing projects. This detachment has enhanced another phenomenon, the movement of Arab families into these “Judaised” neighborhoods, which has revived talk of the need for cities to be cleansed of its Arabs. Responding to the deterioration of existing social housing projects and social-ethnic contestation, current governments’ initiatives can be interpreted as an attempt to implement regeneration projects or to create sustainable communities to improve the quality of life with housing as a key issue in delivering healthy and attractive communities. Yet, these initiatives offer tools for the “here and now”, failing to grasp the projects as a whole both in time and space.

In this paper, I shall address the issue of time and context as key elements in the configuration of regeneration tools in social housing projects in Israel. In particular I shall focus on how time and context need to be addressed in thinking of the future of social housing projects and how this path of thinking could modify the dynamic among the actors

(i.e. state, planner, developer and user), generating new opportunities. The paper includes two key parts: first an attempt to draw a timeline from the 1950s-2050s, identifying key points (in the past and in the imagined future) in the modifications of context and its influence on the spatial configuration of social housing environments; and second, a thought-provoking framework for the future of social housing projects. Yet generating new tools and thinking is not enough. I argue that it is only when architects and planners decide to be active in this discourse, shifting from being indifferent actors to initiators of new ideas, that we can tackle the future of social housing in its full scope.

planned session 05

city. film. identity.

chair: luis urbano

between spaces

luis urbano

Both portuguese and brazilian cinematographies were marked in the 1960s by renewal movements. The first phase of the portuguese New Cinema produced films with an eminently urban character, centered in Lisbon, and later evolving to films that explored the rural areas. By contrast, the first films of the Brazilian New Cinema, used mostly as location the rural landscapes of the “sertão”, to subsequently deal with large cities like São Paulo or Rio de Janeiro. The paper will look at this dichotomy between rural and urban space in both New Cinema movements, seeking to understand why this approach took place in reverse order.

It will also examine how, in architecture and film, this dichotomy relates to the quest for a national identity, in which the city, whether by its presence or apparent absence, plays a key role. The city is a symbol of progress and cosmopolitanism, but also, in the case studies to be presented, of rootlessness and alienation, which somehow represent the political and social environment of the period. On the other hand the interest in rurality implied the desire to connect with a changing reality, the need to overcome underdevelopment, in an anguished search for distinctive signs, that simultaneously was up to date with the international cultural production.

The artistic exchanges between Portugal and Brazil in this period, particularly with regard to the issue of identity in architecture and film, will also be considered. The architects Lúcio Costa and Fernando Távora showed the same desire to combine tradition and modernity, in a synthesis that would reflect the values of each nation, whether in the buildings they have designed or in the cities they have drawn. Filmmakers Glauber Rocha and Paulo Rocha had in common, apart from their name, an actor, Geraldo del Rey, star of “Deus e o Diabo na Terra do Sol” (Brazil, 1964) and “Mudar de Vida”

(Portugal, 1966), films of a radical return to the roots, but more significantly, they shared thoughts and ideas about the innovative ways of filmmaking, including the emergence of a distinctive urban culture, that characterized the new waves in South American and European cinema.

architecture in films the representation of the city in the new cinema são paulo & lisboa: two cities, one approach

ana resende

São Paulo, 1961. Carlos, who works for the car industry recently settled in Brazil, lives unsatisfied with a routine and a fate that he doesn't seem to control. Lisbon, 1962. Júlio, who has recently arrived in town to work as a cobbler, is not able to adapt himself to the city life, which he cannot understand. Despite the distance that keeps them apart, both men are victims of the modern city, alienating and corruptible, but paradoxically attractive and tempting.

Based on the films São Paulo, Sociedade Anônima (Luis Sérgio Person, 1964, Brazil) and Os Verdes Anos (Paulo Rocha, 1963, Portugal), this paper aims to explore the representation of the city in the cinema from the 60s, at a time when the relationship between architecture and cinema seems to be an increasingly debated topic. The similarities in the creation and production processes of both lead to reflection on how architecture integrates cinema as a tool for design and diffusion, or as cinema uses architecture to create atmospheres or characterize actions and characters. This communication will study the techniques and the mechanisms that are used by cinema to transmit a certain image of the modern city, so often portrayed by authors such as François Truffaut and Jacques Tati.

Both films belong to a cultural and aesthetics renewal movement that occurred simultaneously in Portugal and Brazil, which, despite their differences, shared interests,

opinions, ideals, and especially the urge of inventing a true national identity. São Paulo, *Sociedade Anônima* is a chronicle of the modern city at a time when the strong industrialization and the emergence of a bourgeois middle class pointed to new directions. But if on the one hand there seems to be a special care in shooting new urban spaces - such as Ibirapuera Park and new residential buildings - on the other, this new city is also presented as the genesis of modern life dramas: "See? Each door is an apartment, if we can call it that. And then there are the neighbors. Everything communicates in here: noise, scream, swear, love, sadness. It's like there's no wall."

In *Os Verdes Anos* there is a similar approach to the modern city, although Lisbon was not as consolidated as São Paulo. High residential buildings coexisted with farm fields and traditional architecture. The limits of rural and urban spaces were blurred, creating an uncertainty that contaminated daily life, and that extended to the social relationships. As in São Paulo, *Sociedade Anônima*, the rural space appeared as the last haven of purity and refuge, able to re-establish human dignity.

Throughout these two examples, this communication intends to explore the importance of city's representations to understand the city itself. By analyzing aesthetic, sociological and historical issues presented in films, it is possible to draw conclusions about cities and how they turned into what we know today, and even wonder about their future.

brasília a cinematic city

miguel c. tavares

In 1964, Adrien, the main character in *L'Homme de Rio* played by Jean-Paul Belmondo, hides himself in a building under construction to escape from the men who persecute him. Behind them, there is an enormous desert territory made of red land. Adrien is in Brasília, which despite having been officially inaugurated in 1960, still doesn't look like

a city. In this film, Brasília is merely a set, the image of an exotic country idealized by Europeans. Absorbed by his mission to save his girlfriend and return to France, Adrien is deliberately indifferent to the city, to its expectations and its problems. The new capital raised from the collective genius of the Brazilians, hoping to build up a new country, is simply reduced to a beautiful background.

Three years later, Brasília is filmed once again, this time under different circumstances and by the hand of a Brazilian filmmaker. At the request of the company Olivetti, Joaquim Pedro de Andrade holds a 20-minute documentary titled "*Brasília: Contradictions of a New City*." In the first part, the film seems to be a compliment to Lúcio Costa's plan, or at least to its original intentions. The film goes across the city using travellings so majestic as Oscar Niemeyer's architecture, giving us a real lesson in how to depict a city. But this spirit of exaltation is quickly replaced by criticism and questioning of Brasília's future. Filming the workers in their small houses in the suburbs, the design assumptions are confronted with reality, highlighting its contradictions and its failures. Practice contradicts theory, showing that it is impossible to predict and control the life of a place. Despite the content relevance and high aesthetic quality, the film was not well received by the management of the company that commissioned it. Not even by Niemeyer himself, who did not agree with the pessimistic predictions for the future of his city. The film was never premiered and was deposited in the Museum of Modern Art of São Paulo, where it remained forgotten until 2006.

Aware of the many discussions on this issue, this communication proposes to retake it once again, this time from the point of view of the camera. Based on national and international case studies, with special focus on the 60s, it intends to explore the different views of the city of Brasília. From the indifferent look of a foreigner to the critical position of a Brazilian, films can be, not only an invaluable historical document, but also a tool that helps building the collective image of the city.

planned session 06

between planning & designing:
interdisciplinary strategies to link the
various scales of the urban phenomenon

chair: renato luiz sobral anelli

urban planning, urban design & architectural design in são paulo during the military regime

renato luiz sobral anelli

This presentation aims at highlighting aspects of methods that guide the research “Infrastructure networks as an urbanistic strategy”, which were oriented to research that combine the metropolitan scale of plans with the local scale of urban and architectural design. The study is based on the connection between the urbanistic plans developed to São Paulo during the years of military regime (especially the Plano Urbanístico Básico (PUB) – Basic Urbanistic Plan – , 1968) and the urban mobility plans which formed today’s metropolitan structure. Next, this presentation looks at two urbanistic strategies proposed in the PUB – multiple activity corridors and urban sub-centres – which are developed in later plans.

The hypothesis suggested in this study is that although the PUB was interrupted, these two strategies guide some actions of city bodies, such as EMURB, COHAB and COGEP, involved in the development of particular plans. A number of plans of urban renovation of consolidated areas and of development of suburban areas are being listed and analysed. These plans are connected with the metropolitan scale through networks of rapid transit – subway and commuter trains. The research covers an extensive range of dimensions: from the urban structure in macro-scale to architectural design of equipment, focusing especially on the mechanisms used to ensure a certain level of conceptual coherence between them.

Despite being strongly based on architecture due to its coordinator’s formation, this research covers a broad range of different knowledge and methods of other related disciplines. A geo-referenced cartographic data bank was created so as to enable the historical analysis of urban transformation, overlapping maps and aerophotogrammetric survey of different times in history, general and sectorial plans. This

bank was built up with census data and information from Origin Destination surveys made by Metrô de São Paulo, the underground company, every 10 years from 1967. Organised in a geo-referenced way, this information constitutes a primary source able to establish new bases for old theoretical interpretations.

This data bank is built up with the results of a survey on service and urban infrastructure equipment projects from numerous archives: EMURB, SIURB, Metrô, collection of projects of FAU USP, etc. Implemented or not, the projects are gathered, enabling a study of several city possibilities that were conceived, but not put into practice. Plans and works are thoroughly analysed, from their relevance for urbanistic plans to their formal, constructive and programmatic conceptions.

Visiting the areas of the plans and works, built or not, photographing and collecting oral testimonials complement the data bank with subjective information of the activity done at these places.

This research has been revealing an architectural and urbanistic culture interested in facing the rapid growth of Brazilian cities, conditioned by the limits and authoritarian policies of the military regime. Recognizing how relevant this culture emerged from the dictatorship is, together with others created in democratic countries, may allow us to revise political judgments.

lessons from the italian urban planning: the bernardo secchi’s continuous scale crossing over

milena d’ayala valva

The aim of my contribution is to reflect on key moments in the recent history of Italian urbanism, using as backdrop the trajectory of Bernardo Secchi and his team, emphasizing the relationship that was established in Italy between urban planning and design, and highlighting a “way of doing”

which is characterized by continuous exchange between formation and research, evaluation and teaching, theory and practice.

Italian urban planners for a long time experienced, with great intellectual vivacity, unprecedented ways in the relationship between plan and design. A key question that arose both in the formation of the urban planner and in the professional practice, was the stake in a constructive relationship between urbanism and architecture. In the 1960s, this way of thinking led to the organization of the urbanism courses in Universities, and characterized the career of professionals who did not separate the two activities, but transited with great freedom from the project to the plan, and vice versa.

In the 1980s, the debate on plans and projects had a new breath with the movement of ideas in the magazines *Casabella* and *Urbanistica*. Through these two vehicles, it is possible to understand that the plan, the main instrument of the urban planner, was losing credibility and legitimacy in Europe. The two magazines reflected the context of this decade, marked by a deep distrust of the urban planning and the emergence of the “urban design” as an alternative to the transformation of the city. Secchi played a key role in this period, not only as an editor of *Urbanistica*, discussing a new form of plan, but also for its application in the coordination of urban plans, which gave great attention to the morphology of the built environment and to the interpretation of the quality of an adequate space for society through the punctual project, which passed to compose the documents of a plan, which now was also a “designed plan”.

In the 1990s, the eyes of urban planners are turned to the territory and again the Secchi’s research projects stand out by creating an interpretive approach to a new form of city, the diffuse town. In this decade, Secchi creates the Studio, an office which he maintains to this day with Paola Viganò and together they pass to conduct researches about dispersion, to seek a more sophisticated description and interpretation of

the urban reality.

Bernardo Secchi presents an original interpretation of the contemporary city and of the territory, and in his reflections there is a special attention to open spaces, from which important ideas and concepts are developed. This attention is marked by his concern to find the proper distance in the city and in its territory, to establish a scale which embraces from private to public, connects the pieces and allows to the city a better living. It’s this approach in two scales - the overall concept for the city and the specific project for only some areas of the same - that is aimed to highlight in this contribution.

access with accent an attempt
to outline a rhythmic approach
to urban neighbourhoods

timothy pape

With a focus on urban space, this is a theoretical attempt to better understand the nature of interdisciplinary conflict and, through an exercise of a rhythmic approach offer a way to move beyond it.

The paper is developed in the context of my PhD on ‘Collective Rhythmic Groupings’ at the Centre for Cultural Studies at Goldsmiths College, University of London. In the wake of the interconnected encounters of experience within rhythm, I would like to present the paper as a contribution to the research group ‘Urban Metamorphoses’ of the HafenCity University of Hamburg, of which I am the Scientific Coordinator. In a multidisciplinary research composition consisting of humanities, social and engineering sciences, urban planning and architecture, ‘Urban Metamorphoses’ is an attempt to better understand driving forces of the process of urban change, to establish transdisciplinary research methods and action orientated strategies for future urban developments (<http://www.hcu-hamburg.de/en/research/research-groups/city-metamorphoses/>).

This paper will elaborate first and foremost on a transdisciplinary engagement of planning disciplines and social sciences with the notions of urban space, its rigid or rather metamorphous character. The traditional notion of space describing a box that contains the living and material things of the world is increasingly challenged by the conditions of contemporary societies. In social science discourse these 'problems' or new phenomena have been often described as reorganisation of the dimensions of time and space (Sassen 2001, Castells 1996, Giddens 1991), as fragmentation of space or even as its dissolution (Heitmeyer 1996).

The paper starts off with the basic assumption, that these 'problems' with space stem not only from changing technological and social conditions, but are grounded in the rigid notion of the term space itself and its separation from the subject. In the wake of Merleau-Ponty (1962) space shall be regarded as the existential phenomenon of connecting the subject in the world. This seems to indicate, that no ideas of space exist a priori, but that the incarnated subject has to appropriate them in a permanent interrelation of recollected experience and spontaneous perception of the world in everyday activities. Thus with the incarnated subject as reference point space describes a process of constitution, making speculations of its dissolution unnecessary, as it does not exist as a homogeneous entity separate from the subject. I will suggest the notion of rhythm in this context as 'mechanism' (following Foucault's use of the term in his study of the organisation of social procedures (1979)) to grasp, describe and analyse parts of this process, which could be imagined as a 'passage' towards the outside. The aim of the paper is not to develop a new theory of space or its constitution. The rhythm approach is to be seen rather as contribution to the contemporary discussion about space, challenging our understanding of space in illuminating new aspects of phenomena related to it. Due to its limited scope the paper will focus on 'accessibility' as a characteristics of

rhythmic elements as well as its consequences for the notion of spatial limits.

After elaborating on the theoretical relations of subject, rhythm, space and time in the first part of the paper, rhythmic structures will be further discussed in the second part. On the basis of graphics that I developed in a research project on neighbourhoods in the periphery of Rome, I will illuminate the role of accents as integral parts of any rhythm. The comparison of the accents of different neighbourhoods in the final part of the paper will lead into a discussion of spatial unity and its 'frontiers'. Focussing on the constitution of space in an urban context, this work can and will not in depth elaborate on the intrinsically involved basic philosophical questions, but it will nevertheless put them up for discussion. The main focus of the paper, however, remains on contributing to an understanding of space that makes this phenomenon socially explorable.

planned session 07

city planning exhibitions 1

chair: robert freestone

post-war reconstruction & planning promotion in 1940s australia

robert freestone

Post-war reconstruction emerged as a political imperative during and immediately after World War 2 in many nations. In Australia reconstruction was essentially a political philosophy informing new redistributive policies. Its significance as a national imperative is reflected in establishment of a Commonwealth Ministry of Post-War Reconstruction (1942—1950). The crucial mission at this level was to secure a peace time economy of full employment. Housing and town planning were seen as crucial to raising living standards. The 1940s represents a crucial watershed wherein longstanding ideals were synthesised into compelling urban visions. The decade is notable for its richness of communication initiatives as progressive politicians, officials and professionals sought to inform the community about the basic principles and promise of town planning. This paper provides an overview of the major planning exhibitions staged during the 1940s. Of central interest is a major exhibition sponsored by the Commonwealth Government that visited several cities in 1944—45. The analysis seeks to recover the central ideas and values, their inspiration, the visual content, and visitor reactions. This is set against the backdrop of deepening Commonwealth interest in urban affairs, an aspiration ultimately checked at the state government level.

engagement & exhibitionism in the era of high modernism: the examples of 1940s bilston

marco amati

The UK's Attlee government from 1946—51 oversaw the introduction of the Town and Country Planning Act in 1947, which created the UK's post-war planning and land rights

system. The era's zeitgeist is typified by an experimental, utopian and enthusiastic embrace of modernism, evinced by a range of events. These included the Festival of Britain (1951) designed to revive a war weary public and commemorate the Great Exhibition of 1851. The Festival of Britain included a purpose-built estate, Lansbury, in London's East End to show in planning what the future could look like. This era's style of modernism has been too easily characterized as expert-driven, 'top-down' and instrumentalist, seeking to plan in isolation from the political process and at its most extreme from the public who were affected by the plans. This view of modernist planning is often contrasted with a 'bottom-up', insurgent and radical forms of planning which are said to have arisen more recently. This paper revisits these broad-brush assumptions about modernist planning by tapping into the zeitgeist of exhibitions during the UK's post-War reconstruction. The case of Bilston, a small un-bombed town in the Midlands is examined and specifically the exhibition that was used to propose its slum redevelopment. Bilston has already attracted scholarly attention as a case study in the role of early post-war consultants such as Professor Sir Charles Reilly. The present work focuses on the legacy of one of these consultants, the Austrian logical positivist Dr Otto Neurath. Neurath, sociologist, political economist, founder of the Unity of Science movement and housing activist had had some important interactions with the town planning movement internationally during the inter-war period. Most notable was his position as the only non-architect to be part of CIAM. In 1945 he was invited by the Town Clerk, A. V. Williams, to visit Bilston and to help with the redevelopment of the town. This paper focuses on the exhibitionary techniques and practices used by Neurath in his work on Bilston before his untimely death in December 1945. It argues that the engagement sought by Neurath in Bilston could easily be couched in more contemporary terms of 'empowerment' or 'citizen control', the top-most rung on the Arnstein ladder of participation. Highlighting cases such as these show that under the Atlee

government between 1946—51 a different form of modernism
briefly saw the light of day that speaks to contemporary
examples of more radical planning practice.

The 1938 South African Town Planning Exhibition:
Testament, Monument and Indictment - Mark Oranje and
Alan Mabin

planned session 08

the process of urban dispersion in brazilian
metropolitan areas & urban agglomerations

chair: nestor goulart reis filho

metropolitan planning & urban politics in a context of disperse urbanization: notes from belo horizonte, brazil

heloisa soares de moura costa

The paper focus on the relationship between emerging social and spatial urbanization patterns and urban politics, in a context of changing planning paradigms. It revisits historical processes of production of urban space in which state intervention associated to private investments plays a major role in producing abstract space in Lefebvre's terms). At the spatial level, such process reinforces urban patterns associated with disperse, extended and diffuse urbanization, depending on the concept used.

State investments attempt to provide the general conditions of production to attract and fix capital: economic infrastructure, credit and fiscal incentives, developed land, urban and environmental regulations, labor and technological requirements of the knowledge economy. The articulation between public and private capital invested in land and property provides key elements to discuss conflicts over land use, and social/environmental pressures over metropolitan expansion.

There is growing awareness that contemporary planning requires new methodological approaches, leading to social learning and empowerment. Also contemporary planning increasingly refer to more complex territorial arrangements – supra-municipal, watershed, metropolitan – leading to new social and political representation forms. At political and institutional levels, since the late 1980s governance arrangements have reinforced the role and power of municipalities as far as urban issues are concerned. At the same time the metropolitan governance debate needs to assume newer and more progressive terms.

These elements came together in a recent planning experience, developed in our university, leading to a plan

for the Metropolitan Region of Belo Horizonte in Southeast Brazil, a region composed by almost 5 million inhabitants and 34 municipalities.

The development of studies, fieldwork and public debates that constituted the process leading to the metropolitan plan is discussed, emphasizing, whenever possible, who were the social agents involved, and the forces they represent. Public debates established by the plan's methodological approach constituted important arenas to explicit convergences and conflicts related to local or metropolitan planning views. The participatory process involved seminars and regional workshops which turned into rich and lively moments of discussion, when new proposals and alternative approaches emerged. Some of them eventually evolved into the plan's policies, and offered alternative views to established perceptions of social reality. The whole process brought about an ensemble of existing disperse concerns about planning and its ability to produce responses to social demands. It materialized into social movements organized by and around existing and new forms of representation (e.g. a movement within the state legislative, Frente pela Cidadania Metropolitana), contributing to social learning and to the recognition of everyday traditional knowledge. In Boaventura de Sousa Santos terms, the paper seeks to discuss the extent to which a double epistemological turning point between established (academic, planning) and social/popular knowledge could be achieved.

industrialization, urban concentration & the recent process of urban dispersion in the médio paraíba fluminense - rj, brazil

júlio cláudio da gama bentes & raquel torrano araruna

The article presents partial results of the research on contemporary forms of urbanization and particularly, the urban dispersion process at the microregion of Médio Paraíba Fluminense, at Rio de Janeiro State.

This region has a strategic location, inside a triangle whose vertices are the most important Brazilian cities -São Paulo, Rio de Janeiro and Belo Horizonte- large centers of consumption and accumulation of capital. The Médio Paraíba Fluminense is crossed by Dutra Highway and the Central of Brazil Railroad, both connecting the cities of Rio and São Paulo.

They have new forms of urbanization (and urban mobility) that have great importance to people everyday lives. The social and economic relations start to be developed majoritarily on a new territorial basis. This is not related only with the scales of city and municipality, but with the metropolitan region and/or urban agglomeration/microregion scale, as well as the connections between them. This raises the emergence of new centers, forms of occupation and housing, with changes in interurban and regional affairs.

Industrialization in the Médio Paraíba Fluminense, which began during the 30s, had as a mark the National Steel Company-CSN, founded in 1941 by the Brazilian government. It assured, ultimately, the implementation of the industrialization process in Brazil, which still continues nowadays (with modifications). There were later industries installed using private capital. They would use the steel produced by CSN as the basic input, such as car plants established in São Paulo from the 50s on.

There was an intense development of this microregion with changes in the economy and in the way of living, from rural to urban, with high population growth. At 50s it started a regional polarization around the CSN and the municipality of Volta Redonda, the company's head office.

After privatization of CSN in 1993, this region started a restructuration of production and space attracting new industrial enterprises, which were installed sparsely throughout the territory, disconnectedly from consolidated urban tissues. These enterprises are related mostly to the automotive and metal-mechanic segments, being funded by public resources. The ongoing restructuration raises transformations in social and economic relations, which are spatially countered

back and extrapolate the municipal boundaries, developing themselves in the territory. For most inhabitants of the Médio Fluminense Paraíba it became usual to live in one municipality, work or study in another one and have fun in a third. The road network, as well as communication networks, gained greater prominence in the regional daily. So, the daily lifestyle of the population has changed.

Although the process of urban dispersion in the microregion is best seen on the industrial activity, it is not exclusive. It has other examples unconnected to the pre-existing urban tissue that are articulated with regional scale: university and service centers and residential areas.

Recently new large-sized enterprises were announced, mainly related to the automotive and heavy machinery, while others with trade activities, service and residence are being installed.

the massive expansion of urbanization of maceió-al (brazil) in the 2000's

marcia rocha monteiro

We saw the resumption of economic growth since 2000 and the expansion of real estate sector in Brazil increased by tourism for leisure and business with investors encouraging urbanization in the littoral regions of the Northeast and programs that feed the economy. The singular forms of investment are expressed in new modalities of high-profile enterprises, which features the worldwide phenomenon of urban dispersion and it contributes to the formation of new cores and agglomerations multiplied in these territories, followed by others more accessible to the population.

This text continues the analysis carried out between 2004 and 2006 on recent forms of expansion in the Metropolitan Region of Maceió (MRM), Alagoas, which produce changes in the urban tissue with a tendency of conurbation and complementary functions. The MRM was created in 1998

with Maceió as main city. Its political function and location gave to the city the position of pole of investments, trades and services.

From the second half of the 20th century, Maceió expanded into the interior and north coast where the transformations in the urban fabric and rural areas intensified in the last decade. Despite the main development of the municipality with the greatest economic concentration and MHDl; the income is unevenly distributed, poverty and unemployment growths are associated to the lacking of investments in basic infrastructure.

The interweaving between tourism and real estate development in the recent expansion has fostered the urbanization of littoral areas in the metropolitan area and distant municipalities, causing significant changes in lifestyles (REIS, 2002) and land occupations that meet public and private interests, supported by distinct spheres of government. These investments of medium and long term are oriented to the expansion of hotels network, trade corridors and independent services, requalification of historic sites, coastlines and road infrastructure as well as significant enterprises of gated communities.

On a regional scale, many of these appear as fragmented forms that multiply themselves within the territory, featuring the worldwide phenomenon of urban dispersion. It is resulted from discontinuous occupations, close to road axes, which operate in a decentralized manner in relation with their origins and main urban centers. In the scale of intra-urban space they take shape of new uses, consolidating existing areas (REIS, 2002, 2006).

Due to the intensity of the changes it will be updated issues of common interest to the municipalities of MRM, all noted between 2004 and 2006, in order to clarify the new potentialities and the impact of new investments towards demands. Because on one hand the Metropolitan Region surprises for the volume of real estate investments, on the

other it does not appear at the social indicators in the region, since there are still significant contrasts.

These studies aim to contribute to the debate on the management of the urbanization process where the dialogue with government is essential to refine the instruments of State control. These are increasingly obsolescent due to new patterns assumed by contemporary urbanization (REIS, 2006)

metropolitan area expansion & urban dispersion in the southeast axis of fortaleza-ce, brazil

beatriz helena nogueira diógenes

This article presents some aspects of the urban dispersion of Fortaleza and an analysis of the most recent expansion in the metropolitan area, which brings changes in the urban fabric, with use and occupation of the land in different interests, pointing to the configuration of a new urban model, in line with the contemporary processes of urbanization.

Fortaleza is considered a regional metropolis, and in the last decades, it has been going through a strong demographic, economic and political dynamic. The city's population has been multiplied by ten, going from 270,000 inhabitants in 1950 to over 2,400,000, according the last IBGE census. The city currently incorporates the activities from its neighborhood population, a range of more than 3 million people that make up to the metropolitan area. Fortaleza, as an important commercial zone and head of the state's political and administrative office, takes over a hegemonic role in the urban network of Ceará, maintaining a primacy over the other urban centers and concentrating 30% of the region's population. Its importance reflects not only in population growth, but also in a city that has acquired, in economic terms, a special emphasis in the Northeast.

Regarding its spatial configuration, Fortaleza presents a form of growth just like other Brazilian cities, according

to certain vectors that direct its urban and metropolitan expansion. They are transport routes that comprise a concentric and radial system, playing an important role in urban restructuring.

Four urban growth axes, or expansion vectors, have been identified. They correspond to the radial system of routes that depart from the capital and that, since the beginning, marked a decisive expansion of city. The first three relate to the south and west areas of the metropolis, historically linked to industrial areas and popular housing; vector 1 corresponds to the axis where the Industrial District of Maracanaú is located, along with popular housing that arose in the area. Vector 2 configures along with the BR 116, gathering factories and industries in the towns of Eusébio, Horizonte and Pacajus. Vector 3 is developed towards the town of Caucaia and along the west coastal strip, covering the Industrial Port Complex of Pecém. Vector 4 is located in the southeast quadrant of the city, toward the towns of Eusébio and Aquiraz. It is the most valued real state axis of the metropolis, and it brings leisure and tourism attraction as well.

This study will focus and detail one of the urban growth axes in the metropolis of Fortaleza, the axis 4. It is the most recent expansion vector, and it presents more significant changes and trends of urban dispersion in certain areas. The area's development is connected mainly to changes in patterns of housing and tourist facilities located on the east coast, shaping new forms of urban fabric, unlike the traditional settlements that use to happen until the 1980s.

This search will also analyze the area's occupation process, identifying the different patterns of urbanization and the factors that determined such change

planned session 09

public buildings & public space from
late colonial times to present

chair: fernando perez oyarzun

taming the river & building the city: infrastructure and public space in santiago de chile 1750—1810

fernando perez oyarzun

The role of infrastructure in urban development has been strongly underlined in contemporary city planning literature (Baxter, 2001). Consideration of infrastructure has thus evolved from being considered preconditions of an urban plan, to starting points of planning strategies because of its deep influence on investments and urban development. Although, this is not exclusively a contemporary phenomenon it has been less studied in past times.

Founded in 1541 by conquistador Pedro de Valdivia, Santiago de Chile developed as not much more than a modest village, in spite of having been, from its beginnings, the capital city of the Capitanía General de Chile (Echaíz, 1975, de Ramón, 2000). The city fabric followed the well-known pattern of a regular grid, very similar to that one Pizarro had used in Lima Peru. The only explicit public space included within the foundation plan was the public plaza or Plaza Mayor. Complementary public spaces emerged as the regular urban grid evolved and specialized. Small plazas emerged in front of significant churches due to a slight recession of the building line in front of them. These plazas enriched the availability of public spaces they didn't affect the predominant role of the Plaza Mayor as the main and unique public space within the city.

In the meantime, significant infrastructure works were undertaken, particularly during the second half of the XVIII century. They were mostly connected to water conduction and had a major impact not only in city functions, but also in its structure and landscape. These changes were possible due to the presence of military engineers and the first professional architect in the country (Guarda, 1997). Its effects prolongs beyond the 1810 independence of the country from the Spanish Empire.

The paper aims to analyse the way in which various infrastructures built around the Mapocho River, during the second half of the XVIII century, had an impact upon the city fabric. They not only produced a safer city, which was its main and original purpose, but also determined its future development, changed its image and gave birth to one of the most characteristic public spaces in the city. This relationship between infrastructure and public spaces located around the river course would establish a tendency still recognizable in Santiago city planning. (Pérez, Rosas, Valenzuela, 2005; Pérez, 2011)

the age of urban hygiene. a review of politics & public buildings in late colonial santiago (1788—1810)

macarena ibarra alonso

Even though, the issue of urban hygiene was placed in the urban agenda from the late nineteenth century up to day, the paper focuses in the late colonial times, as a way to grasp into the first relevant connections between urban hygiene and the physical fabric of Santiago de Chile by looking at politics and its urban response in specific schemes and buildings.

In 1700, the accession of Felipe V marked a new era in the history of Spanish America. He was the first Bourbon King to rule Spain and he launched a programme of reforms whose spirit was to decentralize the administration in the Latin American territories and increase its profits. The Bourbon reforms tended to improve urban services and city planning while encouraging an elegant neoclassical public construction (Morse, 1984). They involved the proliferation of public works and the improvement of urban hygiene encouraged the creation of new towns, the reorganization of others, and even the rebuilding or resettlement of towns on new sites. During that time, cathedrals were restored, streets paved and drainage systems improved, while schools, hospitals, aqueducts, bridges and theatres were built.

Santiago de Chile, embraced a gradual process of improving urban conditions. This process dealt with the general cleaning of the city, the construction of its second hospital and of cemeteries (De Ramón, 1997). Partly, as a way of bringing a more efficient administration to the vast empire in America, and partly, as a way of sorting out evident urban problems, this issue must be understood as a way of modernizing the colonial city.

The Bourbons' stimulation of urban modernisation coincided in Chile with an active local administration represented by the figure of the Governor Ambrosio O'Higgins (1788-1796). Years later, he would be considered by Vicuña Mackenna as the only colonial authority who was seriously interested in urban issues (Municipalidad d Santiago, 1928).

Not only urban achievements but also relevant discussions on these issues are some of the themes that this paper approaches. In particular, in which way the Bourbons "era" made real achievements in terms of the construction of hygienic and modern spaces in colonial Santiago? And, in which way there were important starting points that would be picked up nearly a century later when local governments managed to sorted out the intense revolutionary period after independence and when intense debates placing this issue in the national agenda carried out?

The paper proposes that while hygienic issues appear from the late XIX century as a central concern to approach the city and the urban fabric, a time when the expansion of the city was not matched by any expansion of its basic infrastructure, plans and important attempts go easily back on time till the late colonial times when Bourbons would put this issue, with more or less effectiveness, in most of Hispanic territories.

stages of a state: from sao paulo's teatro sao jose to the teatro municipal, from empire to republic

aiala levy

My paper will compare the establishment, use, and regulation of two government-owned theaters in the city of São Paulo as a means of assessing the shifting balance between state and municipal intervention in the cultural life of a modernizing city. More specifically, I will trace the decline of the Teatro São José (1864-1898) and its belated, symbolic replacement by the Teatro Municipal (1911-present) in order to understand the impact of Brazil's transition from monarchy to republic on the local organization of cultural management. While this transition has been studied recently by historians of both urban planning (Malta Campos, 2002) and politics (Woodward, 2009), my analysis will offer two contributions: first, it will present a nuanced view of the fluid structure of and interaction between state and municipal governments in terms of cultural space and practices; and, second, through the focused lens of the theater, my paper will capture a broad range of voices and activities that ultimately shaped lawmakers' decisions. I will thus draw on not only government decrees, debates, and reports, but also editorials, theater reviews, and advertisements from a diverse sample of São Paulo's periodicals.

Founded as the property of the province of São Paulo, the São José stood at the heart of the regional elite's public life. International opera and theater companies graced São José's stage en route from Rio de Janeiro to Buenos Aires, and local music societies filled the modest hall with sounds of Chopin, Mendelssohn, and Haydn. While the Teatro Municipal would host similar performances, my paper will argue that the motivation behind and implementation of its construction were a reflection of the city's belle époque boosterism. Funded by the region's coffee boom and guided by the

young republic's motto of "order and progress," paulistano booster-politicians aimed to transform the expanding state capital into a "civilized" city, a status that, as reporters and legislators argued, demanded the establishment of a theater on par with the Paris Ópera. As my paper will illustrate, it was São Paulo's Municipal Chamber, then, and not the state assembly, that initiated in 1895 the process of replacing the no longer adequate São José, and it would be the newly organized prefecture that would steer this process to its completion. Moreover, it was on the grounds of public safety and hygiene that municipal engineers recommended the theater's closure, only two years before a fire would justify their warnings and add urgency to the creation of a municipal theater. Finally, it was under the inspiration of Progressive Era notions of moral environmentalism (Schultz, 1989), and leisure that policymakers and local observers called for a theater whose aesthetics and size could accommodate and uplift the inhabitants of a massifying city.

from closed city of convents to open city of public spaces: santiago 1710—2010

jose rosas vera & blanca peres

The paper focuses on the formation process of the historical center of Santiago, Chile, focusing on the foundational blocks around its Plaza Mayor. These have been reconstructed starting from the first scientific maps of the early eighteenth century and with the help of texts, drawings, prints, paintings, and photographs.

An understanding of present day cities is inseparable from an historical perspective. Each period generates recognizable spatial and temporal layers. The urban grid, which remains apparently constant, records various transformations in its forms and materiality. These transformations reflect changes in the internal organization of blocks and its relations to streets.

Founded in 1541 and similar to the case of Lima, Peru, Santiago follows what has been called the "classical model" of Hispano-American city. Geometric and morphological features of Santiago's initial settlement have had a decisive influence on its urban growth and evolution. In this context, we want to explore how the central area of Santiago evolves, focusing on four different moments: 1710-1810-1910-2010. The paper analyzes the relationships between the central nucleus and the organization of the city at a major scale, in order to relate the operations concentrated in this unique place with the city expansion and growth.

It has been generally accepted that a similar strategy or a regular and strict geometric order has been applied in the Spanish foundations of Latin America. However, this structure has been embodied in various forms, registering structural distinctions in zoning, building, and road infrastructure. Thus, the foundation of cities and the decision to follow an orthogonal setting adapted, in first place, to geographical circumstances, which determined the formal particularities of each city form.

Streets and blocks, as functional and morphological units, have been therefore in constant friction and interchange. The order established in the colonial period, consisting of a regular grid and a way of settling buildings upon it, has suffered significant changes throughout four and a half centuries. In fact, the original homogeneous grid was able to accommodate a variety of situations, discontinuities and irregularities, including different design principles and legal norms.

The urban grid's order has therefore been at the same time stable and changeable along time. Boundaries between private and public spaces have been in constant vibration and achieved a relative stability only after a long period of adjustment including processes of subdivision of the blocks, rectification of building lines and the alignment in tracing streets.

Analyzing three different moments of one of the most

significant areas of Santiago, we try to demonstrate that, due to urban development pressures and processes, and in spite of its historical persistence, the foundation urban grid of Spanish Empire were less resistant to change than has been maintained in most previous literature.

from the plaza mayor to the plaza
de armas in santiago de chile:
transfiguration of public space
between the colonial and republican
periods (1710—1910)

marco barrientos monsalve

This work proposes a spatial and morphological analysis of the Plaza de Armas in Santiago de Chile during the period between 1710 and 1910. The urban transformations that occurred during this span of time have been reflected in, among other aspects, the morphology, scale and form of the city.

Through a continuous and progressive replacement of architectural pieces (especially in buildings of an institutional nature), in addition to certain interventions in public spaces, the image of colonial Santiago was progressively derived into a republican city. This emergent republican city had a scale, language and character very different from that which had existed up to the end of the 18th century and the beginning of the 19th century.

In this scenario the Plaza Mayor has been a key element, as in its condition as an articulating node of the founding checkerboard structure it concentrated a double function. It was both a catalyzing agent for cultural expressions as a public space, and a central public space around which institutional buildings were located and organized.

It is held that the Plaza Mayor, or Plaza de Armas, is an urban space for which the meaning and social attributes have varied continuously since its foundation and on to the

present day. These transformations or mutations have been accompanied by the replacement of its architectural pieces which, confined to the borders of the plaza, have acted as spatial containers. These pieces have reflected the profound political and social changes developed throughout history, and in particular during the urban modernization process that took place and the end of the 19th century.

To study the Plaza Mayor as a central unit for the ordering of the foundational urban checkerboard structure is especially relevant from an urban, historical, and architectural perspective, as well as from the point of view of historical urban heritage. Studying this case allows for an approximation towards contemporary phenomena in Hispano-American cities (such as abandonment, degradation and deterioration of historic city centers), and in this way contributes to the understanding of such problems, as the Plaza Mayor is a key piece and representative element of historic urban centers.

planned session 10

public open spaces – persistence
& perspectives

chair: thereza christina couto carvalho

public open spaces: trans-disciplinary approaches

luiz guilherme rivera de castro

Regarded as subject of investigation, analyses and interpretation as well as an object of design in architecture and urbanism fields, public open spaces present multiple and different aspects that indicates its complexity. On the other hand, as a research subject P.O.S. are approached by different disciplines that tend to build delimitations and definitions independently and almost autonomous according to their respective traditional perspectives. Setting the public space as a common term that embodies a set of complex processes which comprises many different but articulated meanings, these different approaches highlight different aspects of the subject. This paper proposes to address the interrelation and articulation between both the categories of analysis and the results produced by different analytical or designing disciplinary practices have not had enough attention.

Based on ongoing research, this communication aims to contribute to the development of theoretical links between different disciplines and their approaches relating to public spaces. To do that, inter-disciplinary and trans-disciplinary notions are examined applying them to the more specific public spaces theme. Those are considered as their symbolic and political representation as well as concrete physical spaces and so as a public asset and as urban territories. The arguments are developed trying to situate the main issues of public spaces in the cities and urbanism contemporary context.

public open spaces turned private – the case of rio de janeiro, brazil

angelica benatti alvim

This article discusses increasing privatization of collective spaces of the contemporary metropolis that has been implemented by the housing market by means of large real estate development. It is understood that the contemporary city, has functional characteristics of increasing dispersion and fragmentation, as a result of new forms of production of urban space. Large trade equipment, services, leisure and housing, aimed at various social strata, away from the traditional city center, generate dynamics of segregation, where public open spaces and replaced by collective territories of private character. The new projects resulting from this model are associated with a distinctive lifestyle, where public access is confused with social control. The housing market spreads the ideology of a new standard of housing releasing large 'residential resorts', combining valuation of nature, leisure areas and car use over the use of the city's public spaces.

The case study is Barra da Tijuca (RJ), a neighborhood that was developed based on a modernist master plan prepared by the architect Lucio Costa in the late 1960s. In that borough, the real estate market sells housing developments together with environmental attributes, recreation areas, safety equipment, finally, a list of "advantages," reinforcing what experts call the "anticity."

santa cecilia square - urban morphology & urban legislation

denise antonucci

The study of the relation between urban morphology and urban legislation was carried out in sections of neighborhoods. We have seen the constant change in

architectural typology and increased density built, without any others changes in the characteristics of their streets. Thus, we adopted the assumption: the natural site and the original forms of occupation remain registered by the fragmentation of the urban fabric, under the effect of the urban law. We also observed that in the sectors of the neighborhoods studied, the Zoning Law 1972 was applied (until 2002), considering the practices of producing agents of urban space. The Government plays a central role, providing infrastructure and public facilities. The objective of this study is to examine the built environment and urban form that takes the city of Sao Paulo as a result of fragmentation and pre-demarcation and the buildings on the parameters of planning legislation. The Santa Cecilia Square was chosen for its proximity to the historical center. The method of morphological analysis (study of elements of the urban and the relations between them) - retrieving the actual formation of the district - should be incorporated into urban planning and design, contributing to understanding the evolution of Sao Paulo city and the public spaces of this area.

remaining landscape: public open spaces & urbanization process in the coastal region of brazil

vanessa lacerda & bernard gauthiez

The whole world coastline territories stand for an important economic asset as well as a spatial problem. The urbanization which is cluttering the coastline endangers the natural environment and impacts social ways of life, hence creating new schemes in social, economic and environmental representations.

This work will focus on a land that has been marked by a vivid transformation due to the growing urbanization of the last forty years. This territory is to be localized in coastal areas in the Lakes Region and nearby Rio de Janeiro in Brazil.

It remains under poorly applied spatial politics and possesses high economic values for its natural assets. Moreover, it is to suffer from environmental risks such as air pollution, water pollution (rivers, lagoons, sea), flooding, open public spaces degradation, etc., in the process of its urbanization.

Given that the landscape, a by-product of the society/nature relationship, offers important elements for the identification of such future impacts, this work will pursue the following goal: emphasize the impacts of the anthropogenic transformation in natural and public open spaces through landscape quality evaluation.

In order to reach the mentioned goal, we will discuss how the anthropogenic transformation in a medium town of the Brazilian coast can shape and outline the landscape in a positive and, as well, negative point of view. It will be emphasized the importance of sustainable approach applied to public open spaces, shape and distribution, to weaken the impacts that are now threatening the planet and its inhabitants. Selected aspects - from the social view of the space appropriation to the nature/society landscape relations, will be analysed to highlight the impacts resulting from urbanization. If some social, economical and environmental networks were lost, for example at work-salts activities, other ones were re-created for other shapes and values. So, between this extreme, what remains?

public open space – permanence, mutations & future prospects

thereza carvalho santos

This paper addresses public open spaces in the light of the role they play in building up different levels of centrality. It is based on ongoing research conducted in Brazil and in Portugal. It focus on change and permanence, how pre-existing social and spatial practices (the cultural heritage) of the urban grid - where a public open space is inserted - have

traditionally linked community and townscape. They have re-defined the urban form and recreated its architectural shape, and contents, as perceived necessary. They have also articulated relations between places and enhanced attraction and centrality as a matter of consequence. Those social and spatial practices, and their outcomes, appear to be intertwined in the landscape according to four functional and spatial related patterns of social interaction - attraction, aggregation, consolidation, valorization. The first pattern relies on one necessary existing singularity - in any of the qualitative dimensions, which attracts the eye and the mind of the passing observer. The second pattern deals with fruition which aggregates multiple uses and customers. The consolidation pattern follows. It derives from the multiple invested interests when and where the previous new found uses and customers were created. Value and identity built in the process, with different meanings added by different 'whoms' finalizes the sequence. These functional-spatial patterns characterize how selected qualitative dimensions relate to each other and what functional spatial links they appear to establish with the adjacent urban area. They have been associated to the process of sedimentation that knit them together and that distinguishes them as a genetic code.

A few public open spaces in Rio de Janeiro, Brazil, and in Lisbon, Portugal, were selected to illustrate those spatial patterns and their ripple effects of the grid and the surrounding built environments. Ripple effects are here understood as forces of change that build both persistence and mutations, that change urban and architectural form and their social, economic, and cultural functions. They also influence their related meaningful contents. Together they build the image and identity of the city. This paper finalizes indicating the forces of change that have in the present proved to lead to positive future prospects.

planned session 11

city & territory

chair: maria lucia caira gitahy

global networks crafting modernity: the pacaembu scheme, 1933—1940

cristina mehrtens

Engineering crafted the space within which an important professional sector prospered in the Brazilian city of São Paulo during the early 20th century. The gradual evolution of the Brazilian city was a concerted accomplishment in which technical firms, private companies, and local public agencies took on diverse and overlapping roles after the advent of the republic (1889-1930). This paper examines the ins and outs of private-public deals and machinations in the construction of the Pacaembu Stadium (1933-1940). This work explores how local governance was able to fashion itself into an agency of modernization, which allowed it to exert influence over social, economic, and cultural spheres which no longer answered as readily to patronage networks that had been undermined by economic and bureaucratic changes of the years since the Revolution of 1930 – events against which the city had reacted in the rebellion of 1932. Through the prism of negotiations among architectural firms, government bureaucracies, the mayor's office, and the federal government, this work makes the case that the 1937 coup, which perpetuated Getúlio Vargas in the presidency until 1945, split São Paulo's "conservative elite" with respect to the federal government's role in national life. The unity of the 1932 rebellion, born of a kind of regional patriotism, shattered as elites began to understand that "modernization" writ large could serve them well both as a process and as a political symbol. These elites, no longer linked to the coffee fortunes of the previous political arrangements, offered cautious support for the Estado Novo, despite its centralizing and bureaucratic tendencies. In this paper, I explore how the growing acceptance of the federal government as a negotiated arrangement among public and private elites foreshadowed later political understandings at the national level. By focusing on the state as a space of

negotiation, rather than unalloyed top-down direction, this explore how these negotiations and the involved "Paulistanos" and "others" defined what it meant to be modern.

the urbanism of lebret & sagmacs

lucas cestaro

The survey "The Urbanism of Lebret and of SAGMACS" is result of the share to master's research, in the studying one work of urbanism was devised by SAGMACS, in 1957, the study about the "Urban Structure of Agglomeration to city of São Paulo and your surroundings". In the my research for the doctorate thesis my objective is to analyze the construction and diffusion of ideas related to the harmonious development and urbanism from Louis-Joseph Lebret's works on the urban and regional development in Brazil in the decades of 1940, 1950 and 1960. Through planning urban work's and studies for economic and regional development carried out by Lebret and SAGMACS we propose a study and unveil about your's planning urban work's about economic and regional development, we propose searching for the guiding lines and the methodology employed by Lebret and his staff, which consist of researching on living conditions of city dwellers, in housing, transportation, urban infrastructure, access to culture and employment, methods which influenced in the urban planning works, after the end of team activities, in the years 1960.

state planning, government policies & territory in são paulo state: spatial analysis of the initiatives of state infrastructuring, 1957–1963

andré augusto de almeida alves

The turning of the 1960's is marked, in Brazil, by the apex of a series of experiments in State planning both by federal

and state governments, as exemplified by president Juscelino Kubitschek's Targets Plan (1956-1961) and governor of São Paulo State Carvalho Pinto's Action Plan (1959 - 1963). This work, extending the analysis of the building activity of the Ipesp - Institute of Welfare of São Paulo State - during the Action Plan's term for the set of infrastructuring initiatives planned and effectively performed in its scope, aims to understand more deeply the meaning and impact of planning activities and the government actuation related to the occupation of Paulista space. From the wider perspective of the debate on state planning, the configuration of the political parties at the time, the characters involved in government and planning activities, and the foreign planning experience, it aims to bring out particularities obscured by their common developmentist roots, specially the dominance of CEPAL formulations and their emphasis on infrastructure investments. In this sense, it recovers the SAGMACS activities throughout the 1950's (founded in São Paulo in the immediate postwar period, its actuation culminates in the participation of many members of its staff in the Technical Team of the Action Plan); incorporates aspects of the experience of the TVA - Tennessee Valley Authority - as reported by its main characters in books that had wide circulation in Sao Paulo at the time; incorporates also the analysis of the achievements of São Paulo governor Jânio Quadros prior to his successor, expanding the understanding of the relationships of continuity and rupture resulting from the new planning procedures. It focuses on the policies and goals established in the Action Plan and its implementation, focusing on the location of the infrastructuring initiatives throughout the territory, through the incorporation of cartographic databases and basic georeferencing tools. This research is supported by CNPq.

construction of a planned city: initial plan & institucionalization of urban planning in maringá, pr

fabíola castelo de souza cordovil

The city of Maringá, located in the northwest of Paraná, is part of an urban process, as well as in the formation of a regional network. Maringá is result of a private development, settled in a non-urban area. Its territory was based exclusively in a plan. The regional network, in which the city has been inserted as a pole and harvest runoff center was, in fact, part of a widening process of agricultural boundaries. Maringá and nearcities, previously planned and connected by railways, urbanized such area. Nevertheless, the cities development were result of its municipality. Studying the transmutation of an ideal city to a real one, as well analyzing its development associated to the public authority, constitutes an interesting theme in to understanding the motives that culminated in the urban landscape. In the same way, it is an interesting aspect the influences of the initial private companies plans on the configuration of the landscape.

From the initial project, drafted in mid-1940's, up to its first expansion plans, in the late 1970's, the city was gradually built and its administrative and technical structures were increasingly institutionalized. The formation and the effectuation of public buildings and places were investigated, based on the study of several municipal administrations; from the moment they were proposed to 1982. We focused on the influences and disfigurement that Jorge Macedo Vieira's primary proposal had on the city development. The urban planning, the old photographs, the urban legislation, the news taken from newspapers and magazines, as well as researches in historical collections constitute the documental scope in this work. In order to accomplish that, we turn to historical collections placed in Maringá, São Paulo and Curitiba. As a result of the research, an analysis of the modern

urban cultures found in the original project of Maringá is presented. For instance, the effectiveness of Vieira's original proposal up to 1982, related to the construction of public spaces foreseen in the primary urban project, as well the development of the administrative and technical structures, which have formulated the urban legislations and plans for restructuring Maringá city.

planned session 12

city planning exhibitions 2

chair: marco amatti

the modernist city as spectacle:
selling post war neighbourhood
planning at the festival of britain, 1951

susanne cowan

jaqueline tyrwhitt & the village centre
at the international exhibition of
low cost housing, new delhi 1954

ellen shoskes

from garden city to carrot city: discourses
& displays in planning's dialogues with food

joe nasr and june komisar

planned session 13

city planning exhibitions 2

chair: gaia caramellino & filippo de pieri

germany's new postwar urbanity: housing projects & the redefinition of the working class

alexandra staub

In the 1950s, Germany experienced a severe housing shortage coupled with a demand to socially restructure, which led to several large-scale housing projects designed to revamp working and lower-middle class life. While the Grindel High Rises in Hamburg (1946-56) and the modernist Interbau projects in Berlin (1957) remain urban and architectural icons, it is the largely forgotten ECA projects of 1951 that showcase the economic and social tensions of the era. Built with direct financial support through the United State's Marshall Plan, the fifteen ECA housing projects aspired to set future directions in both house plans and urban design. While the Germans rejected American attempts to establish housing as a disposable commodity to be regularly replaced, they more readily accepted "American" urban patterns designed to modernize and change working-class patterns to those more typical of the middle class. This paper explores the tensions between these aims and analyzes the path towards their resolution.

stories of houses: two cities & thirty buildings (milan and turin, 1950—75)

filippo de pieri

Is it possible to tell the history of a city through a history of its houses? The paper presents the results of a collective research focused on residential buildings erected in Turin and Milan between 1950 and 1975. During that period, the two cities catalyzed Italy's economic 'boom' and experienced an unprecedented spatial expansion. Although it was especially the mass migration of workers from different parts of Italy that caused a severe housing shortage in Turin and Milan

in those years, developers and building companies seemed mostly worried to meet the residential aspirations of the middle and upper-middle classes through the construction of 'modern' complexes of apartment buildings. The present research – based on a mix of archival and oral sources – isolates a small number of these buildings and traces the history of their construction and subsequent transformation. Special attention is paid to the professional or institutional actors that helped to shape these architectures and to the life stories of the people who lived there, progressively adapting the spaces to their changing needs. None of the buildings is especially noteworthy from a purely architectural point of view: nevertheless, these stories have many things to tell on the patterns of social division of residential space in twentieth-century Italian cities and on the way the private housing sector, far from being concerned only with money and 'speculation', was partly shaped by a plurality of cultural representations of home and modernity.

apartment buildings for the middle- class: cultural transformation of domestic life & urban densification buenos aires, 1960—1975

anahi ballent

Apartment buildings destined for upper and upper-middle classes were erected in central areas of Buenos Aires since 1880, in a process that, accompanying the growth of the middle classes, increased in the 1930s. During this period, apartments were rented and this type of residential building was a profitable investment in the real estate market. In 1948, under the political objective of democratizing the access to ownership, a law that allowed individual ownership of apartments was sanctioned ("Ley de Propiedad Horizontal" N° 13512). Nevertheless, the construction boom of this type of building was developed between 1960 and 1975, a period when

the articulation of economic prosperity, new urban legislation, public policies intended to foment the real estate market and middle class cultural transformation of domestic life and patterns of consumption. The paper focuses this period and themes, analyzing particularly the work of an architectural studio specialized in apartment buildings that maintains this profile to the present (“Estudio Aisenson y Asociados”).

building middle classes' city urban transformation & planning practices in milan, 1950s—1960s

federico zanfi

Between the 1950s and the 1970s, Milan experienced an impressive growth in housing production. A consistent part of this building boom aimed at meeting the cultural and spatial needs of an emerging middle class. Through added volumes, demolition and reconstruction, and colonization of rural land, these building interventions produced significant and lasting changes that still characterize many sectors of the city. Contemporary urban planning culture has often addressed these processes as the outcome of property speculation and opaque negotiation between local power and property developers, without paying much attention to the forms and the urban systems they generated. This paper aims at exploring some of the most significant Milanese quarters and residential compounds for the middle class, paying attention to the relationships between the complex management of the Regulatory Plan approved in 1953 – that worked until the end of the 1970s – and the various urban landscapes produced.

that other planning: engaging the peripheral fabric of latin american cities

fernando luiz lara & diana maldonado

Most of the discourse on the growth of Latin American cities have been framed by the dichotomy planned versus unplanned. On one side we have the professional autocracy celebrating Curitiba's order and at the other extreme we have the chaotic informal communities known as favelas, barrios, villas miserias. The reality however is much more nuanced than that. There is an order and modulation in the favelas and there is plenty of informality and illegality in the wealthier areas of the region. This paper look at the encounter between those two logics to argue that there is indeed plenty of planning in the peripheral fabric of Latin American cities. This “other” planning might not follow the traditional rules of the profession and not abide by its value system and that's precisely why it needs to be documented and analyzed. Deriving examples from Mexico, Brazil and Argentina, we will look at the specific issue of storm water drainage to make the case for a broader approach that goes beyond traditional infrastructure projects and start to engage building cultures that despite many regional differences seem to share a lot with each other.

session 01

new towns: urban theories,
social experimentation
& socio-cultural contexts

anglo-brazilian living in the victorian period: a mining town case study

staël pereira costa alvarenga

This paper intends to examine the association between British settlers in the Minas Gerais province of Brazil during the Victorian period and the development of a mining town, Nova Lima. Utilizing the results of a doctoral study the work examines the urban forms of Nova Lima, which was urbanized in the nineteenth century by an English mining company, and as a consequence of this influence evolved with a distinct form which reflected the tendencies of the Victorians who came to Brazil for the purpose of exploiting the region's mineral resources. The mining company in Nova Lima, for instance, employed familiar Victorian ideas and principles about living, such as those evident in British model settlements in the nineteenth century. It may be presumed therefore that the town acted as a laboratory for contemporary British urban theories in the Brazilian context. By way of example, the local sewage and water supply system were not just improved so to make the employees physically healthier, happier and more productive but to help in controlling them as well. Facilities like schools, hospitals, shops, bakeries, clubs and football fields were thus provided to also assist the mining management in morally controlling the labourers. Worker housing too was laid out on according to paternalistic values with varying types of accommodations provided for the differing skill levels and importance of the population. To conclude, the Victorian ways of the British and their influence upon Nova Lima will be highlighted by examining range of elements in Nova Lima, such as the infrastructure, buildings, urban forms and general life found within the settlement during the nineteenth century.

barry parker: before & after jardim america

mervyn miller

Barry Parker (1867—1967) is usually considered the aesthete in the partnership with Raymond Unwin (1863—1940), formed in Buxton, Derbyshire in 1895. Unwin wrote to Parker's sister, Ethel (who became Unwin's wife), that Barry had suggested division of labour with he (Parker) doing the artistic part and me (Unwin) the practical. Parker's major publication was a series on Arts and Crafts homes, 1910-12, in the American journal *The Craftsman*. Yet there were also innovative groupings of cottages as generators of layouts: culs-de-sac and quadrangles, recurrent motifs since the 1890s. The partnership ceased in 1914 when Unwin was appointed Chief Planning Inspector to the Local Government Board.

In 1914, Parker (with Unwin) was a founder member of the (Royal) Town Planning Institute. Next year he travelled to (O)Porto, Portugal to remodel a central boulevard leading to the site for a new City Hall. His recommendation for architecture of shaded colonnades, white plastered walls and low key classical details revived a tradition from the 18th century when designs by John Carr of York had been built in the city. The buildings, as constructed, were eclectic, with a Florid Flemish revival City Hall, but the refined handling of urban space was followed from Parker's concept. The scheme was published extensively in England, exhibited at the Royal Academy, and commended by Patrick Abercrombie, a leader in urban design. Perhaps conscious of the limitations of unified where ownership was mixed, Parker published a paper on 'Horizontality and Verticality in town planning' in 1916, which deserves to be better known.

In 1916 Dr Silva de Freire commissioned Unwin to plan Jardim America, a low density suburb of Sao Paulo for the City Improvement and Freehold Land Company, which had purchase a 96 hectare tract adjoining the grid layout of an earlier city extension. Unwin's initial plan introduced

diagonals and a central gyratory, developed from Sollershott Circus at Letchworth. In January 1917 Barry Parker travelled to Brazil to refine the layout, designing many houses, relandscaping a major park, and providing advice on the planned extension of Sao Paulo and other regional cities. George Macedo Viera (1894—1978) who was an intern in the Jardim America office planned Brazilian new settlements in the 1930s and 1940s.

Home from Brazil, Parker was appointed consultant at New Earswick, York in succession to Unwin, now Chief Officer in the Ministry of Health. Parker designed innovative housing schemes in the 1920s, and was consultant architect at Letchworth until 1941. In 1925, with Unwin and Howard he attended the International Garden Cities and Town Planning Federation conference in New York. Deeply impressed by the landscaped parkways of Westchester County, he obtained slides his TPI Presidential Address in 1929. In 1927 he had been appointed by Manchester City Council to plan Wythenshawe as a Garden City satellite. The innovative masterplan included neighbourhoods and parkways, and linked to the postwar new town concept.

Jardim America provided an important element in a career continuum of integrating amenity and landscaping into community planning, a recurrent theme in Parker's work.

an enchanted world order: theosophical garden cities in england, india & australia

shiben banerji

The global diffusion of Garden City movement has primarily been historicized as a tussle between the ideals of social reform first advocated by Ebenezer Howard and the commercial viability of the many garden suburbs that were actually built. Garden suburbs are noted for betraying Howard's vision of class mixing and communal ownership of land. Nonetheless, the developers of garden suburbs shared Howard's conviction

that town planning could remedy overcrowding in cities. This paper uncovers how the Theosophical Society brought global attention to Ebenezer Howard's Garden City concept even as it raised doubts about the ability of physical planning to remove the public health problems associated with uncontrolled city growth.

The Theosophical Society was founded in New York in 1875 with the objective of studying paranormal phenomena, but quickly grew into an international network of professionals searching for spiritual and philosophical alternatives to organized, mainstream religion. Theosophists were amongst the earliest residents of the First Garden City of Letchworth, and by 1920 the Theosophical Society built a boarding school and a Lodge in Letchworth, and had organized several conferences on the progressive planning ideals of the Garden City movement. Between 1924 and 1928 the Theosophical Society built its own Garden City on the outskirts of Bombay, and in 1926 it launched a lecture series, a magazine and a radio station that would popularize the idea of Garden City living in Australia.

Using urban design plans, polemical texts and newspaper articles from England, India and Australia, this paper argues that the Theosophical Society appropriated and transformed Ebenezer Howard's Garden City concept from an ideal of city planning into a means of conflict resolution. Thus, I show that while the Theosophical Society viewed the Garden City as a modern example of communitarian living, it did not associate the Garden City with any particular urban form. On the contrary, the Theosophical Society was remarkably anti-formalist in its study and reproduction of the Garden City. Rather than specify the ideal density, plot layout or open space requirements for its own Garden cities in India and Australia, the Theosophical Society only specified how to resolve disputes between members of a Theosophical Garden City. Instead of seeing the Garden City as an ideal urban form in which different classes lived together in an organic social harmony, the Theosophical Society understood the Garden City as a

site for provoking and transcending social antagonisms. By the mid-1920s, the Theosophical Society would even publicly advocate its Garden Cities as means for overcoming the rise of Fascism and Soviet Socialism.

This paper revises the history of the Garden City movement by showing how the Theosophical Society appropriated and transformed Ebenezer Howard's idea of land-based social reform into a program that used experimental pedagogy and public arts performance for conflict resolution. More broadly, this paper also provides insight into how the rhetoric of spirituality challenged the normative public health goals of modern town planning.

planning rubber plantations: tropical production, malaria & the management of labor in british malaya, 1900—1942

jiat-hwee chang

This paper is a preliminary study of the planning and design of rubber plantation estates in British Malaya in early twentieth century. It focuses on design and planning of laborer housing in these rubber plantations. In this study, the planning of rubber plantation estates is understood in relation to various aspects of tropical production in British Malaya, particularly ecological transformations, malaria, estate sanitation and the management of laborers. This paper sees this history as significant because the planning of these rubber plantation estates could be understood as the tropical versions of the model company towns in the metropole. Like these model company towns, the planning and housing in these rubber estates could be regarded as pioneering efforts that preceded the town planning and housing initiatives in the larger public realm.

new cities as socio-spatial laboratories

ricardo trevisan

The creation of new cities, which are planned in advance and professionally designed, can add interesting details to the history of urbanism. In certain cases, such cities are reflected as social and physical experimentation in search of better quality of life – thoughts traced by researchers and scholars concerned with characterizing this urban typology as laboratories, with all kinds of tests. The present work is situated in this context and uses specific bibliography and the articulation of a number of case studies, from utopias to realities, to reveal the planning of new cities, ascertaining, in the socio-spatial conditions, the offer of innovative proposals.

session 02

housing history

military housing in brazil: architectural features & urban layout

mariana fialho bonates & fernando diniz moreira

The Brazilian army, played a pivotal role in the country's politics during most of the 20th century. Military officers were prominent among modern, urban-based reformers who also included young politicians, artists, intellectuals and industrialists, architects and planners, each of whom sought to build a new vision of Brazil as an urban, modern, and industrial nation. When these disparate forces came to power with the Vargas regime in 1930, they launched a program of modernization to create a modern state, signaling a break from the Old Republic. The military actively participated in this process not only by guaranteeing the country's security, but also by shaping its national identity. During the 1920s to the late 1970s, the Army profusely built barracks and quarters for its soldiers, modern headquarters for its growing number of bureaucrats and residential quarters for its officers (Carvalho, 2006, McCann, 2007). Residential military areas, or vilas militares, or Próprios Nacionais Residenciais (PNRs) as they are officially known in Portuguese, are a group of housing blocks and isolated houses used as residences for Army personnel and their dependents. In 2009, the Army owned 19,759 units throughout Brazil, but they are concentrated in the capital, Brasília, and other large cities, such as Rio de Janeiro, Salvador, Recife and Belém. These buildings are clearly discernible in the landscape of Brazilian cities, due to their architectural features and urban layout. These housing areas continue to be well-conserved due to the Army's maintenance policies. This massive building stock has received little local historiographical attention, a fact also observed in other countries, such as The United States, as noted by Pamela Twiss and James Martin (1999). Therefore this paper explores how the Army's policy on housing emerged, the main types of housing, and how it is distributed throughout the country.

the housing act of 1954 & the war against slums in the southwestern united states

robert b. fairbanks

For many historians, the Housing Act of 1954 seems to mark a shift from a focus on the slum and its inhabitants to a new emphasis on saving the downtown and allowing the city to better compete with suburbs. Such a view suggests a shift from the social emphasis of slum clearance to the economic emphasis of making the city more attractive. But a closer look at the legislation suggests that in many ways it is the culmination of various efforts in the war against the slum. Neither the Housing Act of 1937 nor the Housing Act of 1949 created such a comprehensive program to eliminate the slum menace in American cities.

Indeed, the report that most shaped the Housing Act of 1954, authored by the Presidents Advisory Committee on Government Housing Policies and Programs, emphasized such a theme when it observed “the necessity for lifting our sights from piecemeal thrusts... to a broadside integrated campaign that stretches across the whole spread of urban blight from the earliest symptoms to the last stage of urban decay.”

This study first explores the comprehensive nature of the Housing Act of 1954, which introduced Urban Renewal and in some ways reunited “housers” and planners to a common purpose. Then it explains why the program had such little impact on the war against slums in select Southwestern cities such as Dallas, and Phoenix. Although traditional knowledge emphasizes the strong support urban renewal had from civic leaders and the business community, key components of the urban renewal program were never carried out in these Southwestern cities. The paper provides new insight on why this happened and argues that Cold War paranoia along with a citizen's revolt against centralized decisions making and over reliance on experts were issues that thwarted urban renewal.

And such issues reflected a changing public discourse that now viewed urban renewal as a threat to personal liberties rather than a remedy to the problems presented by the city's slums. The rights of citizens now took precedence over the needs of the larger city. By exploring the fate of urban renewal in selected Southwestern cities, this study provides an additional chapter on the history of urban renewal in the 1950s and 1960s by focusing on an understudied region in the United States. Unlike many eastern and midwestern cities, Dallas and Phoenix experienced tremendous growth at this time and had a decidedly pro-growth local government, a more manageable size, and fewer actors than the Midwest or Eastern cities, thus allowing a closer examination of the urban renewal efforts. Finally, the paper's emphasis on the changing discourse about the city, the slum, and urban renewal during the 1950s provides new insight to why the urban renewal program fell out of favor so quickly, not only in the Southwest but elsewhere in the nation.

borrowing ideas: the changing form of metropolitan housing in budapest

csilla v. gal

Capitals often serve as national testing grounds for urban planning, policy and design because of their role representing the state. As such, they not only accommodate local reforms and initiatives, but international concepts and practices as well. A strong reliance on imported ideas characterizes small or late-urbanizing nations, as their limited resources necessitate the adoption of tested examples over uncertain experimentation. In planning history, one can trace the adjustment of existing practices in the accommodation of novel ideas in the development of housing. Located at the crossroads of culture, technology, economy and policy, the design and construction of urban housing reflects the complex interplay of these competing forces.

This paper focuses on the history of Budapest's metropolitan housing over the past two centuries. Through a close examination of the development of four characteristic housing types, the article sheds light on the local treatment of these foreign concepts by examining the social, cultural and political challenges that accompanied their introduction.

The peculiar courtyard tenement of Budapest became the dominant model of urban housing over the course of the nineteenth century. Although its origin was never discerned, this form was both linked to the Viennese Hof and to the local building tradition. Across Europe, the reformed urban block emerged as an appropriate configuration for metropolitan dwelling at the beginning of the twentieth century. Despite their perceived superiority, only a handful of such residences were built prior to the 1930s due to legal, political and financial challenges. The third form of housing, the Zeilenbau, developed out of the German Siedlungen tradition during the interwar period. Even though the returning Bauhaus students promulgated this concept rather early, it did not gain acceptance until after the Second World War. Then, following the brief Social Realist intermezzo, the model was adjusted to meet the narrowly defined goals of the State. The fourth configuration emerged over the past few decades. Influenced by international trends emphasizing tower-living, this type of housing gained a distinctly local character resulting from height restrictions enforced by the city. The examined cases reveal that the metropolitan housing forms of Budapest are based on imported concepts. Furthermore, the paper demonstrates that the driving force behind the local adjustment of these ideas was not the often romanticized local tradition, but the municipal building code and the economic-political elite.

housing projects as modern city projects: the housing of the iap in great são paulo

camila ferrari

This work is designed to demonstrate how, between 1930 and 1964, it were built in Great São Paulo, through Institutos de Aposentadoria e Pensões (IAP)², housing for the working population whose significance went beyond a dwelling project, appearing as modern city projects.

Created in 1933, with the primary purpose of providing pension and medical benefits to employees, the IAP were responsible, until their ending in 1964, for much of the housing production designed to meet the needs of economically disadvantaged populations in the country. Considerable portion of these houses was produced by professionals that, by incorporating the understanding of a “new urban residence”, created housing complexes that were part of a whole new vision of the city.

The concern over the location of housing was, among other issues, common to several projects, in which it is possible to identify concepts of modern urbanism as the construction of buildings in varying heights and supported by pilotis, the search for better ventilation and lighting in the apartments, the necessity of providing green areas, services and community facilities.

The modern proposal appears thus, in the residential complexes of IAP as a tool capable of solving the social needs of the working population and not only as housing project, but also as city project.

preliminary design for the urban plan of porto alegre (1951) & the urban designs for the industry & the working class: planning convergences

adriana eckert miranda

This work aims to focus on the associations between the proposals of three urban plans for industries and working class housing between 1935 and 1961, and the Preliminary Design for the Urban Plan of Porto Alegre, developed in 1951 for the capital of the State of Rio Grande do Sul, Brazil, whose historical meaning lies on being a physical planning for the city’s development.

The designs for industries and its working force were elaborated for a wide area on the northern portion of Porto Alegre, ordered either by private entities – a society of industrialists – or by the Government of the state of Rio Grande do Sul, as part of an industrialization policy for the state.

The work of the Preliminary Design was developed for the city as a whole, based on the postulates of the Athens Charter (1937) and elaborated by two municipal and urban planning technicians: Edvaldo Pereira Paiva and Demétrio Ribeiro. This work of urban planning had, as its main premise, the “organization of the city”, based on a historical analysis and the city’s situation at the time.

For the technicians-authors, the zoning of activities and the corresponding legislation should be the basis of the whole comprehensive plan to be implemented in the cities. For the elaboration of the Preliminary Design, one of the fundamental issues listed by the authors was that of establishing the adequate conditions for the future expansions of the city that, at the time, had been expanding without any planning. Therefore, part of the urban plans for industries and working class - proposed as city extensions - even though were not included specifically as part of the development plan, directed the main planning decisions for zoning and tracing, as well as the area’s main connections. However, ten years after the

elaboration of the Preliminary Design for the Urban Plan of Porto Alegre, a new proposal for the area arises, made by the State Government: the Urbanization Plan for the Industrial City of Porto Alegre (CIPA, 1961). This partial plan for an area of the city maintained the definitions of the Preliminary Design and enlarged two times the coverage of the zoning for industrial activities and workers housing, for the State intended to raise Porto Alegre to being the main industrial site of the south.

So it was that a state of continuity and convergence of goals was established on the process of constructing Porto Alegre's economic development, whose consequences were maintained on its planning for the following years, and whose reminiscences in the city may still be observed today.

session 03

landscape, culture & urban transformation

urban transformations, indigenous processes & ripple effects

thereza cristina couto carvalho

This paper addresses urban transformation. It proposes to discuss the roles played by diverse and cumulative forms of public open space appropriation, by different users and for different purposes, based on ongoing research carried on in two cities in two different continents. Certain more frequent social uses and economically related practices have been, historically, associated to a range of spatial patterns. Throughout decades or centuries, those uses and users, and their practices, have aggregated new physical manifestations of prevailing economic, social, cultural and political forces, with distinct functional and symbolic meanings, to existing and accommodating spatial patterns and equally accommodating rules of usage.

Preliminary research findings indicates that urban changes made through different forms of space appropriation, for different social purposes and users, whether micro or macro scale, have triggered ripple effects that “goes on” changing the area for a length of time depending on certain circumstances. Those changes characterize an indigenous process of gradual urban transformations (or dynamic sedimentation) defining an evolution trend. The concept indigenous is here applied to indicate the trend opposite to planning, i.e. it consists of individual initiatives with collective consequences rather than State or corporate set of planned often targets. The extent of those ripple effects, in space and time, appears to vary with culturally established concepts of order (and with whom has the power to enforce it), with socially acknowledged citizens (and their cultural background) and with the technology applied to produce wealth and livelihood (and how it is distributed). They define the rhythms of change.

changes in istanbul urban identity

a. buket önem

As a world metropolis Istanbul is a unique city with her natural environment, historical and archeological heritage and very vivid socio-cultural life. These features provide a rich identity and at the same time allow for a powerful urban image. Her silhouette created by physical elements and historical architecture is very impressive. Golden Horn being a gulf along the Bosphorus is an important element of the urban physical structure and has a special role in the historical and cultural life of Istanbul. Within the comprehensive image of the metropolitan Istanbul, it is a sub-region with strong elements of identity. These elements can be identified by the data related to the natural, cultural and human environment. Golden Horn sub-region should be evaluated after a meticulous assessment of the touristic potential, quality of urban services provided and a comprehensive investigation on the sub-regional identity. During the last two decades local governments have frequently displayed a fragmented approach in the preparation of area developmental plans without any research on identity. One of the main objectives of this study is to provide a comprehensive investigation on the identity elements in order to constitute a base for future improvement and physical planning studies. Another important aim of the study is the definition or delimitation of an historical sub-region of Istanbul. The end products of this study will help to determine the policies and plans to enhance the economic base of the area, to define the physical, cultural and social elements of the identity of the Golden Horn region.

atlas of ethnographic landscape in rmc metropolitan region of curitiba - brazil

milena kanashiro

Ethnographic landscape, according to Hardesty (2000, p.169), reflects the system of meanings, ideologies, beliefs and values shared by a group of people. Based on this concept, an urban archeology of Curitiba demonstrated that 45 (forty five) immigrant settlements, mainly Europeans, were the first morphological layers of the city. Most of those settlements were planned by the government around 1800 in order to occupy the uninhabited areas. There are many studies concerning the European settlers in Curitiba. Although the majority focuses on the historical or sociological aspects, fewer studies are related to the spatial structure. The aim of this paper is: a) to organize a pioneer list of settlements with their main characteristics; b) to find the location of the settlement in the current urban tissue; c) to infer the permanency of initial imprints of the planned settlements. That information is necessary to format an Atlas of ethnographic landscape in RMC-Metropolitan Region of Curitiba. The methodology adopted was: a bibliographical research for preliminary data collection and iconographic survey to find the original maps. In order to identify the former settlements, old paths and rivers were considered as references for a search on the maps of IBGE – Brazilian Institute of Geography and Statistics - which allowed us to find the geographical coordinates. The plans were redrawn to overlap with satellite images. The result shows the process of setting up the immigrant settlements which consists of the basis of the ethnographical landscape of the RMC.

a look at the maroon periurban areas: the case of the city macapá - ap

marcelo gonçalves da silva

The aim of this paper is to discuss the scenario of conflict that has aggravated area Quilombo Curiaú – Macapá, Amapá, Brazil. Lists the features of this process in that city, considering that it is a conflict based on the struggle for land, but that is permeated by ethno-racial and economic interests. Supports the thesis that certain principles that underpin the official policy is reviewed and improved.

fashion study & urban planning in the early 20th century in japan

izumi kuroishi

Since the survey of the economical condition of the people in slum areas of London by Charles Booth in the nineteenth century, the participant observation and on-site research of people's way of life were the basic method to prepare information for the redevelopment of urban residential area. The result was mainly analyzed by statistics as quantitative data with political and economical interests. As the project by Charles Booth was related to that of Garden Suburb Movement in terms of their socialism ideology, however, the survey was based on their critical consciousness about the society and aimed to discover clues for a new way of life. At the beginning of the twentieth century in Japan, the government and scholars conducted sociological, economical and anthropological survey of the people's life in both urban and rural areas by applying the methods and ideas of Europe. But, still there were difficulties to evaluate qualitative and cultural information from these surveys in practical urban planning.

Kogengaku by Wajiro Kon is one of the surveys describing the emerging urban space and people's way of life in Tokyo in the 1920's from qualitative and quantitative perspectives with three themes; housing, people's behavior, and fashion.

Kon opposed to the modernism's abstract and pragmatic ideas of architectural and urban planning, and tried to examine insignificant regional characteristics, historical and social contexts of the social phenomena. His human oriented perspective and the abductive method were later applied to the project of urban explorer and to the marketing method to redevelop Shibuya city in the 1980's. Kogengaku did not propose any substantial ideas of urban planning, and has been recognized as a mere descriptive method of fragmental, temporal and ambiguous urban issues, without enough attention to his critical consciousness about the meaning of representation and of qualitative information.

This study is going to examine the background of the fashion and people's way of life in Tokyo around the 1920's to situate Kogengaku in its historical and cultural context, and to clarify the meaning of Kon's ideas of representation and qualitative information in his survey. In Kogengaku, Kon analyzed urban phenomena with the ideas of territory, distribution, mobility, and formal comparison of elements. I would like to study how the transformation of fashion, urban space, and of life style, the meaning of representation, and people's sense of bodily experience interrelated to and expressed in these analysis, and how Kogengaku shared the images of urban space produced in other areas of representation in that period. At the end, I would like to discuss how the historical, cultural and spatial examinations of fashion phenomena, its systems of representation, and people's way of understanding it explain the meaning of participatory and spatial observation of people's lifestyle in the area of urban study at that period.

session 04

landscape, environment & planning

são paulo, a water city

saide kahtouni

The history of São Paulo can be divided into three main periods based on the relationships between the city and its water resources.

The first period goes from the 16th century to the first half of the 19th century. During that time, the natural waterscape was the main geographical feature in the São Paulo urban core. It was incorporated in the ways of life in which rivers are an integral part of the inhabitants' routines and play the role of promoting the urban drift as essential means of transportation and communication for the system.

The second period, spanning between 1850 and 1930, saw the advent of technological possibilities and choices that reshaped the relationships between the city's population and its rivers. With the possibility of supplying water through piping systems and bringing it from increasingly distant areas, water sources were located farther away from the city. As a result, the old public fountains disappeared and in-home running water was introduced in São Paulo. Consequently, the nearby rivers lost their importance as the City's water sources and started being considered obstacles in the urban expansion. On the other hand, an interest emerged in acquiring land as a form of investment and integrated São Paulo City into the context of the new global capitalism. That was also when the large companies responsible for supplying infrastructure and new technologies arrived.

It was during the third period (1930 to now) that the city started occupying its floodplains, in a runaway expansion in these areas. The Plano de Avenidas [Plan of Avenues], introduced during the mayoralty of engineer Prestes Maia, included a system based on valley bottom avenues and avenues running along the main rivers (Tietê and Pinheiros) in which the car prevailed. The cityscape then started being adapted to these new urban designs most of which from the U.S. which

are adopted throughout Brazil. According to this vision, the backbone of the city's road network would be its main rivers and their tributaries would serve as distributing axes of local traffic. Curiously, this technological model of disposing of urban waste on reclaimed land was devised in Ancient Rome over two millennia ago, when the Cloaca Maxima and the Circus Maximus were built on land drained and reclaimed from the Tiber River. The magnificent Roman Forum was built on this great sewerage system.

In addition to these works and engineering interventions, the intense metropolization process of São Paulo brought an excessive specialization in the management systems of the infrastructures required by the city, thus leading to a fragmented water resource management, a task shared by energy generation, sanitation, flood control and drinking water supply agencies.

This city like others in their growth processes during the 20th century seriously damaged its water resources, which are becoming increasingly scarce worldwide.

rainwater in two city plans for rio de janeiro in the xx century: between hygienism & sustainability

ana lucia britto

In this paper, we shall seek to analyze the actions related to rainwater drainage and the treatment given to the problem of flooding in two important city plans, formulated in the referred period: the urban reform plan of Mayor Pereira Passos, between 1902 and 1906, and the plan of the French city-planner, Alfred Agache, presented in 1930. The Pereira Passos Reform is profoundly marked by the hygienist vision, according to which water would have to be controlled, canalized, and the city soil sealed. The objective was to achieve rapid rainwater run-off as a means of preventing floods. The Alfred Agache Plan, albeit still influenced by hygienist ideas

and the prevailing water engineering conceptions, brought solutions that surpassed the traditional techniques and considered the specific reality of the city. Instead of proposing rapid water flow, Agache opted for solutions that would, on the contrary, delay run-off through the construction of reservoirs. His vision, which was quite bold for the time, approximates to what is known today as sustainable drainage.

urban sprawl, legislation & environmental conflicts in the urban expansion zone of aracaju

sarah lúcia alves França

This paper is the result of a research on urban sprawl, planning and environmental conflicts, which has as the main objective to analyze the production of the Urban Expansion Zone - ZEU [Zona de Expansão Urbana], in Aracaju, the capital of the state of Sergipe in Brazil, as well as the intense environmental conflicts that have occurred in the last 30 years. In 1982, the Municipal Law 873 extended the urban limits of the city of Aracaju determining that the old rural area would become part of the urban zone. The ZEU, defined by the Master Plan in 2000 as Densification Restricted Zone, covers the coastal shoreline south of the city, where popular housing, vacation villas, horizontal and vertical condominiums are being implanted, leading to this area the fragmented growth of the city. Due to the factors previously mentioned, the area has been the target of several interventions encouraging urban development, such as the occupation of the space conducted by governmental decisions, public investments, and consequently making land more valuable, induced by civil construction. The insertion of these new types of households in a fragmented manner has increased environmental degradation, through the leveling of dunes and the land filling of mangroves and lakes, in addition to the precarious infrastructure, the absence of drainage and sewerage, added

to a lack of compliance with laws and regulations, which rule the use and occupation of the soil. The difficulty in dealing with these issues tends to grow, given the size of the area and the intensification of the problems, since the reduction of green areas will cause the partial sealing of permeable surfaces, resulting in periodic flooding. Faced with events such as floods, the people claim their rights with the support of the judiciary power through judicial instruments like Conduct Adjustment Agreements and Public Civil Actions, which demands that state and local agencies responsible for defining concrete actions improve the real quality of life of the residents. In order to develop this research, some steps were performed: bibliographical and documental search in public organizations (City Hall of Aracaju, State and Federal Public Ministry, State Government of Sergipe) to collect data about the ventures, visits to the site, as well as the elaboration of tables and maps. In this paper, it was possible to conclude that the dispersed occupation of the ZEU was caused by the real estate market, with the construction of their ventures, but also by the State, through offering accessibility, urban improvements and construction of housing complexes. These actions brought about the production of the soil, ruled by a contradictory legislation that permits population densification, with the intensification of environmental conflicts, and also by Conduct Adjustment Agreements which have replaced standards in an attempt to improve the lives of the inhabitants.

a regional design survey & plans for a revival project in oku-matsushima, an area devastated in the great east japan disaster of march, 2011

keiichi kobayashi

A committee was hurriedly assembled in the autumn of 2011, around six months after the Great East Japan Disaster, in

order to mediate the conflicting demands of conservation and development. Although Oku- Matsushima forms part of a designated Place of Scenic Beauty, a local municipality has planned a project to relocate an affected residential area to higher ground within the protected area. This paper reports the findings of a survey, composed of a visual survey, change analysis and hearings, quickly executed by the author as a member of the committee, accompanied by a proposal for regional revival based on spatial and historical contexts read through the survey.

session 05

transfers & resonances:
ideas, institutions & planning practices
in south america

the urbanism challenger in the south america: uruguay & brazil | 1930—1950

celia ferraz de souza & maria soares de almeida

The study of ideas regarding city and urbanism and their resonance in the Latin American context, during the period of 1930—1950, requires a revision of the urbanistic technical knowledge currently in circulation in the West as well as the activity of specialists in the region. It involves a return to the genesis of modern urbanism after Haussmann, for it was from the end of the 19th century onward, posterior to the profound transformations which cities underwent, that the systematization of ideas entered a new phase. This was especially notable within French culture, with the revision of theory and practice and the organization of teaching all advancing intensely during the first years of the 20th century.

After the reformulation of thought regarding city organization, new ideas, concepts, and methodologies were exported from Paris to the rest of the world. French engineers, architects, and technicians - all specialists in this topic - traveled reaching new urban frontiers in order to implement plans and put the new urbanistic mentality into practice.

A thorough comprehension of the urbanistic process will contribute to the understanding of procedures that were adopted not only in Europe and the United States, but also in South America, where countries such as Brazil, Uruguay, and Argentina had, in their urbanists, professionals that appeared to originate from a single school

The urbanism practiced in Southern Brazil, inserted into this context, was marked by the participation of two well-known urbanists. The first was the famous French architect and urbanist Alfred-Donat Agache (1875—1959), author of many urban plans in various regions of the West. He was part of the Social Museum and was one of the founders and vice-president of the French Society of Urbanists when he was invited to come to Brazil, in 1927, to execute a new urban

plan for the city of Rio de Janeiro, resulting in an enormous repercussion of his ideas throughout the country. The second was the Uruguayan architect Maurício Cravotto (1893—1962), born in Montevideo, specialized in the United States, England, and France. The quality of his knowledge and leadership capacity transformed him into a cultural icon of architecture and urbanism in South America at the beginning of the 20th century, especially in Uruguay, Argentina, and Rio Grande do Sul, Brazil. His Brazilian students, among them the engineer Edvaldo Pereira Paiva, were diffusers of his theories and applied them in elaborating urban plans for several cities in Rio Grande do Sul, especially Porto Alegre, publicizing him even more via his academic activities from the 1940s onward.

This paper has as its principal focus the outstanding figure of architect Mauricio Cravotto, whose professional formation can be traced to the center of the European urbanistic movement in the 1920s, a period of strong development in France where he received, direct from the source, the principal ideas in circulation at that time.

lebret in latin america: urban planning institutions in uruguay & brazil

virginia pontual

This article looks at urban planning practices introduced to Uruguay and Brazil in the 1950s by the Economy and Humanism Movement headed by the Dominican priest Joseph Lebret. The subject runs parallel to the sub-theme of this conference which is a history of planning in the institutional dimension. The Economy and Humanism Movement was set up as an association by the Dominican priest Louis Joseph Lebret along with other members of the church and intellectual laymen in 1941. In 1942 the *Revue Economie et Humanisme* was created to help the members of this group carry out a pedagogical and scientific project effectively. The changes in the political spectrum following the Liberation of

France and in the French Catholic movement together with internal crises in the Economy and Humanism Movement between 1949 and 1950, led the members of the movement to revise the concept of commitment concerning community life and to give priority to the adoption of a technical based and scientific project. These changes went hand in hand with the internationalisation of the Movement and a structure to allow dialogue between Christian Democratic Movements in Europe was set up, known as the Nouvelles Equipes Internationales (NEI). The structure eventually went beyond European borders and local groups were founded in Latin America, Asia, Africa and the Middle East. Le Bret travelled to Latin America for the first time in 1947 when he visited Brazil and Uruguay, introducing the Economy and Humanism Movement to representatives of professional, religious and governmental groups. Le Bret visited São Paulo in April as a guest of Father Romeu Dale and two days later he had a meeting with the Director of the Free School of Political Sociology (ELSP) Cyro Berlinck. This marked the beginning of Le Bret's work in Brazil: the setting up of an introductory course in Human Economy, the founding of the Society of Graphic Analysis and Mechanography Applied in Social Complexes (SAGMACS) as well as studies concerning habitation and urban and regional planning in various Brazilian states Le Bret went to Montevideu in June 1947 where he had meetings with leaders of the Civic Union of Uruguay and 'Falange Nacional' from Chile, an Argentinian representative and a delegation from Brazil led by Amoroso Lima. As well as holding meetings he gave lectures, events that led to the Dominican priest Jean-Paul Ramlot and the students of architecture Juan-Pablo Terra and Carlos Tosar joining the Movement. The priest and the students formed the base of a local group which carried out studies and went on to create the Latin American Centre of Economy and Humanism (CLAEH). This article follows the experiences of Father Le Bret in Brazil and Uruguay focusing on the foundation of institutions such as the Latin American

Centre of Economy and Humanism (CLAEH) in Montevideu and the Society of Graphic Analysis and Mechanography Applied in Social Complexes (SAGMACS) in São Paulo, as well as urban planning practices carried out by means of studies and courses. These studies show the analytical and applied bases concerning land organisation, whose regional dimension means that the city is an integral part of the region.

three plans for three emerging south american metropolises, 1923—1930: analytical frameworks for plan noel (buenos aires), plano agache (rio de janeiro) & plano de avenidas (são paulo)

vinícius luz de lima

Between 1920 and 1930, urban modernization of the largest South American cities required more ambitious interventions which would promote them to the stage of efficient metropolises, leading to a demand for "comprehensive plans" as technical and ideological articulations of this passage. Relying preferably, but not always, on foreign consultants, during this period major plans were drawn for Buenos Aires (Plan Noel, 1923—1925), Rio de Janeiro (Plano Agache, 1928-1930) and São Paulo (Plano de Avenidas, 1927—1930). Different contexts and professional articulations resulted in essentially diverse documents; but a common analytical framework focusing on distinctive moments (conception, discussion, and implementation of proposals) can point out contacts, analogies and interfaces between them. All relied on European and North American experiences as well as proposals already present in local debates.

For Buenos Aires, the Comisión de Estética Edilícia coordinated a plan (1923—1925) known as "Plan Noel", with the collaboration of french landscape architect Jean- Claude-Nicolas Forestier, who proposed an innovative system of green areas connected by multi-lane boulevards, criticized by local

technicians who insisted on monumental arrangements and more conventional avenues.

Rio de Janeiro's municipality hired French architect and urbanist Donat-Alfred Agache, whose plan (1928-1930), proposed structural circulation systems and green areas associated with zoning, designing residential and commercial neighborhoods, the latter combining academic principles and American inspired high-rises, for a modern, metropolitan city center.

In São Paulo, the civil engineer and architect Francisco Prestes Maia was commissioned by the city to prepare the Plano de Avenidas (1930). Drawing from a vast array of international examples, Maia adopted a radial-perimetric structure in which any number of existing propositions could be inserted, making way for automobile traffic and favoring urban expansion, both horizontal – the ever-growing periphery, accessed by radial roads and bus lines – and vertical, sponsoring disciplined verticalization along broad new avenues.

In a period of intense exchange of proposals and urbanistic experiences, South America was one of the laboratories for experimenting these solutions; however, planning ideas were selected, translated and adapted according to local demands and interests, with unequal results, removed from the originally imported conceptions.

city & river: urban plans in the argentina of the first half of the twentieth century

javier fedele

Many times, the relationship between a city and the territory to which it belongs is to be found in the relationship between the urban structure and some element of the natural geography. Rivers, lakes, seafronts, are pieces which participate in a city's network of spaces, and their roles and meanings are dependent on that articulation with the territory.

During the first half of the 20th century, water courses and/or their coastlines would be incorporated by city planners into their interventions in a slow but progressive process which became increasingly systematic. The inclusion of these special units as substantial elements of urban plans went through different stages, and it went from a project particular to that specific place to structural piece of the plan, marching to the beat of the consolidation of city planning as a practice having a scientific statute and seeking technical and social consensus.

In this paper, we examine such process, and we analyze differences of opinion amongst scholars regarding professional scope and responsibilities, strategies for action, and aesthetical discussions contained in urban plans of those times for Argentinian towns on the largest navigable course of the Paraná and the Río de la Plata rivers basin.

session 06

discussing contemporary housing

architecture and city in social housing planning in brazil post-1964. a comparative study between the production of bnh/cohab & cef/par in cities of the state of são paulo

eulalia portela negrelos

By understanding social housing as State promotion, this article proposes to present a comparative study between federal housing policies in Brazil, particularly during 1964-1986 (through BNH/COHAB) and since 1999 (through CEF/PAR – Programa de Arrendamento Residencial)¹. The study has as object the components of urban and architectural design and the public management in housing policies.

The research universe is the state of São Paulo, at municipalities in which COHAB was created in the 1960's. Today three of them are centers of metropolitan areas (São Paulo, 1973; Santos, 1996; Campinas, 2002), and two of them (Ribeirão Preto and Bauru) are centers of administrative areas.

The study is based on mapping housing ventures promoted in two phases: (1) from 1964, when the national planning system was rearranged, inside the housing finance system (SFH) with centralized State management, resources managed by Banco Nacional de Habitação (BNH) through Companhias de Habitação (COHAB)², until 1986 with the assumption of the patrimony of BNH by Caixa Econômica Federal (CEF); (2) since 1999, the PAR ventures, with another land and urban logic and with joint management between the Union, municipalities and private entrepreneurs.

In the 1980's and 1990's, focusing on the period from 1986 to 1999, it has been functional the construction of a frame of references with a series of ruptures and experimentations of architectural and urban design from the criticism of the Modern Movement and the state model of extensive social housing production. These are our first results, after one year of research with the support of FAPESP, and three years working with five student's researches with the support of several sources of scholarships for scientific initiation.

an analysis of housing production in istanbul between 1987 & 2007 in relation to economic, political and social processes

zeynep atas

This paper is an exploration of housing development in Istanbul between 1987 and 2007, in relation to economic and political processes through visualization of data demonstrating the amount of housing production by state, private investment and housing cooperatives.

Maps visualize certain relation networks and breaks in the history of housing development in Istanbul between 1987 and 2007. Those relation networks and breaks which are not quite perceptible looking at the data tables only, indicate certain time periods to be analyzed thoroughly, considering all possible interacting layers as economic indicators, implementations of governments and local governments, wars, natural disasters etc. of a multi-layered whole which is here, the history of housing development in Istanbul. It is aimed to analyze this whole, with a collection of those several and non-chronological thorough analyses through different historical coordinates given by the maps, suggesting a nonlinear historical explanation to the housing development processes.

Correspondence Analysis is applied to a certain data cross table showing the number of housing permits in Istanbul, by year on the rows, and by actors of production on the columns and used to create maps in order to visualize certain relations mentioned above, that could not possibly be seen through the data cross table only. On the maps, row profile spots which indicate the amount of housing production belonging to a certain year (H89 is for instance a row profile spot on the map referring to the number of permits in the year 1989) and 3 column profile spots indicating the actors of production as cooperatives, state and private Investment appear in certain coordinates relative to each other. It is observed that while

some row profile spots stayed alone, some formed clusters around the column profile spots. Depending on the location of the lone or clustered row profile spots relative to the location of the column profile spots, a possible narrative on the history of housing development is produced. “H89” row profile spot, for instance, appeared right next to “Cooperatives” column profile spot on the map, indicating a cooperative-intense housing production in the year 1989. Taken as historical coordinates or breaks in history, deeper analyses and research have been done on the possible economic, political and social processes that might have stimulated those breaks or developments. As possible stimulators for those breaks, the typology of economic crises of Turkey, the interest rates, capital inflow-outflow, the share of housing sector within the GDP, yearly WPI, decisions of central government announced through the yearly development plans, local government strategies etc. of that certain time period and going back in time necessary enough, is covered within the thorough analyses.

the urban growth and substandard housing conditions – effectiveness study of the tenement houses program of são paulo city

livia de souza lima

The existence of tenement houses is one of the essential themes to be treated inserted on the habitat question in the city of São Paulo. Since the industrialization and during all the process of becoming a global city, the tenement houses existed and were kept in the city as an option for the low income people that wanted to live downtown. But, it is important to point out, what represents to live in this type of construction. The tenement houses are considered, by specialists, the worst form of housing in which a individual can live in. Despite this, those houses are the form of habitat that have less interested studies and researches inside the social sciences field and more specifically, by researchers

that are focused on the habitat agenda and it's problems and tensions. Taking São Paulo into consideration, the present article, related to the proposed theme regarding Planning cities and territorial processes, aims to understand the formation of the tenement houses in São Paulo and how the question has been treated by the government public policies. The classic line of thought of Engels, for example, predicted that the sudden affluence of people to the economic centers would cause phenomenon like real estate speculation and the segregation of the urban space. The segregation occurs when most workers can't afford to live in the best town areas and move to the suburbs and can only keep living downtown in substandard houses. The tenement house, under this discussion, emerges as an answer to a variety of economic and social facts, and not as na option dictated by the free of choice. The main advantage for the people who choose to live this way can be condensed by the word access. Living in a tenement house complex represent better access to job locations as well as services such as schools and hospitals. But not only that, but also access to leisure and culture. Bureaucratic issues are also resolved by living in a tenement house, once no contract is necessary, making so much easier the whole process of renting a place to live. And despite the terrible conditions in which these population are living, the tenement houses are still a current option for some men and women in the city of São Paulo. Those citizens are being exploited, since the rents practiced by the owners of those properties are a rip off. Considering this, these people are having some of their rights completely neglected, being the most important, the right to a good housing condition. The article then, proposes to understand what is being made by the public policies on this specific issue and evaluate the effectiveness of the government activity in providing service to citizens found in exclusion of rights and welfare.

home-villages in portugal: perspectives of architectural design concept & as a strategy in planning & revitalization of the territory

ana bordalo & madalena cunha matos

A residential system of Home-Villages, who it is a factor of the region revitalization process in Portugal, is the theme of this work. Housing for seniors turns out to be a central focus of the architecture, planning and real estate today's actuality (Andreas Huber, 2008).

In our society, the housing concept is critical and represents a large part of the quality of life of each individual. It constantly characterize and marks our culture, our habits, our tradition; it is also paramount the political system itself, in the legislation field, in urban planning and in architecture (Higino, 2010).

World population is ageing, reflecting the advances in medical, scientific and technological knowledge, as well as improvements in hygiene and in sanitary conditions of habitations and territory. And it is relevant include factors like education, culture, political, social and economical order which influences the rates of fertility and life expectancy of populations and their migration flows.

To the demographic challenge, adds also the challenge of promoting the relations of proximity and interaction of the populations with their habitation, as a place of refuge, and with the territory where they live and move. It is necessary to establish a territorial and architectural structure that eliminates physical and psychological barriers between generations minimizing isolation, where the introduction of the time factor in its planning aims to encourage and enhance the social and civic and participation of the population. Therefore, architectural and territorial planning, in future, should give answers to the specific needs of different layers of the population and should also be flexible to different stages

of life, in order to promote a proper interaction between the physical space and the specific needs of usage.

Based on the analysis and comparative study, in its macro and micro scales, the Home-Villages of São José de Alcalar, in Portimão, and Monte da Palhagueira, in Faro, is intended to identify and characterize the physical and spatial components of the villages in their residential units, equipments and supporting services, as well as the flows of the resident populations in their territory of action through the analysis of the mobility systems and the relations with the available supporting equipments.

This is done in order to design structural lines of research, from the perspective of architectural design - through the programmatic definition for Home-Villages in their housing system, equipment and services geared to seniors, as well as through the revitalization and requalification of the existing architectural heritage, villages and towns in the interior Portuguese territory, are in a process of depopulation. This is also done from the perspective of planning, where the implementation of these villages can build sustainability. Further more, it could be a strategy development engine for the economic and tourism sector, aimed at seniors.

public policies for social housing in hillsides high risk areas – case study in alto da caieira – florianópolis – sc

sergio torres moraes & sonia rohling soares

In Brazil, land sliding in urban areas of hilly terrain became a critical problem. This problem can be traced to its relation with a larger social problem: the lack of housing in areas of level terrain for low income population. With an aggressive real estate market, negligent public policies and a huge social inequality, Brazilian cities don't leave much space for social housing. In that context, occupation of precarious environmental areas of hillsides is the only option for those

who cannot pay for safe and infrastructured urban land. Although a new federal law (2001 Statute of the City) has simplified the regulation of occupations, environmental fragility persists as danger to poor populations established on hillsides. Over recent years, some governmental actions have attempted to minimize effects of the occupation problem with some technical and social solutions. Chief among these efforts are the actions of the "Federal Program for Growth Acceleration" (PAC) which is aimed to guarantee, among several issues, housing access and life quality improvement for the populations located in sliding risk areas. This paper focuses on a case study of a PAC's intervention on an irregular settlement on a hilly region of Florianopolis in Southern Brazil and show that despite the government propaganda, actions of PAC don't seem to have had the desired effect. Thus, this work intends to contribute for the construction of better integrated public policies to respond to the housing deficit and to the poor population life quality improvement.

session 07

methodologies concerning the study
of cities and other collective spaces

ecological economic zoning: a new way to planning land uses of cities in brazil

crisrina pereira de araujo

This paper is intended to present an environmental planning methodology for small and medium scales based on the presuppositions set forth in Federal Decree No. 4.297 of July 10, 2002, which establish criteria for the Brazilian Ecological-Economic Zoning– EEZ.

The compilation of social-economic data related to the determination of the potential and emerging environmental fragility, in addition to the legal regulations, renders possible the performance of an ecological-economic zoning considering abiotic, biotic, social and economic variables intended for the ordering and development of any given region.

From this interdisciplinary point of view, the environmental planning precedes and supports the Brazilian municipalities upon the performance of their Master Plans, as its more comprehensive view of the set of variables of a territory for that specific municipality corrects any distortions and promotes the compatibilization between development and environmental conservation.

If consolidated, it will represent a substantial change to the Brazilian urban planning matrix which no longer will be treated as individual cells, which had been conceived from the performance of municipal master plans, which, in turn, privilege only the urban areas and their expansion, but it will rather be viewed as integrated planning, considering the various scales of analysis of the potentialities and fragilities of the territory: national level; macroregion, mesoregion and microregion, i.e., the microregion observes the limitations of the mesoregion and so forth.

database architecture and urbanism: urban icons in the city of rio de janeiro

rodrigo cury paraizo & maria cristina cabral

The work in which this paper is based is hosted by the Laboratory of Urban Analysis and Digital Representation, and brings together two research lines of the Graduate Program in Urban Planning (PROURB / FAU/UFRJ): History of the City and Urbanism and Digital Graphics.

The historical object studied is the work of the French architect Joseph Gire (1876—1933) in the city of Rio de Janeiro. Graduated from the Ecole Nationale des Beaux Arts in the first decade of the twentieth century, he designed a series of bourgeois houses in Paris, the *hôtels particuliers*. In 1910, Gire begins an international career designing many upper class buildings of considerable size. In Brazil, he designed many (although yet to be accurately quantified) projects in São Paulo and Rio de Janeiro. However, his work remains unknown in most countries, including France.

The research methodology is drawn from History of Culture, and seeks to map and understand the dialogues maintained by this architect in the city of Rio de Janeiro, contributing to the development of a strategy of analysis and presentation of the works in question. We depart from the notion of cultural exchange, the circulation of ideas and transculturation as a transitive process from one culture to another, therefore avoiding the notion of a one-way conversation with European ideas dominating local production. The analysis is not restricted to the classification of works by architectural styles, but has the objective to examine the transformations in the built environment, urban morphology and social processes either catalyzed or incorporated by these buildings, therefore characterized as “urban icons” at some degree.

Two of these urban icons are studied in depth, in order to help develop an online application that depicts the architecture works of Gire in Rio: the Copacabana Palace

Hotel (1923) and a residential building at Flamengo Beach (1923). For the construction of the digital database, we studied interaction models seeking more subjective and flexible ways to classify, organize and relate data from different source documents as well as different architectural objects records. We also created a navigation prototype to demonstrate and compare tectonic aspects of the buildings, such as structure, materials and construction methods. It also allows the depiction of the buildings' urban environments as well as their morphological, typological and social contexts, along with their uses and spatiality thus helping envision not only various aspects of the buildings, but also their relationships with the city and with different trends of architectural and urban thought.

brick by brick | characterization of the household infrastructure conditions of campinas metropolitan area municipalities over the two last census and its possible correlation with intra-metropolitan migration

tiago augusto da cunha

This study takes, as a background, the construction and use of synthetic indicators of different dimensions of the built and infrastructure environment for comparative and analytic purposes, characterizing, as a case of study, these two dimensions of Campinas Metropolitan Area (CMA) municipalities members. Several studies about the migration issue, especially those about the intra-metropolitan flows, indicate two major reasons for the act of migrating, they are: a) the labor market and b) the land and housing market. It is over this second reason that this study will look more carefully. One of the first assumptions is that improvements in access to land / housing, as well as the increase of the intrinsic quality of the infrastructure of the metropolitan land

(proximity to the relevant public facilities and equipments, water supply, garbage collection and sewage, electricity, etc.), can be correlated with the direction of population flows to certain locations. In fact, the assumption adopted here is that services and infrastructure opportunities "direct", even indirectly, population flows from certain municipalities to another ones, given that they [these opportunities] have repercussions on the land and housing prices.

chronology of the urban thought

paola berenstein jacques, thais de bhanthumchinda portela, joão soares pena osnildo, adão wan-dall junior, priscilla schimitt huapaya, dila reis mendes, adalberto vilela & amine portugal barbuda

The Cronologia do Pensamento Urbanístico (Chronology of the Urban Thought) is a research that aims the systemic circulation of the urban thought in certain urban circles which form vast networks of intellectual exchange, academic, scientific and artistic works in a complex manner. Priority is given to the observation of these networks of intellectuals, artists, technicians and public figures in general, thereby shifting forms of the urbanistic understanding culture in Brazil and abroad. With our data a platform in the web was built as an instrument that systematizes and disseminates information on the professional and disciplinary fields. This open website is organized by two research teams since 2003 – one at Universidade Federal do Rio de Janeiro (UFRJ) and another at Universidade Federal da Bahia (UFBA). Its general purpose is to contribute to a better understanding on the movement of urbanistic ideas, both nationally and internationally, while promoting a better understanding of the circulation of new ideas in Brazil and thus contributing to the strengthening more sensitive disciplinary practices to the local specificities and cultures. The website provides new inputs for the research development and therefore aims

to contribute directly to professionals training at different levels and, indirectly, to consolidate the fields of architecture, urbanism and landscape and its dialogue with related disciplines. The website is designed as a portal where each data inserted leads through other data in subpages that links them to several other types of related information and this display allows to show the ideas circulation on the urbanistic field. This information can be images, in the case of projects; reviews, in the case of books, or even other sites or texts assigned by researchers or professionals containing relevant information for deeper understanding and also critique of the urbanistic knowledge itself. The arrangement of data in a timeline allows, among other procedures, collating information, identifying the dominant theme in one period or another, view the circulation of concepts and technicians and artists themselves from one region to another or within the same country. Through these tools it is possible to realize the extension of the circulation of ideas, vocabularies, themes, plans and projects and their own intellectuals networks of thought about the city and the territory, which feed the dynamics of these flows. In our theoretical position, the Chronology of Urbanistic Thought intends to map the complex networks that develop urbanistic thinking. The research assists the work of historiographical review of the field of urbanism in Brazil, confluencing questions, from an incisive mode – for the data it divulges and allows to collate and to disseminate –, the relevance and/or fitness of the use of notions such as transference, model and/or tax influence of a linear, evolutionary, iconic and closed view of history that continues to mark out – for the lack of mutual comparison and fine instruments that evidence their limits – a great number of works of the area.

sustainability in campus planning: a matter of participation

pavesi alessandra & bruno adriana

This paper focuses on campus planning especially in terms of its procedures and of the actors participating in the process, based on the premise that such factors affect the relationship with the territory in which the campus is located - its natural and socioeconomic elements and processes. The paper begins with a discussion of key trends, from the first reported evidence of master plans for campuses of U.S. institutions (early nineteenth century) and Brazilian universities (1930s), to the gradual incorporation of environmental and sustainability issues into their statutes and practices, including campus management and planning. Conceived as a possibility of reconciling the goals of economic growth, environmental protection and social justice, sustainability becomes a powerful organizing principle of planning practices and land management only if redefined and incorporated into the understanding of the conflicts inherent in industrial society, from which institutions of higher education are not exempt. From this point of view, procedures such as participation, the pursuit of a shared language, political debate and negotiation acquire the same importance of the traditional instruments of planning: design and regulatory and economic tools. It is argued that, in the particular case of campuses, participation provides opportunities for learning and civic education, thus leading planning practices back to the primary functions of higher education institutions. In the light of the foregoing discussion, we analyze the case of the implantation, in 2001, of a new campus of the University of São Paulo, in the city of São Carlos (State of São Paulo). Because of its location, in a region expected to grow intensively in the near future, we consider that planning principles and guidelines to be adopted for the new campus might contribute to the quality of life of the community in which it operates or, conversely,

generate negative social and environmental impacts. The initial intent of the planning committee comprised guidelines for a sustainable model of land occupation, while pointing out the need to promote dialogue with the neighborhood, thus preventing the segregation that characterizes traditional campuses. However, a gap was observed between those assumptions and the practice of its implantation. This was caused by the difficulty of translating principles and guidelines related to sustainability into a coherent and effective plan, by divergent agendas as well as the lack of institutional mechanisms to ensure community participation.

session 08

urban planning
in the second half of the 20th century

the military dictatorship, urbanism, & the urban transformations of niterói

marlice nazareth soares de azevedo & cinthia lobato serrano

Brazil was going through an intense process of urbanization with percentages passing 50% (66% in 1960/1970 and 55% in 1970/1980), defining a new urban profile, in which distinguished the metropolitan areas. The metropolitan areas of São Paulo and Rio de Janeiro stood out as well as the Southeast region where the cities were located, which concentrated more than 40% of the country's population. However, the theme of urban and regional policy was diluted in the various government plans and programs that succeeded and prioritize the basic sectors for economic development.

The military regime (1964) triggered a change in the field of Urban Planning and Urbanism, especially leveraged for the creation and operation of institutions like the National Housing Bank (Banco Nacional de Habitação - BNH) and the Federal Office of Housing and Urban Development (Serviço Federal de Habitação e Urbanismo - SERFHAU).

BNH, with financial support from FGTS - Guarantee Fund for Length of Service (Fundo de Garantia do Tempo de Serviço) - turned itself to the production of homes financed by SFH - Housing Finance System (Sistema Financeiro de Habitação) and SERFHAU, his operating arm in urban planning, financed the Local Integrated Development Plans (Planos de Desenvolvimento Local Integrado) - PDLI for the Brazilian municipalities. The SERFHAU also directed the training for professionals and was a major funder of courses in the period.

However, the urban and regional policy theme was diluted in the various government plans and programs aimed predominantly at basic sectors of economic development. The centralization of these public actions and resources for the financing of urban plans, gave rise to new forms of organization, production and management of cities, giving

each state a new role as intermediary, through the creation of state companies, the housing programs and sanitation driving this process where municipalities actually lost the field of urban management.

What is observed is that between 1960 and 1980, the federal urban policy oscillates between a sectoral and global action. The periods in which the actions were directed towards a goal of reorganizing the urban space as a whole were brief and the main concrete result was the creation of metropolitan areas.

The municipality of Niterói conducted several urban plans and that succession was initiated in 1967 with the Urban Priority Plan, coordinated by the Office of City Planning, who proposed to return to the Praia Grande Project and pointed toward urban growth of the Oceanic Region as a principal vector of urban expansion of the city.

The impact of the inauguration of President Costa e Silva Bridge, the Rio-Niterói Bridge (1974) and the subsequent merger of the State of Rio de Janeiro and Guanabara promoted the loss of its status as capital city and Niterói is to seek new ways to ensure their survival and build their self-management and identity.

the experience of regional planning of the companhia energética de são paulo

mônica peixoto vianna

This article deals with the experience of regional planning developed by the Companhia Energética de São Paulo (CESP) through the implantation of its hydroelectric projects. The Company accumulated reasonable experience in deploying and managing residential centers built to provide support to the works of their dams. The presence of urban planning was verified in all cases studied, with the participation of different professionals such as architects, planners, engineers and landscape designers, from inside or outside the Company. They used concepts derived from experiences as company

towns of the nineteenth century, the neighborhood unit, the garden city, the urbanistic assumptions from CIAM, and the Tennessee Valley Authority - TVA. In consequence, was projected a functionalist architecture, with the use of industrial materials that rationalized the building, trying to adapt it to the climate and workmanship of the regions in which the projects were located. In the 1950s, in the stage of development of the economy and its political conditions, began the participation of the Brazilian government in the production of electricity. The electricity sector, as a strategic sector for the process of industrialization, was a priority agenda of the country in National-development. The American references followed by the administrative reform undertaken by President Vargas contributed to the emergence of a new concept of organization of urban sector of the municipal administrations, a new profile of the urban planner as well as new conceptions of urban plans and legislation. It happens to broadcast the figure of the architect and planner as a developer of integrated projects in the electricity sector, now responsible not only for activities related to additional works and buildings, but for the spatial organization and construction details of major works. The influence of the American experience of the TVA can be felt especially in regard to matters relating to integrated planning and multiple use watersheds, extending the objectives of the projects and opening perspectives for the professional participation of architects. The TVA, created in 1933 as one of the initiatives included in the Roosevelt New Deal, was characterized as an integrated regional planning work, including the architect in his professional team, responsible not only for the activities related to additional works and buildings, but also interfering in the spatial organization and construction details of major works. At this time, two expressions that came from this experience will be devoted, "interdisciplinary" to research and "multiple use" (multipurpose) for certain assets, including, in this case, the reservoirs resulting from dams. The design of urban projects usually recovered the basic principles

that governed the spatial organization of worker's housing: dispersion, neutralization of the streets, affordable housing, comfortable, hygienic and protected from strangers, intended as a place of rest and family life.

the CEMUAM and the educational policy in the national security state

josé francisco bernardino freitas

Studies undertaken on the educational system in Brazil in the post-1964 period indicate a close relation between the educational and economic development models for the country. The economic development was then based on the expansion of labor force in order to accomplish their national industrial project policy. This led to an educational policy suitable to a system in which technocracy was aligned with the achievement of the government's goals. In this respect, 'usefulness' and 'utilitarianism' are apparently the words which better define those educational goals. At that time, the revision of university (1968) and primary and secondary levels (1971) intended primarily a compulsory universalized and professionalizing educational system. This context justifies the Federal Government's concern in financing the Especial Course on Methodology of Urbanism and of the Municipal Administration (CEMUAM), later named as Methodology Course on Projects for Urban Development. This study takes aim at investigating this 'utilitarian' feature of the training promoted by the CEMUAMs, under the ideology of the Economy and Humanism Movement – tour de force of the Courses. Such an ideology appears to be incompatible with the National Development Security Doctrine cultivated by the military government that ruled from 1964 to 1985.

the structural transformation of Spain's cities and their surrounding territory, from the arterial plans of the 1970s: the case of three medium-sized cities: burgos, salamanca and valladolid

jose luis sainz guerra & alicia sainz esteban

During the 1960s and 1970s Arterial Plans were made for the majority of the Spanish cities. These plans were made by the Ministry of Public Works of the Spanish State during the pre-democratic period, with a view towards urban mobility and road transport. The model of the North American cities and their automobile development during those years had a major influence on the proposals that were made for Spain's cities, characterised by the proposal for large ring roads around the cities, highways communicating one city with another and the absence of a budgetary plan that would, at least approximately, set out how such infrastructures would be paid for as well as a calendar, even though it would only be indicative, for the carrying out of such works. These plans had the idea of generating ordered growth in the cities, for which it was necessary to connect the urban centres with their respective peripheries. They were also an attempt to ease congestion in the city centres and to connect them with the areas over which they held sway.

In the work on the Arterial Networks of the medium-sized cities of Burgos, Salamanca and Valladolid, the macro-scale of the planned proposals and the break with city planning policies (then in force) is evident. On the other hand, very few of the indications or proposals contemplated in the road planning of the Ministry of Public Works were included in the cities' General Plans which were developed in later years. Finally, the transformation of the political and administrative structure of the Spanish State at the end of the 1970s brought the added difficulty of the new framework of competences, with the appearance of regional governments and the need for

a consensus between administrations, something which, only a few years before, had been unthinkable.

In spite of these difficulties, the planning proposed in the Arterial Plans of these cities has been an undeniable influence on what was done thirty years later, and in particular, on the proposed model of urban growth.

from policy to plan: regional planning & the relocation of Swedish governmental agencies in the 1970s

erik sigge

In 1963, a Swedish governmental investigation of the localization of national governmental agencies started a long and heated political debate on whether or not to relocate the offices of the agencies to other cities than the capital Stockholm (SOU 1963:69). As a result of a parliamentary decision over 50 governmental agencies with more than 10 000 employees were relocated during the 1970s from Stockholm to other parts of Sweden (SOU 1970:29 I, SOU 1972:55, Proposition 1973:55). The relocations were in line with the labor market programs of the national government and their concern with regions in crisis. Most of the new locations were in areas where industries had closed down and unemployment increased rapidly.

This study is analyzing the relationship between planning and Swedish labor market politics through the work (planning and building) of the National Board of Public Building, KBS (Kungl. Byggnadsstyrelsen). KBS was in charge of the provision of space for the government and its agencies, and directly responsible for finding premises for the relocated agencies in their new locations. The specific examples of this study are of the relocation of five governmental agencies to Norrköping, some 160 km southwest of Stockholm. The agencies were: Swedish Civil Aviation Administration, National Migration Board, Swedish Maritime Administration, Swedish Prison and Probation Service, and SMHI (Sweden's

Meteorological and Hydrological Institute). The study of these five agencies is juxtaposed to agencies that stayed or were relocated within the Stockholm area (KBS, 1973). In Norrköping, as well as in Stockholm, KBS both constructed new buildings and made alterations to existing ones.

The larger questions of the study are: How were the decisions of the national government implemented and what roles did KBS and the city of Norrköping play in this? Where there conflicts of interest between the national and regional concerns with the relocations? Of particular interest for the study is how KBS worked with the Department of City Planning in Norrköping. Where national KBS favored over local clients in their dealings with the city? How were the lots/buildings chosen? Did the localization of the five agencies follow the overall development plan of Norrköping?

This paper presents a specific case(s) of the relationships between politics and planning (i.e. political decisions and policy-making, and the practical work of regional and urban planning). The analysis reveals the specific roles of KBS and Norrköping City Department of Planning while implementing a national political decision at a local level, and presents historical findings of the planning processes that give unique insights into Swedish regional and urban planning of the 1970s.

session 09

urbanization & planning

fortaleza (ceará – brazil) urbanization process: a historical perspective

ricardo alexandre paiva

This article aims to analyze the process of production of space and urbanization in Ceará, highlighting the role of Fortaleza in different historical cycles. The location factors, urban expansion and hegemony of Fortaleza are closely related to historical cycles of Ceará, involving the various relationships between space and social practices (economic, political and cultural-ideological). In this sense, the adoption of a timeline is an important pre-requisite to understand the continuities and ruptures in the process of urbanization seen in Fortaleza, and the contemporary socio-spatial inequalities. There is not a spatial analysis without a temporal one, because the territory historically summarizes the dialectical relationship between space and society, which can only be fully understood based on the study of their origin and evolution. The historical analysis serves to explain contemporary processes where it is possible to infer about the permanence in the territory of preterit socio-spatial dynamics, as long as urbanization takes place on pre-made spaces due to different socio-spatial practices in time. One of the main aspects of the historical process of urbanization of Ceará refers to communication networks that have developed over time in order to facilitate the economic flows in Ceará. Highlighting the rivers and the ways of cattle during the livestock; railroads and port in the cotton cycle; the national and state highways in the cycle of industrialization and unification of the national market; and currently, the airport and coastal roads, with advent of actions and policies aimed at increasing tourism. Among the contemporary socio-spatial practices, the article emphasizes the role of tourism in Ceará, in the context of globalization. Tourism exacerbates the socio-spatial contradictions, mainly, when entering peripherally in places that carry the accumulation of inequalities of other times. Finally, it

presents a concise overview, which summarizes the main features of the urbanization of Fortaleza in different historical moments.

from disrupted infrastructure towards a connective fabric: changing mediations of spatial planning & development in metropolitan lisbon

joão rafael santos

Major public works and urban improvements played a key role in the consolidation of Portugal's authoritarian regime in the late 1930's, but failed to meet changing post-war economic, social and cultural paradigms. In Lisbon, such modernization effort was quite limited to the city and metropolitan upper standard socio-spatial strata. Starting from the mid 1960's an increasing demand-offer gap in the residential market in the wake of private development laissez-faire legislation and ineffective plans, started a process of spatial and infrastructural disruption, both in terms of metropolitan morphology and in its planning process. A disruption breaking a rather compact urban fabric extended by linear aggregation along the old railroad lines, and henceforth accompanied by new informal and extensive patterns of urbanization of very precarious inception and lacking basic infrastructure.

It would be under the political aegis of 1974 Democratic Revolution and revamped by considerable investment support by UE funds (since Portugal adhesion in 1986) that these forms of disruption come into a specific agenda. Major investment in supply, transport and environmental networks triggered a deep restructuring and upgrading of metropolitan quality of life and spatial cohesion. The turning decades of the century witness an effort at addressing these gaps, by establishing a new legal apparatus for urban planning alongside with reviewed infrastructure sectoral plans and high-profile urban

regeneration operations (Expo 98). These were targeted at post-industrial and exceptional landscape features refocusing institutional and public awareness. From the background of disruption one will acknowledge the emerging frame of a metropolitan 'connective fabric': an interfacing and trans-scalar stratus bridging urban development, landscape and infrastructural support.

In the end, the main interest and hypothesis to be discussed, in line with the Conference sub-theme of 'tensions, convergence and social issues', lie at the connective and regenerative potential of large scale arterial and transportation reticulate networks as well as small scale, interfacial and low profile 'fabric-making' interventions, and its conceptual expression by means of the programmatic affiliation of design and planning experiences.

planning & development of dhaka – a story of 400 years

ahsanul kabir & bruno parolin

This paper provides an overview of urban structure and the planning history of Dhaka. Human settlement in Dhaka can be traced back as far as the 12th century, but it was the Mughals who for strategic reasons established a town in the early seventeenth century. Since then the city has experienced an adventurous path under different rulers and has faced multifaceted challenges. Starting as a military outpost, Dhaka has served as a business centre, trading hub, regional capital, provincial capital and now as the primate city of a nation with 16million inhabitants. While travelling through a political rollercoaster, the planning history of Dhaka is characterised by a variety of philosophical views all of which have left a spatial imprint on this historical city. The paper traces these different planning trajectories, examines their spatial impact and focuses on the current situation of Dhaka – one characterised by high densities and overcrowding,

environmental degradation, severe traffic congestion and haphazard planning. Our analysis has a focus on growth and changes in urban structure over time. It particularly emphasises the spatial distribution of economic activities in Dhaka, and investigates the forces behind it. We also examine the role of different plans in accounting for the current form of the city. Geographical limitations appear to play a major role in the current urban pattern of Dhaka. There is wide heterogeneity in its urban form as different parts of Dhaka were developed over different centuries for different purposes. We investigate the harmony amongst different parts of the city to reveal dynamics among land uses and to present some guidelines for sustainable urban growth.

beyond the urban-rural divide: the rescaling politics and new urban-rural relationships in kaohsiung-pingtung metropolitan region

yu-chun lin & / cassidy i-chin lan

The purpose of this study is to increase understanding of the governance systems of metropolitan region after the new administrative divisions, five metropolises, in Taiwan in 2010, particularly Kaohsiung-Pingtung Metropolitan Region. Since the late 1980s, two research themes will exert tremendous influence on the urban and regional development and the central role they play as a foundation for governance systems across the world: (1) Globalization and neoliberalization: These processes are intensifying and, in combination with deterritorialization and rescaling, drive increased competition and changes in the state role play in spatial systems. (2) New Regionalism and city-region governance: These concepts have been used as the basis for keeping global competitiveness in the local context, and refer to a strategic and political level of administration and policy-making, extending beyond the administrative boundaries. However, the process of urbanization and urban expansion

is increasing eroding the rural and farmlands. Particularly in peri-urban area or urban-rural fringes, the rural land is seen as the urban reservation area and provided the necessary service of urban expansion. Therefore, the landscape of peri-urban areas and urban-rural fringes are facing intensely changes with the formation of city region, and also bring the potential crises with the unbalance development of rural and urban area. The methodology used is two pronged: (1) Literature reviews that are both global and local. (e.g. Journal articles, grey data, and news reports, etc.) (2) Focus group discussions in field case areas. (e.g. related scholars and experts, governmental officers, social organizations, etc.)

More specifically, in opposition to most city-region researches focus on the political and economic integration in relating to exchange, interspatial competition and globalization. This study highlights the tensions around social reproduction and sustainability across the metropolitan-region, in which urban-rural unbalance would be more serious. The study proposes a multifunctional landscape concept to deal with urban-rural fringes and rural area to reshape the new urban-rural relation. In the meantime, it proposes the strategic suggestions for the policy thinking on improving the governance systems of metropolitan-region, and for the strategic learning on enhancing the balance development among urban and rural areas as well.

new urban formats – the challenge of urban and regional planning in the east southeast part of belo horizonte’s perimetropolitan area

alfio conti

The scope of this work is to investigate the ability of city planning ahead the emergence of a new format that requires urban planning concerted actions at regional level among different municipalities. It is an ongoing process in a

perimetropolitan region, specifically the east southeast of Belo Horizonte, which will be considered as an investigated case study. After a brief characterization of perimetropolitan area of Belo Horizonte and its regionalization it is investigated the structure of the eastern southeast urban perimetropolitan area of Belo Horizonte, the case study, pointing out how this is composed of urban areas at different stages of consolidation, polarizing unstructured regional areas, predominantly rural, having different dynamics which depend on the process of urban areas strengthening and the outside influences. It is also investigated the urban east-southeast of the region that is formed by medium-sized cities and urban clusters point to form a new urban reality composed by groups of city develop horizontal relationships of complementarity by working as one big city, with different and new conurbation processes with a peri-urban areas increasingly urbanized. Finally we investigated the new urban reality based on planning tools used in cities that are part of clusters, pointing out how there is still a large gap between existing processes at regional and local planning proposals, an urgent rescue regional planning in different scales.

session 10

heritage between social processes
& urban transformations

revolutionary cairo & urban modernity: lessons from the sixties

yasser elsheshtawy

Following the 1952 military overthrow of the centuries old monarchy, Egypt's former president Nasser initiated a pan-Arab movement that sought to distance Egypt from its Islamic past and instead engage the country with the region as well as the world. Architecture and urban space were tools through which this vision was spatialized. Thus the construction of the Hilton hotel – overlooking Tahrir square – became a symbol of sorts for the kind of Egypt that was envisioned by the new regime. Similarly, a series of governmental buildings were constructed next to the hotel. Adopting the international style of architecture popular at the time with its distance from any historical references it was an ideal canvas onto which the national aspirations of a new emerging nation could be placed. The paper discusses these developments looking at the construction of modernist buildings in Nasserist Cairo, and the definition of a new kind of urban space, placing this within a larger historical narrative. Through this narrative which will be linked to the socio-political discourse at the time, I will argue that the regime engaged in a short-lived modernist attempt in which Egypt as a nation sought to move beyond its historical constraints and in turn become modern. This project of modernity did not last, as I will argue, and in the 1970s degenerated into a post-modern pastiche adopting Arab-Islamic elements influenced by the rise of the Arab Gulf.

transformation of public squares of istanbul between 1938—1949

birge yildirim

This paper aims to analyze the radical transformation of Istanbul under the Prost plan between years 1939-1948, during the mayoralty of Lütü Kırđar, focusing on the formation of

three main public squares of the city through demolitions; questioning urban development at the expense of urban memory.

The mayoralty period of Kırđar was one of the most important periods transforming the urban fabric of Istanbul. Following the proclamation of Ankara as the capital city of the new republic, Istanbul was left outside the mainstream Turkish politics, resulting in the shift of all state funding to the building-up of the new capital. To become the symbol of the modern Turkish nation state, the new capital was developed through Jansen plan in 1928 while Istanbul, symbolizing the Ottoman period as being the capital of the late Empire, was left unattended until 1930s. Together with the liberal economic change, the obscure, quiet period of Istanbul came to an end. In 1936 the French urban designer Prost was invited by Atatürk, the founder of the Turkish Republic, to prepare a master plan and a development report for Istanbul. The implementation of Prost plan started immediately after Lütü Kırđar was elected as the mayor of Istanbul in 1939. The collaboration of Prost, a professional from the modern west, and Kırđar, a politician with ambitions for a modern city and power to do so, had was key in transforming Istanbul to match the western influenced modernization ideals of the new secular republic.

Transportation problems, hygiene and aesthetics were three key issues Prost put in the forefront of his plan, proposing a radical change in the daily life of the society. Decreasing continuously after the First World War, the population of the city, once again, started to increase in parallel to the urban planning activities. "The beautification" of Istanbul, as Kırđar described it; "a city of public squares" as Prost put it, the transformation saw the construction of Haussmanian boulevards, connecting the "espaces libres" - open spaces, created at the expense of demolition of many historical buildings. Some others - fortunately considered important enough - were saved and included in the master plan; these buildings were believed to give a "decorative

nature” to the open spaces created or they were thought to strengthen the perspective effect of the new boulevards. In the urban transformation of Istanbul, the development of urban space came with the loss of urban memory permanently. This paper will explore the transformation of Istanbul between years 1938—1949, focusing on the formation of three main public squares of Istanbul; Eminönü, Taksim and Fatih Squares, questioning demolitions within the old cityscape through planning decisions and decision making processes, as a part of the western influenced modernity project of the new Turkish Republic.

the economic and socio-spatial consequences of urban growth on rio de janeiro periphery: the case of campo grande

priscilla rodrigues fonseca

This paper analyzes urban occupation in the neighborhood of Campo Grande, Rio de Janeiro, and consequences of this process in the socio-spatial and economic reconfiguration of last years. The survey aspires to indicate the centrality of region to city West Zone and observes fast-growing population which linked to lack of urban planning, highlights infrastructure limitations, social and housing imbalances. The neighborhood is the most populous and third largest of the city; nevertheless, its importance is non-recognized by the City, and scientific studies developed are scarce; issues which instigates the herein research, proving that its significance is rarely recognized by the Rio de Janeiro population. These factors set on this research about the area. Elements such as density of a different social class produced by real estate industry and government have opened a peculiar new socio-spatial dynamics. Thus, although Campo Grande being a periphery, the poor have been pushed into even more remote areas with limited urban structure. This way, the middle/ upper class may access the location privileges, better services,

infrastructure, and environment qualities. The literature review was based on authors who have studied the urban space production: Havey (1980), Santos (2005), and Corrêa (1999), and also scientists that research the issue of urban infrastructure and housing: Lefebvre (2008) and Villaça (2001). It is expected to see the relevance of the neighborhood for the city’s west portion. The housing and social changes, which the intense effort by the real estate industry and the State have been doing, as also social conflicts. The investigation was enriched with photos and information obtained from official agencies such as Municipality of Rio de Janeiro; IBGE (Brazilian Institute of Geography and Statistics) and IBAM (Brazilian Institute of Municipal Administration) in order to back up the socio-spatial and economic configuration. Research performed by ADEMI (Directors Association of Real Estate Companies) was necessary to evaluate the growth of commercial and residential properties and testify the new housing configuration of the Campo Grande.

the architect as a places manufacturer

célia sofia de almeida maia

The aim is to consider how the architect can be regarded as the ‘doctor’ of the city, not only overcoming, but as well, avoiding problems. The architect should perform their profession, knowing that this will have direct consequences on the people who live there. The city should be made for all its inhabitant and have also to correspond to their needs and quality of life. A successful work, among others, should have strong functional, aesthetic and programmatic contributions, in order to transmit high quality levels. Should not be criticized individuals who try to maneuver their space for its needs, disregarding the work of architect, but it must be done when the architect projects a useless space for the use of his client, disregarding the future and thinking just in the present days. As it was defended by Adolf Loos, the question of the functionality of the space is not

an abstract concept, but according to Greco-Roman tradition, it is inseparable from man. The architecture is identified with the human body, not only as a physical agent and in its palpable form, but also, as an identity of an entity that thinks, feels, acts and interacts with the space. The functionality is not just a concept that is oriented for convenient and economic responses to a given problem, but more than that, it participates in a ritual that involves the human body and his psyche, in a sense more of use and appropriation of the spaces, than just a calculated and predetermined function. The functional city will be the one that not only correspond to the human needs, but also, and especially, it will correspond to the daily ritual and it must be functional at sociologic and psychological levels. Anthropology, sociology and psychology are areas that should merge with the architecture, so that the results are the most accomplished, but always with the objective of the well-being of the user of the city.

Throughout art history, all periods were marked by defending its 'ideal city' and in all these years were remembered the words of Aristóteles when he referred to the city as the absolutely perfect assembly of many villages in one. "The Atlantis" of Solon, "the Republic" of Platao, "the Roman City" of Vitruvius, "the Sun City" of Thomas Campanela, "the Utopia" of Thomas More, "The Nineteenth-Century Social Utopias" of Owen and Fourier, "the contemporary formulations of Broadacre City" of Frank Lloyd Wright, and "the City With Three Million Inhabitants" of Le Corbusier, are the utopias and the ideals of city's that until now were espoused somewhere in the history of architecture and urbanism. The city is the place where the meaning of community assumes is largest and most sublime expression and identity. However, to the time being, and after so many clashes of opinion on how to face and build the city, we may not have reached the most significant conclusions for society to see, finally, the space they are entitled. So what is the city of the future?

city as a public space: considerations on the urban projects role in target areas of urban operations in são paulo

eunice helena s. abascal, angélica a. t. benatti alvim
& volia regina c. kato

This critical article discusses the conflicts that were observed in urban operation target areas in Brazil, in front of public space potential role as a fundamental requalification element on degraded city areas. It approaches real estate actuation in contraposition with urban project ideas, about the way in which it is present in this urbanistic instrument. From Vila Leopoldina-Jaguapé urban operation area case study, in São Paulo, it discusses current transformations that occurs by real estate way and the original urbanistic plan-project idealized by SEMPLA's technical team in 2003. We detach some contradictions between plan-project propositions and found situation in face of quickly and intensive real estate action, that materialize there vertical residential enterprises almost autistic and introversive ones, the design of which does not suppose any relationship between built environment and public space.

session 11

urban design & urban politics

designing consequences: a historical urban analysis of the centre pompidou in paris | 1970—present

aseem inam

With the launching of an international design competition in 1970, the Centre Georges Pompidou now has a four-decade history in the heart of Paris. The conventional narrative of this history has focused on the innovative nature of the architectural design of the building. In this paper, I present an analysis of the project's accidental success of the project vis-à-vis the contemporary urbanism of Paris. When completed in 1977, the Centre Pompidou took the architecture world by storm through its highly-visible steel frame structure, large-span flexible exhibit spaces, its brightly-colored services such as water and ventilation pipes on the exterior of the building, an all-glass façade that created multiple transparencies, and programming for spaces and events that included a mediatheque, a state of the art film theater, a library open to the public, a restaurant with a stunning view of the city, and of course, multiple exhibition spaces that attracted millions of visitors every year.

At the same time, this singular building generated a larger scale transformation of the urban area, largely by accident. The paper constructs a framework for analysis that reveals the urban consequences of individual projects over time. As the Centre Pompidou attracted increasing numbers of Parisians and visitors (over 150 million so far), private and public investment poured into the surrounding buildings in the form of retail (e.g. cafes, stores) and residential uses (e.g. apartments). It created vibrant public spaces by facilitating magnetic attractions in the form of regular and lively street performers and a colorful, sculptural water fountain. Street performers such as musicians, clowns, jugglers, and artists enliven what is otherwise a poorly designed plaza in front of the center. The colorful Stravinsky fountain attracts a mix of

young and old, residents and visitors to sit on its edge, to stroll around it, and the most urban of activities—to watch and be watched. The paper concludes by highlighting two aspects of this analysis. First, conventional historical analyses of architectural projects often tend to miss their larger and more significant urban consequences, including unintended consequences. Second, through careful historical analysis of the consequences and after-effects of a project (rather than only its design intentions), we can learn much from such accidental successes in urbanism and integrate these lessons into future projects.

paths and urban form shaping the city: juiz de fora, brazil

antonio colchete filho, luciane tasca,
victor nascimento & camila caixeta

The aim of this paper is to present the urban history of Juiz de Fora, a city with some 500,000 inhabitants in southeastern Brazil, and discuss how strategic decisions about the planning and construction of roads and highways can determine ways of life in a city. While “paths” (Lynch, 1960) may integrate landholdings and territories, they may also segregate communities and environments, causing deep rifts in the fabric of urban and land areas. The growth of Juiz de Fora is particularly marked by the construction of paths. The opening in 1711 of what was known as the “New Way” (Caminho Novo) led to the development of the then village of Juiz de Fora, which was located on the main artery that connected the gold mining region in the state of Minas Gerais to the port of Rio de Janeiro. Shortly after the road opened, competition in local transportation arose with the construction of the Dom Pedro II railway line that made Minas Gerais state easily accessible to Dom Pedro's Court (based in the city of Petrópolis). Rail transportation significantly reorganized the city of Juiz de Fora, increasing the value of

land and elevating residents' status and social class. Ease in accessing the city, combined with growing numbers of people moving in and around Juiz de Fora, came to define the modern city and shaped its public spaces. Continuous growth and improvement in the main highway – that today connects Rio de Janeiro to the national capital, Brasilia – resulted in one of the country's busiest transport routes, known as BR-040. However, the construction of the BR-440 highway, which interconnects BR-040 and the BR-267, has led to the city being divided; impact assessments were produced only once the highway was under construction. In downtown Juiz de Fora, on the other hand, the pedestrianization of the main shopping area, including Halfeld Street, has given residents a public space that they can enjoy all day long. Aside these opposed examples, there are many different typologies of roadways; some define their surroundings, while others have simple and functional roles. This article reviews the local urban history of Juiz de Fora from the establishment of paths in the city, to an analysis of the major impact and benefits they have had, notably on the local economy and demographics, as well as on the conservation of the local environment - issues that are frequently relegated to a secondary role in the cost-benefit analysis of the city's planning decisions.

the social, political & cultural challenges to the promotion of urban accessibility in the context of brazilian cities

beatriz cunha de vasconcellos

The work focuses on the process of urbanization which takes cities to Metropolitan proportions. Having focused on the Brazilian case, these are reflections of this process in conditions of urban mobility, which shall be conducted in the Metropolitan scale and conflicts generated for the promotion of local-scale spatial accessibility. Are the instruments of management and public policies that address the issue in

the case of Brazilian cities. Tensions between the Federal regulations and their implications on the municipal level. Spatial inclusion of people who make up the urban population to which it applies the right to the city established by the Brazilian Constitution of 1988 and, before the obligatory application of accessibility concept related to meeting the people with different sensory and anthropometric characteristics, autonomously and secure (Decree No. 5,296/2004), the consolidation of accessible spaces in urban environment creates urban managers to the challenge of the reversal of the current frame: the paradox between the advancement of accessibility legislation and its application in concrete city (Vasconcellos, 2006). There is a table of challenges for the municipal actions, of singular importance, so that will consolidate urban spaces accessible making cities more sustainable. It is the urban sustainability from the promotion of accessibility in the spaces of the city, relying on the social equity dimension, inherent to the sustainability concept. The affordable environment enables the assimilation of opportunities to use and built space experience. This is the theme of accessibility from public policies and instruments of urban management: in the context of the Statute of the city and the strategic plan and the competence of municipalities in the regional urban land.

the grid and its variations on the extensive occupation of the west of são paulo state: a comparative study on the four railroads

adalberto da silva retto jr & marta enokibara

The occupation of around 65% of the state of Sao Paulo took place from « Les franges pionnières” in the hitherto ‘unknown area inhabited by Indians’ in the west of São Paulo. The comparative scope for this research followed two movements as a way to explain the dynamics and/or the mismatch when deploying this system in its entirety. The first, highlighted the

political and economic strategy of each siding individually, and second, the grouping of cities by decades, in light of a broader political and economic conjuncture. Within a broader perspective, enriched by national and international archives, the railroad emerges as a mode of transportation that provided the “country’s technical apparatus” from the construction of various engineering works which caused a partial integration of the Brazilian territory polarized by São Paulo. In this scenario, the coffee stands as economic support for the construction of a project designed to link not only the Atlantic and Pacific oceans, but a global project, having the rail system as a support.

urban design in downtown san francisco: a paradigm shift?

richard hu

In this article, I aim to provide a holistic understanding of urban design in downtown San Francisco and its historical role. I make a critical discourse analysis of two benchmark urban design plans – the Urban Design Plan 1972 and the Downtown Plan 1985 – to combine a content analysis of the plans with their contemporary and historical contextualisation to capture their relations to the urban design profession and discipline. A Kuhnian framework of paradigm is applied to evaluating their innovations. I argue that the innovations in the urban design plans for downtown San Francisco represent a paradigm shift in urban design.

session 12

transnational planners, local conditions
& modernization processes

german immigration and public works
in the province of sao paulo
in the mid 19th century

ivone salgado

In the mid-19th century, the then called Province de Sao Paulo received a first wave of German Immigrants, most of whom were qualified building professionals (engineers, geographers, craftsmen). They worked in the road construction and urban sanitation projects that have shaped the capital city. Responding to demands from the local government, they performed public works and participated in the decisions to move cemeteries, the Slaughterhouse, the Infectious Diseases Hospital and the Municipal Market away from downtown. This paved the way to implementing a city policy regulating its growth. Thus began modern public administration. Another initiative of the government was to create a Topographic Department, a true practical school, which would try to meet the shortage of engineering professionals. It would also carry out the so called 'melhoramentos' (improvements) of the Province, which mainly concerned the works necessary for good traffic, as bridges and earthworks, on the road network. This initiative highlight the economic importance of the road system to drain the Province production in a context of export monoculture (coffee). Because of the erosion and damages provoked by the animals, these roads usually crudely opened, needed constant repairs. This paper discusses the relationships between german immigration to the public works in the capital of the Province of São Paulo and necessary improvements in the works necessary for good traffic in the Province In the mid-19th century when coffee production was receiving an increasing.

importing planning ideas, mirroring
progress: the hinterland and the
metropolis in mid-twentieth-century brazil

renato leão rego

By 1950, the northern region of Paraná State was an affluent settlement zone, due mainly to the prosperous coffee-growing industry and a relatively recent systematic colonization scheme, with its deliberate process of urbanization, which had been responsible for a network of planned new towns. The region was economically and culturally tied to the dominant city of São Paulo, and the changing image of northern Paraná's main towns - Londrina and Maringá - was basically the result of the work of prestigious São-Paulo-based architects and town planners that had been hired by the local elite. Notably, modern architecture and urbanism were imported as a means of achieving modernity: a targeted instrument of civilization, even in a colonization zone where material conditions were relatively unfavorable. In fact, the acts of borrowing, rejection, imitation, adaptation, and transformation can be observed in the movement of ideas. Thus, this paper aims to analyze the two-way relationship established between the most influential Brazilian metropolis and the wealthy provincial hinterland longing to mirror its modern features. More precisely, it aims to account for foreign influences and local aspirations and initiatives as the global mechanisms responsible not only for the diffusion of modern planning and architectural practices but also for the construction of the pioneering regional identity of northern Paraná State.

foreign professionals and modernization
of architecture and urbanism:
adalberto szilard in rio de janeiro, brazil

vera f. rezende & fernanda de a. ribeiro

This article analyzes the contributions of the Hungarian engineer and architect Adalberto Szilard to the modernization of architecture and urbanism in the city of Rio de Janeiro, Brazil, for the period of 30 years, from the 1920s to the 1950s. Szilard emigrated to Brazil in 1926 and settled down in Rio de Janeiro. His constant movement between the fields of architecture and urbanism, from architectural design to urban planning theory, illustrates the deep relation between architecture and the city. His theoretical and practical work is to a large extent, registered in articles published in journals, such as, "Revista Municipal de Engenharia", and "Revista Arquitetura e Urbanismo". Those papers show his criticism and his proposals related to urban matters, and his concerns the city traffic, the protection of the hills and the preservation of historic parts of the cities. Szilard was engaged in a long debate with the modern movement and the ideas of Le Corbusier, that changed from the support to the rejection of those ideas. This discussion included issues, such as, the processes of centralization and decentralization. In the article "À margem das Conferências de Le Corbusier" [Nearby the lectures of Le Corbusier] in 1936, he produced one of the earliest records of modern urbanism in our country, related to the opening of Presidente Vargas Avenue, subscribing to the new ideas. Nevertheless, in 1950, in the book "Urbanismo no Rio de Janeiro" [Urbanism in Rio de Janeiro], he reviewed his previous position by recognizing the inability of the modern movement to cope with the existing cities. From the late 1940s, he supported establishing of a City Planning program at the University of Brazil, becoming one of its first faculty members.

elements for a transnational history
of planning: oskar stonorov's
cross-atlantic connections

paolo scrivano

During the 20th century the profession of urban planner has progressively taken on peculiar transnational traits. On the one hand, modern planning's principles and practices have often emerged from debates and discussions of international scope; on the other, the increased individual mobility determined by the expansion of learning itineraries or prompted by emigration processes has led to the formation of a new generation of professionals carrying what has been described as nomadic expertise. The biographies of several 20th-century planners reveal the discipline's intrinsic transnational character but Oskar Stonorov's one seems to illustrate better than many others the profile the profession gradually acquired during this period.

Born in Germany and trained as an architect in Switzerland at the prestigious ETH Zurich, Stonorov took his first professional steps in Europe before emigrating to the United States in 1929 and embarking on a successful career as an urban planner. Capitalizing on his international frame of connections and cultural references, Stonorov became involved in projects and realizations across the Atlantic Ocean that turned him into an expert of worldwide stature and repute.

This paper intends to focus on the relationships established after the Second World War between Stonorov and Italian architects, planners and administrators and on his role as a reference for the local planning culture. It will consider the contribution Stonorov gave to the Italian debate on community planning resulting from the circulation of his writings and publications; the echoes generated in Italy by "The Better Philadelphia Exhibition", a show designed together with Edmund Bacon in 1947; the attempts

undertaken with industrialist Adriano Olivetti to implement housing and planning initiatives in cooperation with the leader of the United Automobile Workers (UAW) Walter Reuther and Italian unions; and his participation in the influential “Italo-American City and Regional Planning and Housing Seminar”, organized by the Italian National Institute of Town Planning (Istituto Nazionale di Urbanistica - INU) in Ischia in 1955.

More importantly, this paper invites the scholarly community to address its interest to Stonorov, soliciting original studies, analyses and examinations on one of the most emblematic and less investigated figures of 20th-century urban planning history.

the rebuilding of the center of rio de janeiro during vargas period (1930—1945)

fernando diniz moreira

This paper studies the rebuilding of the center of Rio de Janeiro during the Vargas dictatorship (1937—1945). The replacement of the colonial urban fabric by a new pattern was due to the establishment of building codes regulating from building layouts to architectural details. Developers and architects were obliged to attend these codes. The origins of this process can be found in the plan that the French planner Alfred Agache elaborated for Rio de Janeiro between 1928 and 1930. The implementation of the plan, however, had a tortuous path. Virtually abandoned after presentation, its major ideas were recovered and adapted by the Mayor Henrique Dodsworth, who stayed in power between 1937 and 1945, the years of Vargas dictatorship. Due to political and professional disputes, the plan was reduced to the redevelopment of a central district (Castello Esplanade) and a large boulevard (Presidente Vargas Avenue). However, Dodsworth’s administration resorted to building codes proposed by Agache determining alignment of facades, volumetric unity of blocks

and concordance of heights and architectural motifs. The new urban design communicated an intense image of power and discipline through its architectural mass, monumental scale and vast open spaces. It was clearly intended to form of urban scenery, expressing Vargas Regime corporatism, social control, and state regulatory interventionism. This paper explores the role of the building codes in the weaving of urban elements, dynamic forces and desires of patrons, bureaucrats, and architects towards the creation of a modern district.

session 13

new cities & reconstruction

from disrupted infrastructure towards a connective fabric: changing mediations of spatial planning & development in metropolitan lisbon

joão rafael santos

Major public works and urban improvements played a key role in the consolidation of Portugal's authoritarian regime in the late 1930's, but failed to meet changing post-war economic, social and cultural paradigms. In Lisbon, such modernization effort was quite limited to the city and metropolitan upper standard socio-spatial strata. Starting from the mid 1960's an increasing demand-offer gap in the residential market in the wake of private development laissez-faire legislation and ineffective plans, started a process of spatial and infrastructural disruption, both in terms of metropolitan morphology and in its planning process. A disruption breaking a rather compact urban fabric extended by linear aggregation along the old railroad lines, and henceforth accompanied by new informal and extensive patterns of urbanization of very precarious inception and lacking basic infrastructure.

It would be under the political aegis of 1974 Democratic Revolution and revamped by considerable investment support by UE funds (since Portugal adhesion in 1986) that these forms of disruption come into a specific agenda. Major investment in supply, transport and environmental networks triggered a deep restructuring and upgrading of metropolitan quality of life and spatial cohesion. The turning decades of the century witness an effort at addressing these gaps, by establishing a new legal apparatus for urban planning alongside with reviewed infrastructure sectoral plans and high-profile urban regeneration operations (Expo 98). These were targeted at post-industrial and exceptional landscape features refocusing institutional and public awareness. From the background

of disruption one will acknowledge the emerging frame of a metropolitan 'connective fabric': an interfacing and trans-scalar stratus bridging urban development, landscape and infrastructural support.

In the end, the main interest and hypothesis to be discussed, in line with the Conference sub-theme of 'tensions, convergence and social issues', lie at the connective and regenerative potential of large scale arterial and transportation reticulate networks as well as small scale, interfacial and low profile 'fabric-making' interventions, and its conceptual expression by means of the programmatic affiliation of design and planning experiences.

a city between visions: perspectives on the city of lagos (portugal), a glimpse throughout time and memory, its effects on architecture and urban environment

maria joão pereira neto, pedro gomes januário,
mário s. ming kong & andreia garcia

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 part of the Natural Park of Southwest Alentejo and Costa Vicentina and the Association of Municipalities of the Algarve, Portugal the so called Terras do Infante (The Infant Lands) in honor of Henry the Navigator. The municipalities of Aljezur, Lagos and Vila do Bispo, assembled efforts to develop projects of common interest. The geographical proximity, the similarities of their historical and cultural past, along with its common needs and potential, were some of the factors that motivated this institutional link.

We focused our research (strongly supported by cultural and visual analysis) in the city of Lagos once the centre of the Portuguese discoveries of the 15th century which was almost destroyed by one of the major and destructive natural

catastrophes of the Portuguese and European Eighteenth-Century: the great Earthquake of 1755 whose effects went far beyond the capital city of Lisbon.

The once beautiful and prosperous “capital” city of the Algarve was not only devastated by the earthquake and consequent tidal wave, as its surviving inhabitants were left behind by the civil and military authorities.

It took almost a century, for a once very important trading city to recover. However the urban and social decay brought by the natural catastrophe was mitigated by the resilience of its inhabitants which combated and promoted resistance not only to the French invasions but also during the Portuguese civil war of the of the 19th century promoting and defending the liberal cause.

These facts were determinant for the slow reconstruction of the city and brought a new insight not only for Lagos but also for the Algarve Region.

The urban landscape and the city’s architecture are both a mirror of this historical and social events and emphasize a new beginning based on the idea of some modernity and progress sustained by the canned fish industry that began in the late 19th century and had its heyday in the 20s of the twentieth century.

During the last decades of the 19th century and the long 20th century, the city and its architecture are going to reflect the Portuguese social history and in particular the Algarve as a Region that will have a new beginning in the sixties with the dawn of Tourism as a major industry. Nowadays at the beginning of the 21st century, tourism is dangerously sustained by a model based on mass tourism, that can not only deface the beauty of the landscape as essential patrimonial heritage of the city and the region where it inserts, walking through a logic of (un)sustainability, but also and especially regarding the city of Lagos, generate almost as devastating impact as to the 1755 earthquake.

Our goal is to present the actual results from our research project within the academic community and also civil

organizations responsible for the protection of heritage values that may contribute to the preservation of cultural values of a region in an ethically and responsible way.

irony of plan-making: reconstruction plans from the great kanto earthquake to the great east japan earthquake

fukuo akimoto

Although “town planning” was translated by Hajime Seki as “toshi-keikaku” in Japan, the Toshi Keikaku Act of 1919 defined “toshi-keikaku” as “legally binding map for planned important facilities” and lacked the term meaning “planning”. After the Great Kanto Earthquake in 1923, the term “fukkou-keikaku (reconstruction plan)” appeared and became widespread, which simply meant “toshi-keikaku” for reconstruction. However, since local governments began to prepare “soukou-keikaku”, a different type of policy plan in the late 1960s, the meaning of “fukkou-keikaku” has become ambiguous. The purpose of this paper is to examine the idea of planning, analyzes reconstruction efforts from the Great Kanto Earthquake to the Great East Japan Earthquake, and clarifies the problems of reconstruction plans as ones caused by the lack of “planning”.

designing the future: planning for climate changes

eliane guaraldo

The Climate Change debates have put urban planning in a new level showing its deep and global relevance. By one side, with more than 50% of the World urbanized, cities and its development model based on high consumes of fossils resources, have contributed to climate changes with high emissions of greenhouse gases. On the other hand, once cities are getting denser, more and more people are everyday

exposed to extreme weather events, which demonstrates cities vulnerabilities and directly impact not only its infrastructure, but also its citizens.

In this sense, urban planning will present a role of extreme responsibility in these processes, once it will be called to integrate mitigation (to reduce the greenhouse gases emission of a city) and adaptation (to increase the urban resilience to extreme weather events) responses to climate changes into the urban environment design, including them as a way of public health policy. That will certainly bring changes to the way urban planning has been seeing through the time, and also a challenge in design process, causing necessary reviews in established urban models.

Some cities around the world are already doing that, and there are several projects of re-design cities to a more environmental-friendly way. Then, we can assume that in a relatively short period of time we might see radical changes in how cities are leading their growing processes, with the increasing demands for landscapes of high environmental performance, connected with their surroundings.

Undoubtedly, to do that, our models of planning and designing cities must be reviewed to emphasize their possibilities to increase urban resilience to extreme weather events. Focus on adaptation measures is extremely important and may be justified once that, despite international regulation as the Kyoto Protocol aims to reduce the greenhouse gases emissions, a Nation first responsibility is with their own citizens. Also, to integrate adaptation measures into the regular urban planning needs to be a State concern to guarantee people several rights, especially the emerging "right to the city". This paper aims to present the general lines of climate change policies for urban environments, starting from the dichotomy between mitigation- adaptation, to then align some aspects of urban design that will need to be integrated in Brazilian urban planning to propitiate the achievement of the global environmental responsibility while respecting the urbanistic culture values of local communities.

design of a good city – creating a 21st century city in developing countries (& bringing about social reform)

nana-yaw a. andoh

The design of a good city is closely linked to the social life of its citizens; "The way we build affects the way we live." My paper will address issues currently facing developing countries by (1) Introducing the current lack of a proper infrastructure in developing countries and its social impact. (2) Speak about the basic components that define a good city by referencing historically successful cities, and (3) Outline how developing countries can plan a good city and bring about social reform.

(1)The current problem facing developing cities can be attributed to two issues; (a) a lack of multiple centers and (b) a lack of proper planning. There are no established mixed-use building types in these cities that lead to a separation of uses. The result is a dependency on the automobile when there aren't enough roads to sustain the growing development, and the existing roads are in poor condition.

(2)What are the basic planning and building components of a good city? Beginning with the basics and working backwards, Cities are made up of Towns, Towns are made up of Neighborhoods, and Neighborhoods are up of streets and blocks (S&B). In essence the DNA of a City is its system of Streets and Blocks (S&B). Once the S&B system has been configured, next is the disposition of buildings within the system to create groups of neighborhoods which form a town, and groups of towns which form the city. The traditional neighborhood is one where daily human activity can be lived to its fullest within a half mile walking radius. The building typologies required to make this feasible as discussed by Professor Westfall are (1)Tholos/Monument (2)Templum/Temple (3)Regia/Gov't or Civic (4)Theater/Entertainment (5) Taberna/Shops (6)Domus/Residential. The characteristics of

a good city is one which pays attention to the disposition of these building types with respect to how the citizens of the city live from day to day.

(3) Lastly I will outline seven (7) steps I believe can lead to an effective urban planning policy for developing countries to follow and effectively bring about social reform and an improved quality of life. Step 1: Record the existing infrastructure. Survey the current existing infrastructure and document everything electronically. Step 2: Honor your past. Streets should be given names of significance. Step 3: Quadrants/ Townships. Divide the city into smaller townships or quadrants. Step 4: Master Plan Design new roads/ streets where needed. Plan for new buildings and renovations to existing. Step 5: New Building Types. Invent new building types to support the current lifestyle of the city. Step 6: Public Spaces. Create usable public spaces for multiple uses. Step 7: Love your City and take pride in it! "Men did not love Rome because she was great. She was great because they had loved her!" G.K. Chesterton.

If these 7 basic steps are followed, I am very sure we will see a wonderful improvement in the urban infrastructure and the quality of life in developing cities, a good recipe for positive social reform.

session 14

coastal & up-country cities:
territorial networks

(non) urban planning in fortaleza:
the effectiveness of the plans for the
urban development of ceará's state capital
up to the first half of the xxth century

amiria bezerra brasil, josé clewton do nascimento,
dora de holanda coelho & thais oliveira ponte

Fortaleza, Ceará's State Capital, Brazil, was established city in 1726, although the increasing of its urbanization process had only taken place from the second half of the XIXth Century on. It was only with the construction of its port - the biggest and most important of the State by that time - that Fortaleza had begun to take over the rest of Ceará's cities. The development of Fortaleza's port and of its urban growing had as main consequence an intense process of migration from the countryside to the main city. City's growing, by that time, lacking of an adequate kind of planning and Fortaleza's growing importance had made urgent actions of urban planning. Thus, from 1812 and during the entire XIXth Century some plans were developed in order to set city's growing that was accelerated as said above. These first plans are commonly characterized as being of embellishing and improvement of the urban form. During the XXth Century the city continued to grow fast and had become one of Brazil's most populated ones and, consequently, had become to show a series of common problems and conflicts of great cities. Although this scenery, Fortaleza had faced the first 40 years of that century without planning, what had just changed from the 30's on when that thematic had taken place again. The first plans of the XXth Century were wider than the plans of the XIXth Century, being characterized as an activity of planning and not only of territory control as in the past. These plans represented the beginning of a proposal period for the city of Fortaleza that had as its highlight in the 1963's Plan, developed by the urbanist Hélio Modesto, a plan that represents a wider relevance and territorial capacity among the others from that same period.

Though, despite the existence of the plans, this article discusses the effectiveness of these plans and their actual consequences in the territory of that city. The article is part a broader research, developed on Fortaleza's University (UNIFOR) that analyses the realization or not of the proposals of planning for that city, from the beginning of the XIXth Century until the end of the XXth Century. This research is under development. The focus of the study is on the Hélio Modesto Plan, the last one studied by the research team. However, despite the deeper analysis that was made of this plan, the article also presents the first results of the research, related to the older plans and presents as well some reflections in relation with these older plans and the one here highlighted.

modernizing chinese cities: guangzhou
from treaty port to metropolis

chen yu

Through examining three waterfront spaces (Shisanhang, Shamian and Shaji) in Xiguan (Western Suburbs), Guangzhou, this paper aims to portrait how a port city in China was transformed from treaty port into metropolis. It shed light on the correlation between the development of foreign settlements and municipal reforms in the early 20th century. After a Customs was established in Guangzhou in 1684, Shisanhang (Thirteen Factories) was developed by hong merchants to accommodate foreign merchants during trading seasons. Its hybrid architectural character indicates the negotiation and tolerance reached among foreign tenants and Chinese landlords under the stringent control of the Qing. The transformation of waterfront spaces in the factory site shows how a sense of settlement grew in Shisanhang after the First Opium War (1839—1842). Shamian (Sand Bank) was reclaimed and leased to the British and the French as their concession in 1861. Its planning shows the Western community's concerns

about security, hygiene, social hierarchy, private investment, and public interests in building a settlement in Guangzhou. These were largely related to their experience in Shisanhang. Fundamental to the transforming of Shamian into a model settlement was the establishment of foreigners' land rights in China by treaties and the systematic administration by the Municipal Council. Shamian's influence on the development of Chinese areas was not immediate, but far-reaching. Despite its proximity to Shamian, Shajia (Sand Ground) remained its traditional Chinese character until the opening of Shaji Road in 1925, as a result of municipal reforms. The opening of Shaji Road and its alike were considered as an efficient way of modernizing Guangzhou and establishing a new image of a Chinese metropolis, which could compete with Shamian, a reminder of imperialism and a representation of Western modernization.

anatolian urban network: regional commercial networks overcoming the territorial disparities

methiye gül çöteli

The process of "incorporation of Ottoman Empire into the European-controlled world economy", which touched to the port cities much earlier than the inland cities, was a partial and piecemeal affair. Thus, differential growth of cities and regional development disparities occurred and finally the transformation and evolution of an urban network appeared in Anatolia. The regional development literature has long argued that port cities do the heavy lifting in the Euro-Mediterranean region for linking diverse circuits of cities and became major cities in the urban hierarchy. However, not much research currently exists on the cities taking place on the lower ranks of the hierarchy. The problem is how did these small and medium-sized cities adapt to the national and global network in the 19th century. This paper focuses

on the small and medium-sized cities especially those in remote areas which had the chance to play an active role in the urban system through their direct interactions with the major cities of the system and other urban settlements. In order to address the size distribution of cities and the commercial relationships among cities clearly, data were collected from Ottoman archives (and personal collections). The urban entities, city populations, international and regional trade records, merchant relationships etc. are the variables of the study. The main result is that the city of Kayseri, a medium-sized Central Anatolian city, was able to cope with the rapid changes in the commercial, logistic and strategic network through its web of provincial and regional scaled trade networks. Kayseri was successful in selling specialized commodities to other cities that are located at much longer distance, to the capital of the Empire and building a sub-network in Anatolia. Besides, this study shows that the Anatolian urban network emerged from nested sub-networks which competed with international foreign traders' networks. These results provide general support for the view that an urban network, which is a spatial organization of interacting cities that show complementarity and exchange. The present study provides a starting-point for further research in the categorization of sub-networks in the Anatolian urban network.

rio de janeiro: an entrepôt city in the network of foodstuffs, 1799—1822

patricia gomes da silveira

The studies about geographic networks in the colonial period are little worked by the geographers because for some researchers the past is just an auxiliary to understand the present. In this way, in this present work we intend to discuss the factors and processes involved in the formation of a network of foodstuffs in the colonial period, establishing

as main axle the partner-economic relations that the coastal ports, established between it. In this research, Rio de Janeiro appears as an entrepôt city of the Atlantic trade and cabotage commerce connecting more or less distant points of the Portuguese empire.

session 15

political, religious, technical & aesthetic
dimensions of planning

joseph bouvard and la construction
moderne: some notes of a career
(1885—1920)

roseli maria martins d'elboux

This paper examines the development of Joseph Bouvard's career at parisian public administration as part of its professional maturity, since the years he worked as an assistant of Adolphe Alphand in the preparation of the French representation at various international exhibitions until he took after Alphand in the Services de Promenades et Plantations de Paris. To do so, it was made a search among some collections of magazines which were in circulation between the last decades of 19th and first decades of 20th centuries. Among those, it was chosen the La Construction Moderne, because of its wide circulation and acceptance in the professional French and foreign environment. Then, a selection of materials and articles in which Bouvard is quoted was proceeded and the results had been analysed regarding their content. As a result, emerged the profile of a professional committed with technical innovations and, despite laudatory writing of the time, it is possible to perceive that Bouvard was a rigorous manager of teams under his responsibility as he dealt, in the same way, with the deadlines that were imposed for the preparation of the 1889 and 1900 Universal Exhibitions. From chronicle held by the specialized publication, were revealed the political and administrative conditions under which Bouvard worked simultaneously in the construction site and in the cabinet. From the appreciation of that journey, we can realize the importance of Bouvard's professional practice to understand the conditions that led to his recruitment by the municipal administration of São Paulo and thus the content of his proposals to the city in 1911. Chronologically, this paper comprises between 1885 and 1920, respectively the year of first release of La Construction Moderne and Bouvard dease's year.

the role of guido thomaz marlière in the
formation of urban settlements in the
zona da mata, in minas gerais, brazil

ítalo itamar caixeiro stephan, josarlete magalhães soares &
isadora maria floriano ribeiro

In the early nineteenth century, with the necessary expansion of the colonization in Minas Gerais due of the exhaustion of gold production in the mining regions, the Portuguese government started a systematic process of occupation in the forested areas existing at that time captaincy. It was in such context that the French military official Guido Thomaz Marlière was sent to the province of Minas Gerais. This article discusses Marlière's influence on the formation of a series of urban settlements in the region known as the Zona da Mata Mineira. Specifically, it presents the main actions carried out in some cities, and to what extent Marlière has exceeded his role as a peacemaker among Indians, using his authority to found new urban settlements and to establish rules of use and parceling of land.

the multiple languages of urbanism in
luiz de anhaia mello:
technique, aesthetics, and politics

maria stella bresciani

This epigraph opens engineer-architect Luiz Ignacio Romeiro de Anhaia Mello's 1929 collection of conferences called 'Problemas de Urbanismo' (Urbanism Problems).¹ It could be understood as a mere scientific-rhetorical resource were it not for the fact that the notions of responsibility, community and citizen/citizenship are key elements in his theoretical option as a professor, public man and active disseminator of urban and regional planning. This sentence immediately leads him to conclude that it is necessary to form 'an urban psychology', i.e., 'preparing the environment' is a 'primary concern for

urban culture'. He reiterates his choice in the numerous writings, conferences and urbanistic plans he devised during his circa fifty years of professional practice. I propose to assess how Anhaia Mello used these notions in his texts as a first step of a wider study. Its purpose, after surveying the conceptual field that underpins his writings and how he organizes it in his projects and urbanistic plans, will be to evaluate the consistency between arguments and actions, not only as a teacher, but also as a public officer and an active participant in planning centers and professionals and civil associations.

I will thus highlight another argument that is not merely rhetorical. In the second text of this collection, a speech addressed to his colleagues of the Engineering School on November 8th, 1928, he states: 'Seeing is easier than thinking'. After translating this quote by American urban planner Harry Overstreet into Brazilian Portuguese, Anhaia Mello adds: 'and it has the advantage of also being of interest to the illiterate'. His defense of a wide visual diffusion of city intervention projects was based on the 'advantage of showing to the public drawings, plants, diagrams, perspectives, and budgets of the works to be carried out.'

Declared advocate of the interdisciplinarity that gave birth to the field of urbanism, or 'urbanism science' as he used to call it, Anhaia Mello always heightened the 'collaboration of sociologists, lawmakers, jurists, politicians, administrators, economists' and even of 'all the citizens' as essential. Although this opinion was not consensual in the first decades of the 20th century, it is currently shared by urbanism specialists. In fact, hygienic or aesthetic-hygienic prescriptions were translated into civil engineering techniques founded on aesthetical notions, which were themselves based on political-philosophical concepts and philanthropic, moralizing precepts. These techniques were then incorporated into urban and architectural projects. Therefore, I believe we can even speak of transdisciplinary structure, since assumptions from different fields of

knowledge interpenetrated to form a common, albeit heterogeneous, domain.

To assess how the above mentioned notions compose Anhaia Mello's arguments, I propose to read the different –written, statistical and iconographic– languages he uses in his conferences and texts. In his argumentative practice, images have two purposes: convincing the general public, when he uses sketches and artistic drawings, and his peers, when he resorts to technical drawings translating concepts. In this arrangement of different languages, I will highlight the political dimension of his arguments, which is not always explicit when his discourse gets more technical. This paper limits its analyses to the texts he produced in the early years of his professional career.

social reform and federalist option in an early 1920s' Zionist pre-state regional planning scheme

axel fisher

Both the official dominant Israeli architectural history and the emerging critique usually trace the birth of Zionist comprehensive regional planning policy back to the 1930s and to the rise of so-called Bauhaus-style modernist architecture and urban planning.

Instead, the early 1920s represent a topical moment, when the Jewish colonization of British Mandate Palestine turned from a sporadic and experimental phenomenon to a conscious strategy; when the Zionist organization and its many agencies gained an hegemonic role in driving the "Return of the Jewish people to the (Promised) Land" and to agriculture; when Zionism faced for the first time the problem of establishing the forms and features of the Israeli Nation-Space.

A major figure in this process was the German-born Jewish architect Richard Kauffmann (1887—1958) which was responsible at that time for the planning of most of the new

agricultural and urban settlements promoted by the Zionist organization in Palestine.

Placing side by side each of these plans, an early pre-State regional planning scheme emerges. One that envisioned the Jezreel Valley as the future “core” of the Israeli nation-state shaped as complex polycentric urban network. There, a new national identity based on social reform, agrarianism and the reinterpretation of local geographic possibilities would have developed along an “ancient-modern” isthmus between the Mediterranean and the Middle East.

Discussing Kauffmann’s contribution to the architectural and landscape expression of this ambitious and controversial resettlement project against geopolitical, agricultural and ideological issues, it is possible to open up to an alternative narrative of Zionist modern architecture and planning and usefully question present-day architectural and planning practice’s “lost of the centre”.

session 16

representation & city image

the evolution of cartography in the process of decoding the city: rio de janeiro's historic center

guilherme meirelles mesquita de mattos

The process of decoding a city's urban form is indivisible from the process of decoding its cartography. The cadastral plan is an instrument priceless to our objective, in which its two-dimensional representations of streets, lots and buildings when associated to historic background and iconographic material allows us to unravel the mysteries behind a city's morphology. With the help of cadastral plans drawn throughout time, we can establish a chronological order in the city's urban transformation, relating each altered space in the map with its historic context. However, it's not just those physical transformations that can be seen on those cadastral plans, but also the evolution of its own representation methods. Therefore, we are able to study the renewals in urban structure while analyzing the changes in the method of cartographic presentation.

We intend to indicate this evolution using Rio de Janeiro's Historic Center as a case- study, since its richly diverse projects over time makes its urban layout a fascinating object in the process of decoding a city. Establishing a time line period analysis of over two hundred years, since the arrival of the Portuguese Royal Court in 1808, turning the city into the empire's capital, to the nowadays Rio de Janeiro, deprived of the administrative function as seat of national government, however still a world reference when mentioning Brazil, as can be seen in the successful bids to host sporting mega events, such as the future Olympic Games of 2016.

Six different plans were collected to study this evolution of cartography and urban form. The first is the map ordered by D. João VI upon arriving in Rio de Janeiro, only published in 1812. The next is the first cadastral plan of the city, as result of the sewer system project in 1870. Drawn as basis for the urban

reforms of mayor Pereira Passos, we have the low detailed plan of 1908. The major transformations after the demolishing of the historical Morro do Castelo, and the proposed remodeling by french urban designer Alfred Agache are shown in the first cadastral plan of the city made by aerial photography, published in 1935. The technical plan of 1975 reflects the highway frenzy of modern urbanism, while the digital era cartography, based on computer aided design situates contemporary Rio de Janeiro.

With varying scales, orientations and detailing, these six cartographic materials are not only the basis for our work, as they're also a product in our analysis. To fully comprehend Rio's morphology, and decode the many layers of urban projects and remodeling the city's been subjected throughout the years, equalizing these plans became necessary. Therefore, first we'll study the evolution of cartography, understanding its transformations, only then to attempt in analyzing the evolution of Rio de Janeiro's Historic Center urban form.

cities in the newspaper: conflicts, fragmentations & convergences

paula scheidt manoel & maria inês sugai

The production of capitalist cities has been historically developed under disputes among different social interests over urbanized land. Several actors are involved in such confrontational processes, and they use distinct strategies and mechanisms, that are not always apparent, but powerful. These strategies and mechanisms encourage the establishment of an unequal, fragmented, and exclusionary urban space. In this study, the role of the press in this historical process is analyzed, and the systematic performance of two rival daily newspapers is examined within the period from 1996 to 2005, in Florianopolis (Brazil). This work assesses how these two media outlets have depicted the

interests, events, and demands of different social classes, and their implications on relationships of power, distribution of public investments, and on spatial segregation. In order to do so, this work includes discussions on ideology, spatial segregation, and the power of media.

the urban layout implantation and the cultural identity of the portuguese cities

sérgio miguel padrão fernandes

The morphological reading of the built city is developed with the aim of identifying and understanding the phenomena that act in the production of urban layouts, focusing on the Portuguese cultural context as a privileged space of observation and analysis.

In this paper, in particular, we focus on the implantation of the urban layouts, understanding it as a particular moment, a stage which triggers one of the cycles of the initial forming of the city. This phase of urban settlement is always a consequence of prior conceptualization that can be drawn or not, but realizing always a constructed reality, which can consider a part of the city or even the whole as an urban object.

Thus, in reflecting on the conceptual framework of actions/ operations/ rules involving the urbanization process and consequently the production of urban form, we sought to demonstrate through the reading of a particular layer on the evolutionary process of the layout that the morphological identity of the Portuguese city reveals itself in a particular mode of implantation of the urban layouts. Whose specificity comes from the sensitive interpretation of the places, the adjustment to the topography and the rational use of pre-existences in which the city shape is mainly a result of the application of principles of composition and organization of urban space. These constants remain in very different territorial contexts and besides having to bear the morphological diversity of the layouts they are also a factor

in determining the identity of the urban space of Portuguese cultural matrix.

The methodological approach is based on the decomposition of the constitutive strata of the Portuguese cities layouts and on their comparative reading by reconstruction of the sedimentation process. From this point of view we question the urban form today, in its current state, and particularly the facts that determined or led to the origin of its production.

Thus, starting from the characterization of historical and typological process of the cities, the morphological characteristics of their layouts are systematized to describe and relate the structural affinities that support the organization of common spatial matrices - the constitution of types.

With this reading of the city form we inferred an abstract and interpretive mechanism of the urban layout production. The usefulness of this approach stems from the implicit relationship between the analytical reading and the exercise of composition in project, an act that requires a similar procedure, but reversed. Whose purpose is the possibility to constitute a conceptual support for the praxis of the city production.

representations of belém

jorge nassar fleury

In the summer of 1983 was held in Chicago, the Universal Exhibition. Some sensations of the event were the Ferris Wheel, the Frankfurt and Vienna sausage and even the Port Wine Kopke, one of the oldest in the region, between various works of art, literature, urban plans, photographs, buildings. Amid all this was the Brazilian delegation, appearing in their first international representation of the republican government. Ladislau Netto (1828—1894), director of the National Museum, was named vice chairman of this committee. The governor

of Pará at the time was Lauro Sodré (1858—1944), a military engineer who had as master Bejamim Constant (1836— 1891). Being a great supporter of studies, arts and science, sponsored the trip of some works by leading figures of Pará, which was the showcase capital of the rubber.

These works have been recognized and published in book printing by The Knickerbocker Press New York, in the year of the Exhibition, entitled The state of Pará, notes for the exposition of Chicago. This book was translated by Jose Coelho da Gama Abreu (1832—1906), Baron of Marajó, a title he received for the good services rendered to the nation. Politician, historian and writer in Brazil, Gama Abreu had most of his education in Portugal, graduated in philosophy and mathematics from the University of Coimbra. As a great chronicler traveler, he traveled over the world, observing, analyzing and describing it. This article will address the representation of Belém in the works exhibited in this Exhibition. Making its link with technique, knowledge, technology and modernity, the representations show the face of a city planned by some prominent actors of the time.

session 17

city, culture & social actors

tahrir square: a reclamation of public space

hussam salama

This paper investigates the patterns of public discourse that occurred in Tahrir Square during the 18 days of the Egyptian Revolution. For decades, the notion of public space has been conceived by average Egyptians as the space that is owned by the government. Egyptians have been deprived from any social or political practices within the public realm. This conception has been dramatically transformed on January 25th, 2011, the first day of the Egyptian Revolution. The occupation of Tahrir Square and many other public spaces across the country for 18 days was a symbol of rejection to state domination. It was a reclamation of people's right to the public realm.

During the revolution, Tahrir Square became the arena of negotiations or "the discursive space in which individuals and groups congregate to discuss matters of mutual interest and, where possible, to reach a common judgment" using Jurgen Habermas definition of public space (Hauser 1998). The square was gradually transformed into a city within the city. In three days, camping areas, media rooms, medical facilities, gateways, stages, restrooms, food and beverages carts, newspaper booths, and art exhibits were established in the square. It was a process of space adaptation and divergence, using Henri Lefebvre's term, that featured an astonishing forms of social organization and administration (Lefebvre 1991). For protestors Tahrir Square became an urban utopia, a place of community engagement, collective projects, social discourse and most importantly, freedom of speech and expression.

This paper traces these forms of adaptation patterns of social organization and discourse. It aims to highlight the symbolic meaning of public space and its role in shaping the relation between people and state. The study uses photographic and video documentations, and interviews with some of the protestors in order to explicate a better

understanding of the dynamics of this process of places formation and transformation. Emphasis is given to forms of expression such as banners, signs, wall exhibits and displays.

street vendors & planning cities: challenges of informal markets in brazil

roberta yoshie sakai

This paper analyses changes in appropriation of downtown spaces by street vendors in Sao Paulo and the challenges for the planning of this territory. Street vending is a classical theme in latin american studies. However, this activity has been reconfigured, opening new questions for understanding the called "degraded" downtown (SAKAI, 2011). In different cities, street vendors are working in large informal markets. Here is analysed one of the biggest informal markets in Brazil: the "Feira da Madrugada", situated at Brás, a central district of the city of Sao Paulo. The market receive buyers from all brazilians states and also has international importance. People from Latin American and Africa buy clothes there and resell in their countries (FREIRE, 2008). The vendors work in a public area since 2005, when the Prefecture of Sao Paulo supported the creation of the market in order to remove them from important streets of downtown. This space is not illegal, it is the result of public space management by the local government, although authorities say otherwise. More than 4.000 street vendors used to work there until 2011. In order to organize the market, the Prefecture announced a project that will transform the area in a complex of shoppings, parkings, hotels and residences. A lot of conflicts between police and street vendors occurred this year because workers fear that the plan will not include them. The situation is uncertain to about 1.700 foreigners that had a trade point there. They are immigrants from others Latin American countries and China that bought their points from brazilians. The monetary negotiation of public spaces

already existed (ITIKAWA, 2007), but there is a new meaning with the insertion of immigrant work. The spaces destined to local citizens are occupied for foreigners, creating the feeling that “the ‘Feira’ is not to Brazilians street vendors”, as said a worker. They are strong groups in informal economy at Sao Paulo because are articulated with specific circuits of production and commerce. Latin Americans produce clothes at low cost (RIZEK, GEORGES and FREIRE, 2010), while Chinese offer imported products, especially counterfeit. The classical dimension of street vending lives with the reconfiguration of the activity. If “informality must be understood as an idiom of urbanization” (ROY and ALSAYYAD, 2004), is necessary to observe what these conflicts say about contemporary city.

creativity & culture: a discussion of their contribution to urban development in Istanbul

ebru kerimoglu

Creativity is supposed to be the solution to all urban problems: economic stagnancy, urban shrinkage, social segregation, technological aging, global competition or more. New efforts by public-private alliances, real estate managers, but also urban professionals focus on place marketing and therefore often tend to work toward establishing the creative city as a future reference model for urban development (Rainisto, 2003, Jessop, 1998, Drake, 2003). New urban development strategies have been strongly influenced by a thinking of designing and constituting creative places and marketing them with culture activities. Creative industries that contribute to a city's social fabric, cultural diversity and enhance quality of life (UNESCO, 2006), as a heterogeneous area of the economy that produces goods and services with creative artistic content for a mass audience has increasingly become a part of cultural and economic policy. This paper focuses on the links between creativity, culture and urban development. It

will try to answer why creativity moved to the center of urban policy. In particular, the relations between new creative strategies and relevant urban development policies as well as structural transformations in the global/local creative industries, the changing composition of Istanbul will be explored; with respect to potentials of creativity and culture and to explore if these components would be a challenge for the cities of future through urban development strategies.

between the globalization pressure & quests for national style in church architecture: new Belgrade Orthodox churches

aleksandar kadijevic

The only type of objects in temporary Serbian architecture whose creators resist to the stronger influence of unifying globalization, present churches a mass built during the last twenty year. Ideologists of global above national strategies criticize attitude like that like deeply conservative, oppose to further leaning on ancient canons and “absolute” medieval Serbian Byzantine models, but not propriety to present needs before all gradual integration of Serbia in European Union. From the other side, obtrusive appeals with instant modernization of architecture of their religious objects church authorities experience as “a political pressure” and “fail of heritage and religious identity”. There from is also endures on preservation of national architectonic style as efficient sight of preservation of its regional recognition. In this occasion we want to point on historical causes of situation like that and to accent the main examples of contemporary Belgrade church architecture subject to influence of mentioned ideological cultural boiling over.

istanbul opening inside-out; practicing spatial & social overtures

sevgi türkkan & zelal rahmanal

“Açılım”, literally translated as “opening”, has been the most popular theme within the Turkish socio-political scene of the recent years. Since 2008, the current government of Turkey, Justice and Development Party (AKP) has been introducing a series of radical “openings”, which can be described as political initiations for tolerance and recognition of ethnic, religious, social and sexual minorities. These overtures, intending to address the burning problems of various identity groups in Turkey, started off with the Kurdish opening and soon was followed by Alevi(Alaouite) and Romani(Gypsy) openings, Republican People’s Party’s(CHP) headscarf and transgender-lesbian-gay openings.

Simultaneously, the term “opening” became a prevailing vocabulary for urban transformations, debates and operations concerning metropolitan areas, particularly Istanbul. Since 2008, city authorities have been launching a series of radical urban renewal projects all over the city. Also, the motive of “opening” flourished critical issues in the use and conception of public space. Anthropologist Jeremy Walton (2010) states:“This general context of political openings and recalibrations coincides with the radical transformations in the nature of the urban in Turkey, and Istanbul in particular. And it draws on the same neo-liberal logics.”¹

With all its associations, implications and controversies, the concept of “opening”, functioning both as an operational and narrative tool, seems to amalgamate social and spatial transformations. Soja (1996) points to this relation: “All social reality is not just coincidentally spatial, existing “in” space, it is presuppositionally spatial. There is no unspatialized social reality. There are no aspatial social processes.”

To better understand the implications of this new political motive, this paper proposes to play a game; taking political

rhetoric in an extremely straightforward way and look for its literal reciprocities in space.

To do so, a collection of “openings” from political statements in Turkish media since 2008 will be gathered and clashed with architectural and planning operations in Istanbul of the same period. In this respect, Sulukule Urban Renewal Project, Taksim square, Cem houses etc. will be subject to this collection. While literally clashing social and spatial practices of “opening”, we will remain skeptical and investigate the outcomes.

The revealing outcomes will allow us to discuss whether the semantic power of the concept which promises heterogeneity, multiplicity, visibility, access and participation validates itself in the city. Does the concept of “opening” spatially cope with challenges of cosmopolitan life and modernization processes? Are these radical democratic maneuvers capable of creating an open public therefore its public space, or are there favored paths to open towards?

session 18

thinking the heritage: history & identity

pursuing 'contemporary history' in cities of the global south: an analytical approach to comprehend undocumented spatial developments

sanjeev vidyarthi

How do researchers pursuing 'contemporary history,' or work that explicitly takes recent events as the starting-point for identifying historical issues (Barraclough 1964), investigate phenomena in cities of the global south where official maps, files, and documents are not easily accessible if at all available? This paper proposes an analytical approach that 'mixes' diverse methods, such as Geographical Information System, 'neighborhood calendar technique' and open-ended interviews, for comprehending undocumented spatial changes of recent vintage. By describing how and why the post-independence quarters of an Indian city developed in a particular manner, this paper also exemplifies the proposed approach.

In the Indian city of Jaipur today, an informal settlement abuts the planned neighborhood of Malviya Nagar while several privately developed subdivisions surround it in contravention of the master plan that envisaged public sector as the dominant urban developer. Developed in 1970s along the principles of American neighborhood unit concept, Malviya Nagar has itself changed dramatically with the conversion of residential land use into mixed uses, single-family homes into multi-generational units, and building of religious shrines in recreational parks. What happened and why? I pursued the following approach.

First, I collected available plans and aerial photographs and digitized them in computer format. I then conducted a door-to-door physical survey marking the land-use of each lot and compared the computerized maps to analyze broad spatial changes. Second, I developed a neighborhood history calendar (Axinn et al. 1997) to fine-tune the sequential

progression of change. This technique is an adaptation of the life-event history calendar, used to collect a retrospective dynamic event history of individual life courses, allowing examination of the sequence of changes over time so that "even when the neighborhood has experienced multiple changes the researcher can decipher which came first" (ibid 387). I also customized the instrument by adding a "mechanism" column to understand "how" the change took place. Examples include narration of incidents such as familial needs, bribing an official, and/or political patronage.

During practice runs, I found that interviewees recalled spatial events better with the aid of a map. I usually began with the long-term residents, filling up the calendar with the help of the first interviewee and cross checking with next ones ideally until the accounts stopped differing. Third, I conducted 57 interviews with residents, appropriators, local politicians, and officials to document their lived experience. Triangulation of data from sequential maps, history calendars, and interviews with residents and appropriators not only helped in narrowing down anomalies but also helped include various viewpoints.

paranapiacaba village: history, city & architecture

thais fátima dos santos cruz

The urban nucleus of Paranapiacaba Railway Village, which belongs to the city of Santo André (State of São Paulo), is located at the top of a mountain range called Serra do Mar, and it was previously called "Alto da Serra". Its origin lay from the time of building of the first railway in the state, the São Paulo Railway Company Ltd (SPR), a British Company that was also responsible for the planning, construction and administration of Vila Velha and Martin Smith Village.

This article introduces the changes of Paranapiacaba Railway Village, especially those relating to the architecture

and planning of three different nuclei: Parte Alta, Vila Velha and Martin Smith Village, whose settlement happened in distinct moments and in different ways.

During the period from 1860 to 1946, when the SPR was under British control, a modern, for the time in Brazil, urban substructure was built, representing a pioneer initiative and the only example of an enterprising city which was projected, built and administrated by SPR, that till today has still kept most of its original architecture and urban characteristics.

japanese debate on the preservation of traditional town features against environmental degradation 1967—1972

andrea yuri flores urushima

This article analyses the debate contained in the reports requested by the Japanese Central Government for the prospective development of the national territory. The analysis focuses on the question of the preservation of historically developed rural and town features of settlements in Japan in order to achieve a human/nature balanced urbanization. The production and debate of the reports mobilized a wide network of influential representatives in urban making from 1967 to 1972 – among them the planner Takayama Eika, the architect Tange Kenzô and the housing specialist Nishiyama Uzô. The reports evidenced the increasing environmental and urban problems brought by the fast industrialization and concentration of population in the Pacific Belt. In order to cope with environmental degradation, to decentralize urbanization and to help fix people in small and medium cities, the reports advocated the need for the re-evaluation of rural and town lifestyle. This article evidences that the major concern of that debate was to search ways to preserve natural and historical heritage without impeding the population to access the conveniences of life in modern large cities.

the modernist urbanism in southern brazil

maria soares de almeida & ana rosa sulzbach cé

The modernist urbanism started in the postwar period (1914—1918) and widespread by the western world as a set of progressive ideas, intended to overcome the basic needs of a mass society, proposing a built environment as an instrument of social transformation and in search of a more just and more equitable urban society. The concept reached Brazil as the doctrinal foundation that directed the preparation of master plans for cities. In the south of the country, these ideas have expanded and settled as the mainstream of thinking about the city, manifested predominantly and leading the debate about the reform of the urban environment. Since the first decades of the twentieth century, the planning practice in the state of Rio Grande do Sul, especially in the capital city of Porto Alegre, has followed the urban and town planning thinking practiced in other Brazilian state capitals. But, by its geographical situation, the prevailing ideas of neighbour MERCOSUR countries and experiences applied in capital cities of Montevideo and Buenos Aires, have also strongly influenced Porto Alegre city planning. This paper presents that moment when the progressive ideas dominate the thinking of the city and proposals are developed influencing the final plans. This stream of rationalist thought is expressed in the planning of Porto Alegre from the 1950s, and dominated the next twenty years. This statement will be the basis of the questions to lead the discussions on this period.

session 19

regions and regional planning:
ideas, plans & representations

an analysis of graphical representations – mapas, diagrams and pictures – of the quebrada de humahuaca the process of construction of a region

graciela favelukes & alicia novick

Questions about region are receiving increased attention in planning and academic agendas. How do you define regions? Beyond the distinction between natural or economic regions, both bounded and homogeneous, as established by classic geography, this paper proposes to examine the processes by which regions take form along time. For regions, be them administrative districts or political, cultural areas, or other segmentations of the territory, are the outcome of historical processes that are not linear, and that we want to explore in the case of the Quebrada de Humahuaca – QH (Jujuy, Argentina). The QH covers much of the deep and narrow valley of the Rio Grande, with a fairly definite southern boundary close to Leon, near the mouth of the river in the valley of Jujuy, and a northern boundary, far less precise, which can be located either in Humahuaca or in Tres Cruces. In 2003 the Quebrada de Humahuaca was designated World Heritage Site. The UNESCO Declaration praised the area as a cultural landscape, and stated the general interest of its conservation. The size and shape of the territory under protection is reflected in a fairly small and schematic map, and the criteria followed for its delimitation are not clear. However, this lack of precision is due not only to the geomorphological characteristics of the area, but also to its history. Indeed, the analysis of graphical representations of the Quebrada and its surroundings, shows that its size and features redefined over time and that, especially, its identification as a particular place is fairly recent. According to our research, what we might call the “map of the Quebrada” as such, did not exist until well into the twentieth century, and was created by the hand of public policies, along with a set

of specialists whose schemes and maps left the mark on the ground of a set of values, which are retrieved in many current tourist circuits and heritage protection programs. From the analysis of graphic representations (maps, diagrams, pictures) this study aims to formulate hypotheses about both the processes of construction of the territory and of its representations.

the geographers and the region concept in state of são paulo

jeferson tavares

The goal is to identify the concept of region in studies made on the State of São Paulo in the discipline Geography.

The sources are the texts of the 1930s and 1940s produced by foreign geographers, in São Paulo, and published in the journals: Boletim Geográfico, Boletim Paulista de Geografia e Revista Brasileira de Geografia.

In the twentieth century, in State of São Paulo, a predominant form of regional planning has been based on its urbanization, so as the relationship between the elements urban and regional. The analysis of the texts of the discipline Geography demonstrates that these models originated in the 1930s and 1940s from the study of the State of São Paulo and dialogue with foreign matrices.

In general, according to Henry Lefebvre, the organization of space occurs through three key components: function, structure and form. From our reading, we found that the formulations for the State of São Paulo consider these components as follows: a function based on economic productivity; a structure based on the relationship between city and infrastructure of circulation; a form organized by urban networks and regional divisions, all related to the natural characteristics of the site.

We assume that the analyze about the theoretical formulations; about the elements that organize the territory

of State of São Paulo and about the dialogue national and international, we can identify the founder concept of the Region in the State of São Paulo.

the comissão interestadual da bacia
paraná-uruguai: confluence between
the “human” & the “natural”
in brazilian regional planning
experience in the second post-war

elisângela de almeida chiquito

The Second Post-War can be understood as the emergence period of regional planning in Brazil. It is the consolidation moment of international ties on technical cooperation, in which ideas, practices and agents are mobilized around underdevelopment issues, and the institutionalization of federal policy aimed at reducing regional disparities of the country. In this period, the first experiments on regional planning made in Brazil had mobilized international ideas introduced into Brazilian context during the 1940's.

This paper focuses on the experience of the Comissão Interestadual da Bacia Paraná-Uruguai (CIBPU – Paraná–Uruguay Basin Interstate Commission), a regional planning agency for development, established during Vargas democratic government acting on Brazilian regional planning between 1951 and 1972. The CIBPU was created through a partnership among the states of São Paulo, Santa Catarina, Paraná, Mato Grosso, Rio Grande do Sul, Goiás and Minas Gerais, and stands out for its autonomy that works in a consortium format, working on preparing a wide range of studies, plans and projects related to regional development, the network of joints between government and national and international consulting firms, and the conceptual and theoretical references that it mobilized.

The CIBPU was created from the confluence of two references introduced in the Brazilian context in the 1940's.

The first one refers to integrated planning valley idea, presented in the Regional Planning Association of America (RPAA) and in the Tennessee Valley Authority (TVA). The second one relates to ideas from Economy and Humanism movement, brought to Brazil by Father Louis-Joseph Lebret, who was directly involved on the CIBPU creation, performing the initial studies on latin american underdevelopment.

This paper is divided in three parts. The first part characterizes the 1940's as the emergent period of regional planning in Brazil. The second part analyzes the impact of ideas from TVA and RPAA in CIBPU. The third part intends to detect interference from Lebret and ideas of Economy and Humanism in CIBPU.

This research was based on sources from the CIBPU Fund, which are documents and reports produced by the institution and its library. It has been complemented by researches on SAGMAC's collection, placed at the Library of the Graduate School of Architecture and Urbanism of the University of São Paulo.

regionalism, planning, and growth:
the southern growth policies board
& the sprawling american south

carlton basmajian

Beginning in the late 1960s, several waves of so-called “New South” governors were elected across the states in the US South. Representing both parties, the first gubernatorial cohort included Terry Sanford (North Carolina), Jimmy Carter (Georgia), Reubin Askew (Florida), John C. West (South Carolina), Dale Bumpers (Arkansas), and A. Linwood Holton (Virginia). Later cohorts included Joe Frank Harris (Georgia), James Hunt (North Carolina), Bill Clinton (Arkansas), Lamar Alexander (Tennessee), and Bob Graham (Florida). Many of these governors would go on to national prominence. Attempting to put a new face on the South, the

governors garnered attention for their public rebukes of the racially charged politics of their predecessors, and for their emphasis on improving public education and environmental protection. Perhaps more importantly, yet with far less drama, the governors also doggedly pursued economic growth and promoted urban development. In spite of all their rhetoric about ending racism and easing poverty, the primary focus of their policy agendas turned out to be an old formula of infrastructure investments and industrial recruitment, which transformed the region without really disturbing existing race or class relations or protecting the environment.

In 1971, these governors came together to create the Southern Growth Policies Board (SGPB), a publicly supported regional planning and development agency. Operating almost like a think tank for the region, SGPB developed policy ideas that validated and extended a narrow growth agenda, and disseminated those ideas to successive generations of the region's political leadership. It undertook detailed applied research projects on the demographic, economic, and environmental conditions facing the South. It developed and promulgated ideas for new legislation that would improve higher education, regulate water supply, and attract industry. It also worked behind the scenes to facilitate relationships between the region's key political and business leaders. Encouraged by the SGPB, governors and legislators around the region successfully pushed administrative reforms to professionalize bureaucracies, develop consistent regulations, and court corporate investment.

This paper describes how a handful of key political leaders in the US South came together to create the SGPB to legitimate and sustain their pro-growth vision of state planning, and explores how a quiet public institution helped plan the modern urban South. The style of large-scale planning embodied by SGPB, while seemingly at odds with the anti-regulation political culture of the modern South, was in fact a manifestation of a very old regional identity that sprang from a set of social and political conditions, and fueled by

an intellectual tradition, common to the southern states. By examining the connections between state politics, development regulations, and regional context, this paper highlights how planning for growth stifled other pressing concerns, essentially marginalizing efforts to use state power to protect the environment, improve social equity, or come to terms with the South's racial politics.

capital connections: australia, brazil & landscapes of national identity

christopher vernon

Within the sphere of twentieth century urbanism, Australia and Brazil are most immediately linked by their mutual decisions to construct national capitals de novo. Sharing genesis as 'political acts of faith', the century's new Australian (1912) and Brazilian (1957) capitals encompassed design enterprises aimed at codifying, projecting and physically accentuating visions of national identity. Neither Canberra (Camberra) nor Brasília was conceived in a vacuum. Although nearly half a century distances the two capitals, Brazil actually saw Australia's capital building enterprise as an important precedent for its own Brasília endeavour. This study does not consider Canberra and Brasília through a typological or design genealogical lens. Alternatively, it is concerned with interpreting the symbolic content of the two capital layouts. Within this context, earlier scholarship has explored the socio-political dimension underpinning Canberra's and Brasília's designs.¹ Enlarging upon these studies, this paper argues that shifting perceptions of and orientations to the indigenous landscape played a vital role in the construction of national identity at both Canberra and Brasília. In parallel, surveying the Australian and Brazilian quests to articulate and accentuate national identity re-illuminates a rich, albeit little known, dialogue between the two Southern Hemisphere nations.

session 20

large scale projects

a “nation-stadium” under construction: discursive struggles on the rio de janeiro’s preparation for the 1950 world cup

erick omena

This article is motivated by the possibility of collaborating on historiography concerned with conflicts around global sports events, especially on Rio de Janeiro’s preparation for the 1950 Football World Cup and the construction of its most iconic project: the Maracanã stadium. Based on previous studies, this work specifically intends to answer two questions: what were the main conflicts over the construction of such stadium? And what representations of the Brazilian nation did underpin those struggles?

Methodology is based on data collection from the main newspapers devoted to the subject at that time combined with proper literature in order to identify the dominant discourses around this issue and their characteristics. It is considered the period between 1946, when Brazil is officially chosen by FIFA (Federation Internationale de Football Association) to host the event, and mid-1950, just before the start of the competition.

mega-events in rio de janeiro and their influence on the city planning

karin fernanda schwambach

Rio de Janeiro is going to host two of the most known mega-events of the world in the coming years: the FIFA World Cup, in 2014, and the Olympic Games, in 2016. Therefore, strategic projects to improve key-parts of the city have been developed, inspired on the urban transformations that occurred in Barcelona, due to the Olympic Games in 1992. On the whole, mega-events have already demonstrated to be an efficient conductor of urban transformation. However, they are part of a process that shifts the urban planning logic, aiming at a more just and democratic city to the market orientated perspective.

As far as the mega-events in Rio de Janeiro are concerned, the expectations of the population, scholars and politicians are high and the opinions are diverse. In any case, the reality demonstrates big challenges involving mobility, security and basic infrastructure, not to mention the large housing deficit, the so-called favelas [slums]. The proposals seem to be opposite from the good practices in terms of urban planning that have been happening worldwide. In this scenario, this article presents some critical views on the process for hosting mega-events and their influence on the urban context in the city of Rio de Janeiro.

housing policy of the last argentine military government (1976—1983) and the preparations for the world cup in buenos aires

jimena alejandra vega & ma. cristina da silva schicchi

The objective of this paper is to analyze the successive urban policies adopted in Buenos Aires, especially the planning and interventions in the urban space during the last Argentine dictatorship period. On the one hand, the study will focus on the housing policies in the Federal Capital, which are considered to be the backbone vector in modeling the “porteño” urban space. On the other hand, the study will also analyze how the organization of the 1978 World Cup, used as a propaganda vehicle for the policies of the de facto government, influenced the social policies adopted.

The research aims to contribute to a better understanding of the actions of the state – represented by the last military government – in the field of socio-spatial policies, in order to understand how far the urban intervention strategies contributed to a greater fragmentation of the sociopolitical-spatial tissue, and to the reproduction processes of the capitalist dynamics in the city of Buenos Aires, whose features can still be seen today in the production of its urban space.

who wins and who loses with the
great urban projects? operação
urbana consorciada água espreiada
evaluation in são paulo

eduardo alberto cusce nobre

Since the late 20th Century the urban policy paradigm has modified considerably due to great political and economical transformations that had occurred in the World. The strengthening of globalization and the ascension of neo-liberalism have resulted in the change of land use control and regulation to the promotion and stimulation of the real estate market, resulting in large scale urban projects in many cities of the world. These experiences are consequence of urban deregulation in association with public-private partnership and have recently become object of research. In Brazil, it stands Operação Urbana Consorciada (Joint Urban Operation) planning tool as the main example of this trend. This paper aims to develop a critical analysis of the use of this instrument, taking the OUCAE – Operação Urbana Consorciada Água Espreiada in São Paulo as a case study. It searches to evaluate the intervention, since its designing until its implementation by the Municipal Government, concluding that it has caused the symbolic and financial valuation of an already valorized area, favoring specific sectors of the capital, mainly the real estate and civil construction ones, in detriment of social demands of affected populations.

session 21

city: modernity & representations

pietro maria bardi – the vicarious architect: the importation of italian futurism to brazil

annette condello

Italian-Brazilian Lina Bo Bardi's modern architecture has received considerable attention. Her urban projects in Brazil, however, are rarely discussed as having been influenced by her husband's thoughts. Consequently, they merit renewed critical attention through this lens. Pietro Maria Bardi's urban experiences and architectural collaborations in pre-war Italy and Brazil informed his reflections upon Italian Futurist manifestoes and drawings. His urban novellas, criticism of Italy's State Architecture and unrealized collaborations, specifically with Pier Luigi Nervi on E'42 in Rome for Rationalist planner Marcello Piacentini, express ways for considering the importation of the underlying Futurist design traits in Brazil. This paper illuminates the lesser-known Italian Futurist links with Lina Bo Bardi's projects and tracks their origins to Pietro Maria Bardi. This argument draws upon Olivia de Oliveira's interview with Lina Bo Bardi, her last. Pietro Maria Bardi was a vicarious architect and urban Futurist. He subconsciously conceptualized designs with Lina Bo Bardi within an unrestricted Futurist framework, imported from Italy and transformed in Brazil.

new urban patterns in the brazilian houses of the nineteenth century: the british contributions to the local standards

maria marta dos santos camisassa

The re-edition of Gilberto Freyre's *Inglês no Brasil* (2000) brings again several scholars in face of a challenge which has remained open since the first edition: to which extent his statements have not yet been taken into account by historians who do not belong to the political or economic sciences?

Despite the research carried out by Freyre was concerned almost exclusively to the first half of the nineteenth century, there is no doubt that the Englishmen not only stayed in Brazil longer than that but they also reinforced their positions during the second half of the same century. Besides, there is a lack of consensus among historians in respect to the nineteenth century architecture. At first sight, it seems to exist a gap between the history of Brazilian architecture and that of urbanization when the English presence is undeniable. The Englishmen's role on the process of urbanization in the main Brazilian urban centres of the nineteenth century is still to be unveiled, especially if concerns remain on the adoption of their urban models according to the local land economy of the time. The fast growth of the cities in this corner of the world and the needs for a healthy urban space led many countries to look for new patterns in the European centres and so did Brazilians. These have commissioned British enterprises to build up the needed infrastructure in towns such as Rio de Janeiro who may have carried along new urban patterns for a country which was willing for a new "civilized" image.

the neighbourhood unit: from modern experiment to the development of the contemporary sustainable city

umberto bonomo

How could the concept of the Neighbourhood Unit, created in the twenties and perfected in the fifties, be a model for the development of the sustainable city today? This paper will attempt, first, to explain this modern urban and architectural model whose inner design was based on scale multiplicity and programmatic fusion; second, to show how the paradigms contained in the Neighbourhood Units of the fifties, after having been strongly criticized, are now valued and seen as models for contemporary sustainable city planification. As said by De Carlo, "with strong clarity and critical

conscience, for the first time in cultural history, [rationalists] have introduced the principle of indissolubility of architecture and urbanism as a typical component of the contemporary socioeconomic condition.”¹ This indissolubility implies that, in relation to Neighbourhood Units, one should refer to the urban, social, economical, political and technical dimensions of the specific contexts in which they developed.

representing the netherlands or representing rem koolhaas: the dutch embassy in berlin

ozan avci

Berlin is one of the most glamorous capital cities in Europe. The architectural production of a capital city is very important in consequence of political and representational architecture. In this context, embassy buildings act a significant role like representing a nation in an other country especially in this modern world where we can hardly talk about “national architecture”. The Embassy of the Netherlands in Berlin is a considerable example for political architecture and representation. Not only its architectural qualities and denotation as an office building, but also its language and connotation as representing the Netherlands make it a significant example in the context of semiotics in architecture.

It is always claimed that architecture and urban design have an important role in national representation. Capital cities and governmental buildings would seem to serve and symbolize a nation or state as a whole, but on the other hand, they are chosen by the leadership rather than by the populace and also they are designed by an architect, so the final product does not have a real national identity. Architecture together with urban planning often amplify national identity, but some important parts of this concept is always missing. The decision maker of creating and constituting a new capital or a governmental building is not the nation itself but the regime

and the designer whose own sense of identity is projected onto that of the nation they seek to build. In this semiotic context, an embassy building can be discussed as a problematique, thus the connotation of the building becomes more than one. The Dutch Embassy in Berlin represents not only the Netherlands but also Germany and Rem Koolhaas himself.

In this paper, The Dutch Embassy in Berlin will be discussed with its denotation and connotations in the context of semiotic and political architecture. The national images of Germany, which is reunified and struggling with its sad past that can be felt in the urban pattern, and the Netherlands, which is characterized by the ideas like clarity, modernity and transparency, will be problematized within the design process of the building by a star architect, Rem Koolhaas. The historical background of Berlin as the making of a capital and the Dutch presence in Germany will be expressed and the Dutch Embassy building will be examined critically as part of semiotics in architecture.

theming, tourism and heritage in the city of penedo, state of rio de janeiro, brazil

sergio moraes rego fagerlande

When studying cities and tourism, one of the aspects to be considered is the relation between the symbolic aspects of the architecture, its uses, and the heritage, both visible and otherwise. This work is part of a doctorate thesis on image construction in small tourist cities that covered Gramado, RS, Holambra, SP, and Penedo, RJ. The article shows Penedo, where tourism is based both on the natural landscape as on its Finnish image, and on how themed tourism can relate to the encouragement of traditions, helping to preserve local culture and customs. Penedo was founded in 1929 as a vegetarian and naturalist place, by a group of Finnish people, and took tourism as its main activity from 1930. Local tourism started to change in the 1970s and underwent a theme creation

process represented by the opening of Little Finland and Santa Klaus House in 1998. Urry (2001) helps to understand how the construction of the image takes place in tourist cities, based on the need to attract tourists through visualization and architecture. Shields (1992) shows how the history of the place influences this process, and its relation with the community. The idea of theming follows what is proposed by Gottdiener (2001), and scenario building, showing how scenarios are set as tourism elements, is described by Silva (2004). In showing how this process took place in Penedo it is important to bear the concept of themed authenticity (MACCANNEL, 1999) in mind, with the transformation of customs in tourist events. The activities carried out by Clube Finland (The Finland Club) are fundamental for the preservation of customs and to encourage a better relation between traditional culture and the inhabitants. Apart from keeping activities such as the Finnish Dances and the Finnish Museum, the Club has been expanding its actions, with the Finnish Colony Fair, with handcraft and cultural activities, and the Finnish Route for Penedo, a leaflet that introduces the activities of Finnish people in Penedo and that highlight the visible and invisible culture, involving urban aspects, with the valuing of the local heritage. These initiatives have been increasing the interest of shopkeepers for Finnish culture, showing that the increase in tourism revenue and a wider relationship between those that defend their traditions and those that hold a more commercial view can supplement one another.

session 22

town planning in the early 1900s:
exchanges, diffusion and ambiguities

the town planning conference (london, 1910): international exchanges in the beginning of the modern urbanism

osé geraldo simões junior

The Town Planning Conference, held in London in October 1910, is considered the first international meeting congregating the most impressive urban planners of the world, coming from Great Britain, France, Germany, Belgium, Netherlands, Italy, United States and also from Brazil.

The leitmotiv was the recent and heated debate of a global normative applied for all the urban areas in Britain (improvements, town extension, housing, urban aesthetics) named Housing and Town Planning Act, approved in 1909. This paper aims to analyse the contribution of this Conference (speech, debates) to the diffusion of urban ideas in the international town planning scenery, with some references affecting Brazil.

imperial planning: britain & australia 1900—1970

jenny gregory

During the twentieth century many British town planners travelled throughout the Empire, and later the British Commonwealth of Nations, creating a global network of planning ideas. A number came to Australia.

One was Gordon Stephenson, who arrived in Perth, one of the most isolated cities in the Commonwealth, in 1953. Lever Professor of Planning at the University of Liverpool, his task was to prepare a plan for the metropolitan area. Brilliantly credentialed for the task ahead, he recorded that he was feted by politicians as ‘the only chap on the globe that could help the poor, struggling West Australians’. Was this the way British town planners who came to Australia were usually treated?

This paper is part of a pilot study for a larger project on this subject. It introduces British town planners who worked on major projects in Australia in early to mid twentieth century, focusing on the skills they brought with them, the networks of which they were a part, their planning experience prior to coming to Australia, and the major projects with which they were involved, and their longer term influences.

the ambiguity of town planning: innovation or re-interpretation?

andrea verenini & fabiano lemes de oliveira

The paper questions the nature of town planning as a coherent national strategy throughout Britain at the beginning of the 20th century, by analyzing the specific case study of Portsmouth. In 1912, the city unveiled an urban improvement scheme named Curzon Howe Road. This went to replace an industrial working-class residential area that had been classified as unhygienic and dangerous for the general wellbeing of the inhabitants. Having been conceived in 1910 as a direct response to the 1909 Housing and Town Planning Act, Curzon Howe Road can be regarded as being the first example of town planning in Portsmouth. In itself, the notion of town planning is often recognized as a new form of urban intervention aimed at tackling the problems inherited from the industrial revolution. This paper highlights the ambiguity of the term town planning which - to quote John W. Simpson, the president of the RIBA at the time of the prestigious Town Planning Conference of 1910 - “has different meanings in different mouths” (RIBA, 1911, iv). It also discusses how the notion of town planning in the early years of its practice in Portsmouth represents a transitional stage prior to the more design-oriented solutions of the following years. The paper argues that there was no ‘pre-town planning’ vs. ‘post-town planning’ clear-cut distinction in this case study, which can also be observed in diverse locations in Britain. Furthermore,

the research shows how in Portsmouth, town planning was interpreted by its instigators as a fusion between the old (i.e. the 19th century Critical Planning practices and rigid Bye- Law standards) and new means of implementing change. Thus, Portsmouth's Curzon Howe Road represents an example of hybridization, generated by the struggle between forces of permanence and rupture within the context of urban improvement of the early 1900s. In this lies its significance, as it reassesses the true nature of what town planning signified in its formative years for different towns around Britain.

proto-modern patterns in the growth of two brazilian big cities: são paulo & rio de janeiro in the early 20th century

luciana alem gennari

This paper sets out to discuss some ideals of city planning that had crucial importance in the consolidation process of São Paulo's and Rio de Janeiro's outskirts in the early 20th century. Its significance derives from the fact that the urban structures of these areas remain until the present and they are constantly being targeted in the urban discussion. The main thesis of this work is that the housing problem deeply influenced the way these cities grew, were conceived and constructed. This phenomenon is not isolated, as long as many countries around the world, which experienced an intense industrialization and consequently saw the population of their main cities grow rather fast in a short period of time, had to deal with pretty similar issues. This paper intends to contribute to the reflection about urbanism and urban planning during the late 19th and early 20th centuries, a short time before the advent of modernism.

Due to the end of the slavery and the scads of immigrants, housing became a serious issue to be solved in the greatest Brazilian cities. At this time, both São Paulo and Rio de Janeiro had a serious lack of adequate housing, in other

word, of houses which accomplished the principles set out by the new society: Brazil was no longer a monarchy, it was then a secular republic. Both Rio de Janeiro, its capital, and São Paulo, its most important industrial and commercial center, were supposed to represent a modern country and its advanced society. The slums and the slum-dwellers shouldn't be allowed anymore, as these cities had to be an example for other Brazilian cities as well as a "display" for the rest of the western world.

In both cases, because the house establishments occupied several areas and the cities had to be spread out, this growth should be strictly controlled. As a result, the outskirts became urban areas with particular characteristics from this period until now. By comparison, São Paulo's and Rio de Janeiro's outskirts areas have in common some urban design guidelines, applied out of the congested urban centers.

The specialized literature has acknowledged the influence of sanitary studies in the elaboration of the urban laws, concerning both the housing practices and the infrastructure of the cities. In spite of the fact that hygiene had a huge importance at this time in the way housing and the cities were treated and planned, it was not the only factor involved. Other theories and experiences were taken as possibilities, as possible models to solve the problems of the overcrowded towns and they let their print, such as the European experiences in the field of the philanthropy, as well as the industrial and the commercial investments, the positivist ideology, the utopist urbanism from the English garden cities, the German solutions in the Ruhr area etc. All this discussion and these particular experiences can still be recognized in the current urban tissue.

session 23

town planning, early 20th century

the city center in early modern planning

carlos feferman

The nineteenth-century urban debate is often characterized around the attempt to reconcile rural and urban life. The search for an equilibrium involving density, size, morals and culture culminates in the Garden City, widely recognized as the most systematic and comprehensive expression of that debate. Modernism builds many of its principles upon its underlying concepts a synthetic, autonomous proposition, having a subdued density, which allowed for distinct territorial separation and the creation of a controlled social environment. A concurrent and not so evident debate remained open, nonetheless. It concerns the development of large cities, mainly capitals, and constitutes a divergent line, equally important for early modern planning. This debate, which begins in the second half of the nineteenth century, will surface in early twentieth century through a wide-ranging discussion on the characteristics of modern life and the peculiar space which breeds it. The city center is its main structuring element and symbolic expression.

Understanding the role of the city center within the growing metropolis becomes a main issue in early twentieth century planning. In *Cause and Effect in the Modern City*, presented at the Town Planning Conference (1910), H. V. Lanchester investigates the center's gradual displacement and re-accommodation as a result of city growth. The new center represents burgeoning life in large cities and the increasing administrative and financial importance of the metropolis. In the mid 1910's, Auguste Perret envisions a monumental center containing high-rises and large open spaces. This image will inspire Le Corbusier to review his outlook on urbanism and to accommodate the new center within a large-scale plan. He addresses the issue specifically in *Le Centre des Grandes Villes*, presented in Strasbourg (1923). A similar effort can be seen in H. G. del Castillo's adapted version of the Spanish

linear city (1919), where the addition of a larger center aims to align the original model, proposed by Arturo Soria y Mata in the 1880's, with the contemporary debate. For these authors, the city center plays a key-role in urban differentiation and should coordinate the spatial equation.

The metropolis thus presents a singular problem, setting itself apart from the smaller scale planning modeled upon the Garden City. The new character of urban life, so sharply portrayed by Georg Simmel, needed a new planning response. Our work proposes to investigate how the modern planners above responded to the new urban phenomena, mainly through their understanding of the role of the city center.

porto 20th century urban centralities
two study cases: aliados administrative
central plan (barry parker) & boavista
urban axisurban development between
town planning & real-estate investment

rui tavares & clara vale

The urban development processes results from a mixture of town-planning coordination and a rea-estate private investment, strategies that are not always articulated. These two strategies have two different decision makers, one is based on institutional policy and another relies on individual initiative driven by financial interest and market pressure. Until the nineteenth century the supremacy of individual initiative was more expressive. The nineteenth century represents a profound change in the urban development and urbanization's processes, for the emergence of townplanning, as an administratively integrated autonomous disciplinary field.

Porto is a national example of this change that took place mainly in the late nineteenth century, but with a historical background in the eighteenth century with the two major Portuguese Enlightenment initiatives in this city and in Lisbon.

Porto Municipality promoted a city civic center restructuring between 1880 and 1920, with a urban program of administrative, financial, communications and legal services centralities.

As a parallel mechanism of urbanization and the creation of centrality, we witness a re-estate market process of the west part of the city, whose core, Praça da Boavista, is a part of a urban axis of nearly seven miles that guides all urban development towards the ocean.

This communication establishes a basis for comparison between the processes of urbanization of the Avenida dos Aliados area and Boavista Axis, inserting them in a dual centrality system that still characterizes today the city of Oporto.

re-interpretation of modern urban models in alvalade plan, lisbon

sofia barroco

The presence of easily recognizable distinct urban models as a strategic approach in the plan for the neighborhood of Alvalade consisted, above all, of experimental sources. The particular formal or conceptual solutions were de-contextualized from its origin, in order to be articulated in an innovative solution which respected the provisions of the plan. Even without making a reproduction of these models, it was possible to apply some of its assumptions, today still identifiable, by reusing and articulating a set of concepts and techniques. Not losing its coherence as a whole, the layout of the neighborhood only added what provided direct response to the objectives set for the intended intervention on housing and urban environment. The planning and construction were founded upon an experimental search which, by progressing in a functional sense, also allowed for a creative process as a basis for the ideal of (primarily residential) space. The aim of this article is to verify the concepts applied in the

structure of Alvalade, while taking into account the diverse influences both at a conceptual and a formal levels; these levels seem at first incompatible, but do result in a new urban context of a neighborhood with its own identity, created by the way urban experiment evolved over time.

jardim américa: international resonances in the design of this garden-suburb

maristela da silva janjulio

In this paper we discuss ideas and experiences in the fields of urban planning and architecture that were moving from country to country, in the various continents, at the beginning of twentieth century.

Some of these ideas were appropriated in the design of Jardim América, the first garden-suburb of the city of São Paulo created by the company City in the second half of the 1910's decade. It was designed by Raymond Unwin and Barry Parker, the planners of the first garden city, Letchworth.

Beyond the most obvious influences of the ideals of the Garden City, the plan of Jardim América – and the architecture of Barry Parker's houses that were built there – echoes the City Beautiful movement and the authors' approach to classical language.

The significance of studying Jardim América lies in the fact that its plan became a model to be replicated in numerous neighborhoods and have important role in defining the landscape of São Paulo.

continued improvement and beautification? town planning in launceston 1930—1945

stefan petrow

In the 1930s the regional city of Launceston in northern Tasmania, Australia developed a town planning consciousness. These reasons included the appointment in 1930 of a new City

Engineer who was a town planning enthusiast, the revival of the Northern Tasmanian Town Planning Association in 1933, the leading role taken by architects who trumpeted the virtues of town planning, and the support of the Fifty Thousand League, a booster organization intent on expanding Launceston's population and economy. These forces combined to preserve and extend Launceston's reputation as a beautiful city. The City Council was receptive to calls for further beautification of the city, but created tensions with the town planning movement because of its reluctance to spend large amounts on town planning when faced with implementing an expensive flood prevention scheme. Further tensions were created by the State Government's disregard of plans for city improvement. World War 2 initially slowed the momentum of the town planning movement. But from 1943, in the euphoria of a new society promised in the post-war world and the need for more housing once war ended, town planning assumed greater importance to meet heightened public expectations. Finally the State Government supported town planning and passed the Town and Country Planning Act 1944, long desired by town planners. At last the interests of the City Council, the State Government and citizens' groups converged. This paper examines what was achieved in the assertive and growing regional city of Launceston between 1930 and 1945.

session 24

cities as ethnic-political frontiers

ethnographic landscape - a comparative study of british & japanese settlements in parana state – brazil

humberto yamaki, milena kanashiro, alex assunção
lamounier & maria emanuella panchoni

This study deals with the ethnographic landscape in the colonization schemes of British and Japanese Companies in the North of Parana State in Brazil during the 1930's. The general planning system was similar in both cases: the division of the land in small strip lots and a town in a strategic location. The British attracted immigrants of various nationalities and organized in homogeneous areas called "colonias". Heimtal was the pionner experience in town design. Alternatively the Japanese settlement Assahilandia was planned to install mainly Japanese with previous agricultural practice in Brazil. Both experiences were similar and based in the knowledge of former settlements. Not only the planners but the immigrant settlers redefined the landscape according to their ideal image. Ethnographic landscape mirrors the ideals of the community and the system of meanings, enhancing a new vision for the preservation and rehabilitation.

planning the capital city of a «community of fortune» in the soviet far-east: hannes meyer's scheme for the jewish autonomous oblast of birobidzhan (1933—1934)

axel fisher

The creation of the first modern-era Jewish state, Birobidzhan, in early 1930s' Soviet Union, can be considered as a curtain-raiser attempt to propose a socialist solution to the "Jewish Question" which, as a second thought, also had a part in the regime's propagandistic maneuvers enacted to downsize the rising influence of Zionism in the country. Nevertheless, this

experiment aroused a widespread enthusiasm and called for the participation of both Jews and non-Jews to this "small step in the realization of the Leninist policy on nationalities". Among these stood Hannes Meyer (1889—1954), the Swiss-born Marxist architect and former director of Dessau's Bauhaus (1928-1930), which – assisted by his "planning brigade" – offered its expertise to the Soviet Institute for Urban Planning (Giprogor) from 1930 to 1936 as chief-planner for Siberia and the Far East.

Within this context, Meyer's brigade was entrusted with the preparation of a scheme for the transformation of the small town of Tikhonkaya situated along the Trans-Siberian Railway into the new Capital of Birobidzhan. This scheme, one of Meyer's last projects in Soviet Union, represents a step in the planer's line of research focused on the forms and principles of the "socialist city" – the "elastic city" theory – but, unlike his previous schemes, this work also had to face an additional challenge: expressing the new Jewish national identity of the city and its role as the Soviet Jewish people's Capital city.

How did the planner achieve these goals and what place did modern planning models, the "rhetoric of rationality", Jewish culture, vernacular architectural and urban forms, the local geographical features and landscape hold in the design and figuration process?

reconstruction of anatolia for the construction of nation-state: roles attained to ankara and izmir

emel karakaya

After the proclamation of the Republic, there were 117 cities and towns planned and rebuilt in the Early Republican Period (1923-1940) in Turkey. The fundamental reason lying under the reconstruction of Turkish cities at that era was to develop a modernized nation and a new urban life for the young Republic.

Success in urban planning, indeed, was evaluated as the success of the Republic.

Within planned 117 cities and towns, there were some cities that had more emphasis. Cities such as Ankara, Izmir, Adana, Izmit, etc. were being created as trade, agricultural or industrial foci to reduce the economic, political and social dominance of Istanbul within Anatolia and Rumelia. Having an anti-imperialist attitude against primacy of Istanbul, these cities were aimed to be developed to provide fair distribution of economic development, power and sources. For this reason, Ankara was declared as the capital city and the city of Izmir was planned as a trade focal and fair city.

This paper reveals the spatial and economic roles attained to Turkish cities, specifically, Ankara and Izmir through urban planning in the Nation State of Turkey between the years 1923 and 1940.

cityscapes as national symbols urban planning & architecture in the contested territories between germany & poland in the late 19th & 20th century

arnold bartetzky

Since the late 19th century, the border areas between historical German and Polish lands have become the subject of increasing tensions between the two nations. Architecture and city planning have played a significant role in this climate of antagonism.

During the decades before the First World War, the German Empire made efforts to visually Germanize the contested cities by erecting conspicuous buildings and designing whole districts in architectural forms that were allegedly entirely German in character, thereby demonstrating the German claim to power over these territories. After 1918, when the re-established Polish state took over wide parts of Germany's Eastern provinces, the Polonization of the incorporated cities was placed on the agenda of architectural

politics. Buildings associated with the former German rule due to their origin and forms now became a bone of contention, and the new Polish authorities strove if not to demolish them, then at least to counterbalance them with new premises and districts in allegedly typical Polish forms. After the Second World War, the border between the two countries was moved to the West, so Germany again lost wide parts of its Eastern territories to Poland, and further cities that had formerly been German became subject to Polish rule. This resulted in the resumption of the architectural Polonization of cityscapes, which was a key purpose of the rebuilding campaigns that took place in the newly gained territories in the 1950s. Even more than in the inter-war period, the vast level of destruction made it possible to build up entire city centers according to the national paradigm.

The paper analyzes the processes of the architectural Germanization and Polonization of contested cities as a significant example of the construction of national styles to serve political purposes in the 19th and 20th centuries. The main focus is placed upon the cities of Posen (Poznan), Kattowitz (Katowice) and Danzig (Gdansk). The paper particularly addresses the conference's sub-themes "Cities and the symbolic representation of the nation" and "Planning history and the geographic, political and institutional scale".

session 25

contemporary urban
transformations & heritage:
construction of an agenda

impact of the past urban development projects on the environmental infrastructure in large industrial zone & adjacent areas – a case study of kawasaki sea – side industrial zone

yoshiki mishima

This paper aims to show the impact of green development strategies, conducted in the past urban development projects, on the present conditions of the environmental infrastructure such as greenery, parks, and water channel system in the large industrial zone. The study area, Kawasaki Sea-Side Industrial Zone, is one of the largest and oldest industrial areas in Japan, located in between Tokyo and Yokohama and facing to Tokyo bay. This study primarily consists of two parts of research. In the first phase of research, the evolution of green development strategies in the history of the study area is discussed with chronological table. Focusing on the major urban development projects revealed in the first phase, the second part of research discusses the relationship between these major projects and the amount and quality of the existing environmental infrastructure. As a conclusion, the comparative characteristics among the major urban development projects are addressed.

'our harbour... their dream': heritage, history & heartache in the redevelopment of the port adelaide waterfront, south australia

gertrude e. szili & matthew w rofe

Following the demise of the industrial economy, many western cities and their industrial precincts have become synonymous with social, economic and environmental malaise. As a result, recent trends in urban policy have revealed an explicit emphasis on the redevelopment and

revitalisation of these underutilised industrial landscapes. Indicative of these landscapes are ports and other neglected waterfront sites. The redevelopment of the Port Adelaide waterfront in South Australia serves as an exemplar of such a post-industrial transformation. Dominated by entrepreneurial governance arrangements, powerful public and private sectors have coalesced to reinvigorate the decaying landscape through physical restructuring and discursive tactics aligned with city marketing and place making campaigns (Szili & Rofo 2007; 2010; 2011; Rofo & Szili 2009). In doing so, images of growth and cosmopolitan vitality supplant the stigmatised images associated with deindustrialisation, portraying the region as once again economically vital and socially progressive. Central to this reimagining is an explicit recognition and engagement with the Port's maritime history and heritage. Drawing on the successful post-industrial transformation of other waterfronts such as the Melbourne and London docklands (see for example Butler 2007; Dovey 2005; Marshall 2001), the incorporation of heritage-sensitive design in Port Adelaide was not dissimilar to other ports globally. Possessing a rich maritime and industrial history and heritage, the development consortium responsible for the Port's revitalisation openly espoused the protection, preservation and celebration of the 'maritime flavour' of the Port. Indeed, discussions held with key stakeholder informants revealed the benefits of heritage-sensitive design as serving both the needs of city marketing strategies and the needs of existing residents in nurturing their 'sense of place'. However, whilst the rhetoric of the public-private partnership ostensibly involved history and heritage, the reality for the local community was quite different. Foremost of these concerns were issues regarding the discordant scale and form of the new development within the existing heritage precinct (Szili 2011). Moreover, concessions in planning mechanisms and regulations appeared to favour commercial profitability over heritage-sensitive design. As such, significant community opposition arose, with many locals viewing the redevelopment

as grossly insensitive to the history and heritage of the landscape and its people. Thus, through the Port Adelaide waterfront redevelopment experience, the following paper traces the inadequacies of such entrepreneurially driven revitalisation schemes in meeting local heritage concerns. In doing so, the authors highlight the tensions inherent in the transformation of redundant industrial waterfronts to post-industrial landscapes of cosmopolitanism and vitality.

the center of rio de janeiro: urban cultural paradoxes

roberto segre, gilson dimenstein koatz
& naylor vilas boas

In the second decade of this century a series of major international events will take place in Rio de Janeiro - the World Football Championship (2014) and the Olympic Games (2016) - and this will undoubtedly affect the city's urban structure. The renovation of the central area - the urbanization of Porto Maravilha - will be one of the essential objectives of the proposed plans. An open space at the business district - the Esplanada de Santo Antônio - and its fragmented occupation by contradictory cultural functions, establish a challenge for the city center future. Project prepared for the occupation of Santo Antônio Hill defined the particularity of the discussion about Rio de Janeiro urban culture of the first half of the XX century. Master plans developed by Donat Alfred Agache (1875- 1959), Paulo de Camargo e Almeida (1906-1973), José Octacílio Saboya (1899-1967) and Affonso Eduardo Reidy (1909-1964) represent the changes occurred from the academic vision of the urban structure to the renovation of the Modern Movement under Le Corbusier influence. They express the antithesis between the desire to integrate the new projects in the traditional, compact tissue of the historic city and valorize the diversification of cultural functions. At the same time appeared a rejection of

an elemental organization of tall buildings in the open new space, thesis finally applied on the partial concretization of the Santo Antônio Esplanade. The object of this paper is to show how social and cultural meanings of the urban center calls for an intimate relationship between historic heritage and the new proposals of renovation. And also try to define the dialog between architectural and urban typologies related to the compact tissue, denied by the isolated towers that represent the image of the contemporaneity. In this indispensable articulation, the discussed urban culture at the Santo Antônio Esplanade will be an essential precedent for future projects for this central area.

alfred-donat agache urban proposal for costa do sol from the territory to the city

paula andré, teresa marat-mendes & paulo rodrigues

This paper reviews the development of Costa do Sol, as planned by architect urbanist Alfred-Donat Agache, for Lisbon Region in Portugal. The Plano Expansão Região Oeste de Lisboa (1934—1936) prepared by Agache and requested by Portuguese Minister of Public Works, Duarte Pacheco will be analyzed. This paper aims also to identify the principles and the theoretical foundations that have determined Agache urban vision for Lisbon City and its Territory. Finally, this paper aims to demonstrate that Alfred-Donat Agache methodological framework has applied Frederick Le Play socio-economic scientific approach. Such approach has informed the construction of a 'civic' urbanism that will be identified and analyzed. Two main goals seem to have guided Agache work at Costa do Sol: (i) the fully urban analysis of the city, throughout its social, economic, geographic and urban conditions (past and present) and (ii) the need to expose such analysis to the city's inhabitants. Finally, this paper demonstrates Costa do Sol proposal to testify a comprehensive understanding of three distinct scales: (i) the territory; (ii)

the city; (iii) but also the urban form. The acknowledgment of Agache 'civic' urban vision requests a public divulgation to allow the building of Good Practice Lessons for contemporary urban planning theory and practice.

new challenges in urban redevelopment projects in korea: from physical improvement to comprehensive urban regeneration

seungyeoun cho

Most urban redevelopment projects have been focused on physical improvement in Korea for decades. Since the 1970s, national government allowed private developers high floor-area-ratio (FAR) to construct high-rise apartment buildings by establishing the Urban Redevelopment Law to solve the housing shortage problem due to financial difficulties and pressures of rapid-urbanization. Urban redevelopment projects under the law were successful in modernizing the inferior urban structures with numerous dwellings. However, it destroyed the characteristics and identities of regions by supplying stereotyped urban structure typified by high-rise apartment buildings. This study aims to analyze the effects of applying stereotyped-urban redevelopment projects and propose new urban regeneration tools for comprehensive urban regeneration.

Urban redevelopment projects under the law have been considered to lead urban growth and benefit the region in 1980s—1990s. Many urban redevelopment projects in Seoul were successfully carried out supplying high-quality housings and modernized urban structures, represented by high-rise apartment complex. The Seoul metropolitan government could control the redevelopment project by strong permission right without any financial aids. Most local governments followed the same methods as Seoul did. However, as the result of investigating the movement of population, urban

redevelopment projects caused intra-urban movement of population and urban decline in small and medium sized cities in recent years.

Recently most private developers delayed or withdrew to build high-rise apartment complex in these regions due to the international recession in real estate economy. This further explains that an urban redevelopment project in small-and medium-sized cities is not economically viable at present, as it is in Seoul. Consequently, these cities also are facing urban decline problems in terms of population and business. Thus, these regions need new urban regeneration tools to attract business investment and implement physical environment reform to accommodate the population. Fortunately some citizens in small-and medium-sized cities became interested in alternative urban regeneration tools against legal urban redevelopment projects. This study indicates the cases of Cheongju and Jeonju which are trying to solve the urban decline and physical inferior problems. They call for public participation and gradual improvement in physical environment as new urban regeneration tools are being used. It is hopes that these new approaches to urban regeneration in Korea will help solve the urban decline problem particularly in local areas.

session 26

planning the urban order:
images, visions & concepts

the writings about rio de janeiro in manoel de araujo porto- alegre's works (1847—1854): the autobiographical documents

priscilla alves peixoto

Manuel de Araújo Porto-Alegre (1806—1879) was a prominent character in the intellectual framework of the Brazilian Empire in the mid-nineteenth century.

Much of the acclaim of his work highlights his advances in the field of art in general. These studies highlight his role as painter, the Debret's beloved disciple, and director of the Imperial Academy of Fine Arts.

However, analysis of his production, especially in the period 1847—1854, show another concern: the reform proposals to the imperial capital, Rio de Janeiro.

This attention to debates that focused on the town, although it appears repeatedly in the articles and parodies that Porto-alegre wrote for periodicals, in his role as a councilman and in his autobiographical writings, was considered of little interest by his main biographers.

In the current article, to initiate our study on the reflections and proposals for the town in the intellectual trajectory of Manuel de Araújo Porto-alegre, we focused on two autobiographical documents left by him. Namely, a copybook with daily notes and a small autobiography.

preliminary essay on the continuity of town planning concepts of the renaissance “ideal city” & the modern town planning

akihiro kashima & tsuyoshi kigawa

This study aims to place the Ideal City in context that some key concepts of the modern town planning have roots in the town planning concepts and its methodology in the Renaissance period.

Vitruvius' text 'De Architectura Libri Decem (BC33-22) and Alberti's treatise, 'De re aedificatoria' (1443-45, 1447-52, 1485) are situated at a very important position for understanding the planning methods that the Renaissance architects drew in their architectural treatises. The perspective views on the town planning expressed in these texts of Vitruvius and Alberti, and the successive ideas drawn in the Ideal City have obvious differences in the output influence. The latter, the successive ideas were visualized as an image of ideal town space.

This study aims to develop the concept of town planning from the Renaissance onward, from aspects of both text and image, with attention to that some town planning views in the text were converted to images to be diffused.

This paper includes three basic objects of analysis, which are texts by Vitruvius and Alberti, and a plan of town drawn by Vincenzo Scamozzi (1615), to study the continuity of the Renaissance and the modern town planning concepts. The approach is to extract, from those three objects, the peculiarities about geometric aspects, arrangement planning of town facilities, locational conditions, and so on from aspects of centrality, homogeneousness of street and block scheme, differentiation of outside and inside of a town, and diversity of town space.

As for the form of town, Vitruvius makes mention of a circle, Alberti a circle, octagon, or hexagon, Scamozzi a dodecagon. All these shapes provide different street layout but a strong centrality. As for the street planning, Vitruvius recommends radial pattern. Alberti mentions of streets category and simply a street pattern with gentle curve. Scamozzi provides a grid pattern. All three commonly place the issue of street as the key concept of physical planning of town space. As for the plaza, Vitruvius and Scamozzi only indicate the central placement but all recognize the centripetal force of town core. As for the town facilities, Alberti considers more diversity and Scamozzi shows more practical concepts in its town image.

As a result, the town planning principles in the Renaissance provide the ideas of plaza arrangement as a core and its centrality, homogeneousness of street and block arrangement, association of the inside and outside a town, diversity of town space which are functional and rational, and are common to the modern town planning key concepts expressed in such as Howard's Garden Cities of Tomorrow and Le Corbusier's town planning. It is pointed out that those key concepts about town planning are some measures to recognize the continuity of the Renaissance and the modern town planning ideas. Moreover those were fundamentally based on the Vitruvius' ideas and succeeded with development by Alberti, and were visualized as a town plan in the following architectural treatises which gave an inductive influence for the concrete occasions of planning a town.

projects & dreams for the imperial rio de janeiro

fania fridman

The article presents some results of an ongoing investigation about the impact of socialist and christian ideals in imperial Brazil, especially in relation to projects suggested (implemented or not) for the State capital. The research seeks to connect ideas, political events and urban plans proceeding by evidence. It's a Rio memory narrative and a way of "reading" the city by following some assumptions, such as the projects were negotiated by their makers – the Royal House, institutions and part of the population.

It starts revisiting some of the christian ideals in Europe, particularly in France, and socialist ideals taken, at the time, as a juxtaposition of ethical principles of Christianity with positivists, rationalists and evolutionists ideas of the first half of 19th century authors. After that, it verifies the impact of such ideals in Brazil in the formation of agricultural and industrious colonial nucleus and, more specifically in Rio de

Janeiro, in urban plans suggested by doctors and engineers influenced by those thoughts. More than dealing with forms and location, the public interventions narrative includes the explanation of how was the order construction in the city that should be a court. The "imperial urbanism", the Beaurepaire Rohan's Colossal Plan, the Junta Central de Higiene Pública's report, and the two Comissão de Melhoramentos da Cidade's reports are revisited with a view to hold the perspective of the emergence of urbanism as an enabler "institution" of social ordination affirmation.

The work has a number of different sources of research which comprises plans, writings of the period, bibliography related to the theme, newspapers such as O Globo, O Socialista da Província do Rio de Janeiro and the hebdomadal Courier du Brésil (a periodical which received contributions from participants of the 1848's French Revolution and used to be published on Sundays between 1854 and 1862). The list also includes the Guanabara magazine, Diário do Rio de Janeiro, O Philantropo, O Trabalho, A Gazeta Operária, Annaes da Academia de Medicina do Rio de Janeiro, Jornal da Academia Medico Homeopathica do Brasil and O Perilampo Popular.

building good places in queensland, australia

john minnery

The word 'utopia' is a brilliant pun first used by Thomas More in 1615, brilliant because it means simultaneously 'good place' and 'no place'. The term has, however, acquired considerable intellectual baggage over the years, in part because it refers to an imagined good place and people imagine good places based on a plethora of social, political and other prejudices. This paper steps beyond the fiction of imagined places to explore the notion of good places that have actually been built. It does this by taking lessons from three historical and implemented schemes. Although the three are quite

different in time, they have a common location in Queensland, Australia. Whilst at first the three may appear somewhat dissimilar, they are linked through the common ideal of being good places where a good life, however, defined, could be lived. There are interesting and important lessons to be learned from assessing the three.

The first is the cluster of cooperative settlements set up in parts of Queensland, including the more populous South East of the State, during the turbulent years of the 1890s. An influential source of the cooperative ideal was William Lane, who in 1893 started the utopian New Australia in Paraguay. He had publicised his ideas in Australia, but the settlements started in Queensland based on his ideas were also a reflection of the terrible living conditions for working people at the time, the impacts of the 1890s economic recession in Australia and the first stirrings of the Australian Labor movement (Metcalf 1995). The second are the canal estates, initiated in Australia on the Gold Coast in South East Queensland in the 1950s, driven by a desire for a good life by the sea and a craving to emulate the golden lifestyle of Florida in the USA (Jones, 1986). The third are the master planned communities that now pepper South East Queensland, starting in the 1970s, that see the good life as one supported by a planned mix of housing, jobs, recreation and community living (Minnery and Bajracharya 1999).

The three cases identify the creation of some form of community, along with a particular material lifestyle, social consciousness, break from previous ways of doing things, and the like as potential elements of a 'good life' in a 'good place'. The paper draws lessons from the three cases to discuss the elements that have made up historical approaches to the idea of a 'good place' and how it might be created.

the work of gyoji banshoya in the middle east and north africa

kosuke matsubara

Gyoji Banshoya was a Japanese planner whose life's work was urban planning in the Middle East and North Africa. The purpose of this paper is to provide a full picture of his work, which still remains unknown.

Examining the works of Gyoji Banshoya in Japan, the first part of this paper considers his ideas about history in his youth. Analysis of "The Square House (1953)" shows that the influence of Kiyoshi Seike brought about a concept of reconstitution of historic spatial composition to realize width and convertibility in low-cost houses. This concept was introduced as a symbol of the transformation of Japanese housing and accepted in international architectural trends at the time. His translations of post-war Italian town planning documents found similar concepts and motivations which confirmed his planning methods.

The second part of this paper clarifies his work in Algiers. After studying at seminars by Kiyoshi Seike, Banshoya studied under the supervision of Gerald Hanning and George Candillis at ATBAT. His experiences at ATBAT in Paris led him to Algiers where housing policy permitting Muslims and Christians to cohabit had been introduced. Banshoya engaged in the study of an innovative housing system. Jean-Jacques Deluz testified that he was a genius of drawing. As micro scale and macro scale were clearly unified in French-Algerian architecture and urban design, Banshoya started to work not only on housing design but also on urban design in Algiers. In fact, he participated in the Les Annassers, Mahieddine, Champ de Manoeuvres, Chateauneuf and Frais-Vallon projects. Though none of these projects can be solely credited to Banshoya, the fact that Mayor Jacques Chevallier listed Japanese at the top of his list of member nationalities at the Agency suggests that Banshoya performed some important tasks.

The third part of this paper considers Banshoya's work in the Middle East. As a UNDP expert, he started to work in Beirut, Damascus and Aleppo with Michel Ecochard in 1962. In fact, they were responsible for the elaboration of master plans for these three cities and that of Damascus still remains as a legally active master plan today. Referring to CIAM policies, they tried to preserve the old cities by way of activation and introducing modern roads. In Aleppo, Banshoya's policy was to limit modern construction in the old city. However, development pressure was so strong that some roads from the René Danger period in the 1930s were finally adopted despite his conservative plan. Coupled with Syrian political struggle in the 1980s, there were some movements against their modernist policies and Banshoya's plans were suspended. Banshoya retired in Beirut. However, his works are still regarded as great even today and should be reevaluated through a detailed examination of his planning policies.

In the conclusion, I suggest that the urban planning history of the Middle East and North Africa should be updated and rewritten based on the works of G. Banshoya.

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session 27

gentrification and the right to the city i

the story of “ugly duckling” the run-down slum that survived the socialist system of government has turned to desirable residential area

nele nutt, mart hiob & sulev nurme

The paper introduces a small Estonian wooden housing district in Tartu called Supilinn. It is an authentic borough next to the city centre of Tartu. Due to its location and qualities the district has transferred from a run-down suburb to one of the more desirable residential areas of today. The greatest qualities besides the location are the well-preserved buildings, plot structure, authentic historical milieu, natural environment and strong community. The district has been gradually built through several hundred years, that makes it unique both in Estonia but also in Europe, and its value will only increase with time passing. Its uniqueness makes it worthy to be submitted for inclusion on the UNESCO World Heritage List.

The district was not caught by the wind of modernism leading to irreversible changes, which has wiped out many other similar neighbourhoods. The Soviet-era poverty preserved its suburban authenticity as, unlike for example Finland, where wooden parts of the city have been refurbished, the Soviet Union had simply no funds for investment. With the arrival of the market economy, the district has become a very desirable area, which has been under strong pressure for construction and development in last ten years.

The paper presents the rise of this once unpopular district with related successes and pains. The main question for local people has become how to break the gentrification processes before the pleasant environment is exchanged with new glamour. The interests of different groups (residents, city government, real estate companies) and their plans for the future are presented. The thorough research conducted in the

district in recent years provides an excellent opportunity for combined analysis of different aspects (architectural, cultural, social, economic etc.). An overview of the architectural, planning and social values is given, and development of discussion between the municipality and the local residents is presented.

Scientific as well as practical works provide a good foundation for sustainable planning for the future of the district. This is an excellent example because it is a neighbourhood, where valuable aspects have been changed, but where the third sector has organised itself to deliberately stop or at least delay the gentrification processes. The paper provides an overview of how the third sector has managed this undertaking. Will the ugly duckling always become a beautiful swan, or can the duckling, after growing up, still remain a duckling at heart.

historic landscapes
of exclusion in istanbul:
right to the city?

zeynep gunay

While the term “urban regeneration” has become a catchphrase in Turkey over the past two decades, the historic neighbourhoods have turned into valuable resources in line with the rise of neo-liberal urban policy and planning agenda. Especially the enactment of the Law on the Protection and the Revitalisation of Deteriorated Historical and Cultural Immovable Assets through Renovation and Regeneration (Law no. 5366) in 2005 has introduced a major challenge for the future planning histories of major cities. Hence, it has turned into a social exclusion instrument in the hands of ambitious central and local governments in the need for re-creating “global” and “competitive” cities. Among the threats of this process are socio-spatial polarisation and segregation, social exclusion, and displacement. There are many historic

neighbourhoods in Istanbul under the threat of exclusion and even eviction through the current urban regeneration agenda. The paper, within this context, attempts to explore how urban regeneration initiatives socially affect historic landscapes of Istanbul through the demonstration of Sulukule Project as empirical evidence. The conclusion emphasizes the need for resolving the community realm in urban regeneration: “right to the city” by developing a debate on the emergence of community governance models to create a shift from social exclusion to social capital in urban regeneration.

the production of urban space in palmas—to: tensions and convergences

aldenilson dos santos vitorino costa

It presents a discussion about the process of production of urban space in Palmas - TO, the last planned capital of twentieth century (Segawa, 1991), focusing on the formation of the neighborhoods located in south of the city, which arise as a product of segregation that had direct action from the state. Palmas, whose creation dates from 1989, arose from an engineering and architecture project to be the capital of Tocantins state. For some people it is a project based in Goiania and Brasilia (Lira, 1994), for others it is a unique design that in no way tried to follow those towns (Velazquez, 2010). However, the basic plan of Palmas did not include the population with low purchasing power, which in turn promoted a process of occupation different from the other than intended by the architects of GrupoQuatro. In addition to this, speculation also contributes to the occupation dispersed in Palmas.

The State, represented by governor and mayor of that time, in order to make an organized occupation of the city, removed the inhabitants with lower purchasing power from downtown area and from surrounding blocks (first areas to be occupied in the basic plan of Palmas), forcing them to live in

suburbs called Jardins Aurenny's I, II, III and IV, which emerged to house the population with this characteristic (Lira, 1994). However, this relation reveals tensions and convergences that existed in Palmas creation, where only those who had high purchasing power were allowed the right of access to the basic plan. Today, other neighborhoods and blocks are refuges for people with low purchasing power, but even so, the relation between the blocks from the basic plan and the south neighborhoods of the city is still distinct and segregated.

All these factors explain why many times in Palmas we have the impression that there are two cities in the same municipal area, on one side there are blocks with high standard, middle-class, with all urban infrastructure, and in the other one there are blocks and neighborhoods with lower standard of housing and where there are few urban services as the basic plan. Given this, it is relevant to reflect on the production of urban space in Palmas, in order to understand what the facts, actors and processes are part of this dynamic, which reveal tensions, convergence and social issues that are involved in cities planning and urbanization processes, as we intend to discuss in GT 2.

urbanism constructed, contested & concerted: a historical sociology of urban planning in québec, canada, 1950 to today

louis guay

If urbanism is a way of life, as Wirth said, it is also a way of spatially and physically organizing cities for living in. It is a way of bringing about a social and spatial order, without assuming that one overrides the other, both coming into play together. Modern urban planning is one of the preferred means of creating a spatial order over the long term. Drawing from six (6) decades of planning in Quebec's large urban areas, this paper describes the evolution of ideas, policies and actions in structuring urban space. Both are related

to changing economic, social and cultural conditions. Planning ideas were borrowed widely (deeply influenced by the 'modernist movement' in urban planning), but were necessarily adapted to local contexts and political cultures. One can identify three phases of this urban planning evolution. The first phase set in a broad programme of building modern cities with large infrastructures and huge projects, which were followed by years of contention and social mobilizations over planning decisions. The third phase, and still under way, builds on the last period in which planning ideas are focused on sustainability, differently understood, and in which the planning process needs to be regularly open to public participation. However, planning large cities is still a balancing act between efficiency and equity, between a mechanical versus an organic conception of city life and its environment. In presenting this historical evolution, the paper will stress the interplay of contexts, social actors, and ideas in the choice of planning decisions. It will end by reflecting on the current challenges and problems in the broader context of globalization, including ecological globalization.

condos, manshon, & gated communities:
institutional borrowing & path
dependence in urban space

andre sorensen

A major focus of my recent research is on processes of institutional borrowing and transformation in different settings, and the subsequent policy trajectories of particular institutions over time (Sorensen 2010; 2011a; b). This paper examines the circumstances surrounding and the outcomes of the development of condominium (strata) ownership legal frameworks in Japan and Canada in the late 1960s. Condominium ownership is undoubtedly one of the most influential innovations in property ownership during the second half of the 20th century, and such models were

introduced to Japan, Canada and much of the United States at about the same time during the 1960s. Condominium ownership has since grown to occupy a significant share of all housing ownership in all three countries. This is a highly specific form of property ownership, in which individuals own their housing unit outright, but have shared ownership of the underlying land, and must enter into co-ownership and management agreements for shared facilities. The structure of such agreements, best practice with regard to property management, ongoing maintenance, financial reserves, legal and professional governance of management organizations, etc. all have major impacts on the experience of condominium ownership, long-term resale values, and the quality and integrity of major parts of the urban fabric in different cities. These institutional frameworks supporting and regulating condominium ownership have evolved differently in various jurisdictions, and the impacts of condominium ownership have been powerful and varied in different cities. This paper will examine the ways in which the legislation, ownership, and management rules structuring condominium creation and management have changed over the last 40 years in Japan and Canada (Ontario). It is hypothesized that given different political frameworks, property law, and court systems, this innovation in housing ownership structure has evolved differently in the two countries. Understanding such an evolution in different institutional settings is expected to yield insights into both the governance and planning cultures, and into important institutional frameworks affecting urban development and change in those countries. This will contribute to ongoing research into the application of historical institutionalist theory and concepts to comparative urban planning studies.

session 28

monumentality, identities & planning

planning patriotic landscapes in helsinki: the statues of presidents of finland & the new public role of the monuments

laura kolbe

The aim of the presentation is to analyse a unique combination of monumental national art and city planning in Helsinki, the capital of Finland. During the period 1958-2000 eight (8) presidential monuments were planned in the capital city's central urban landscape, close to the national Parliament building (1933). These monuments were (and still are) in the service of national unity. They embodied the quest for a new, more political role for public art in its urban context in a country that became independent in 1917, as a result of Russian revolution and preserved this position during the Second World War, as the only country at war with the Soviet Union.

The monuments, usually started as private enterprises, were experienced during the planning process as joint projects of national significance. Competition and planning usually created violent public debate. The location of the statues was decided by the city of Helsinki, thus shaping special challenges for the urban municipal planning. The political message was created during the process and culminated in the inaugural ceremony. All sources will be analyzed.

1. During years 1958—1960 the first presidents (1919-1939: Ståhlberg, Svinhufvud, Kallio) were commemorated by planning their statues close to the Parliament building. Traditional solutions were used; the formal, classical and iconographic simplicity was in service of national stability. Classical heroism in the statues created simple codes and narrow emotional register, main task being – as the Cold War was reaching its peak – to underline the national independence in the aftermath of the war. A special case was the planning of the monument dedicated to Marshall Mannerheim, the commander-in-chief of the army during

years 19139—1945 and late war-time President of Finland. A special location was planned for the monument at the urban “cross-roads” of Mannerheim’s life - a wide ceremonial space and opening was planned round the statue.

2. The fifth monument, dedicated to President Paasikivi, the leading post-war president was inaugurated in 1980, on the opposite side of the same street where the Monument of Mannerheim had been planned. The competition in 1970 showed new disagreements about the role of public art - classical style was considered to be old fashioned. Art of public space had a new message: this time a “monument for life work” was planned in a more informal setting, by using the language of modernism. The combination created new codes of information and national narration. It Paasikivi’s monument informality is present with many shared values, allowing many interpretation. The statue has informal setting, based on the presence at a street level.

3. A State committee was established in 1992 to create a planning program for the last presidential monuments in urban landscape. Competitions were arranged, followed again by heated discussions. Nationalist and militarist memory elements were strong when planning the abstract monument of war time president Risto Ryti and Kekkonen was commemorated with a monument based on informalism, striving for harmony between art, collective memoires and nature.

plans and bones: dead bodies & urban design in são paulo, 1932—1974

renato cymbalista

The many stages of urban development of the Brazilian metropolis of São Paulo were very connected to the country’s and the region’s economic development. The city not only grew expressing economic power, but has been itself an enormous mechanism of wealth-making, through privat building and

land-parcelling to host the city's huge population. The urbanization process has resulted in a mostly poorly qualified public space, even in comparison with other Brazilian cities. During the 20th Century, the period of the city's greatest demographic and territorial expansion, planned and designed public spaces have been more exception than rule in the city's urban development.

This paper will focus on some of the few places that have deserved special attention from the city's public and private actors, building territories of exception in a privatized and low-quality urban tissue, with few landmarks: The regions of Ibirapuera Park, the square called "Pátio do Colégio", the Sé cathedral and the Independence Park around Ipiranga Museum. These are emblematic places, built expression of the City's - and even the country's - history and identity: the spot where the city was born from a Jesuit settlement in the 16th Century (Pátio do Colégio); the Metropolitan Cathedral, symbolic center of the catholic religion and point from which all the Province's distances are counted (Sé cathedral); the place where Brazilian independence was declared (Independence Park); the most symbolic park of the city, expressing its industrial power in the fourth centenary of the city in 1554 (Ibirapuera).

All these spaces have already deserved much attention by scholarly literature on the city. In spite of that, one element has not received but peripheral attention from research: all these urban projects, in a given moment, were complemented by translations or inhumations of human remains of certain persons, relevant

For the history, memory or identity of São Paulo or Brazil.

This paper recovers the history of the building of these special spaces in São Paulo from 1932 to 1974, giving priority attention to the management of human remains as a structural aspect of the strategy for its urbanistic implementation and/or legitimization, and sometimes requiring complex advocacy in the international and diplomatic realms: the translation of the Jesuit José de Anchieta's relics (Pátio do Colégio);

the building of the Pantheon/Crypt (Sé); the translation of the remains of the first Brazilian emperor, D. Pedro I (Independence Park) and the Obelisk of the Martyrs of the 1932 separatist revolution (Ibirapuera).

The paper addresses the limits of the secularization of Brazilian society and urban space, and brings the thesis that some very special bones can be quite effective building materials in the process of specialization of a city's myths and identities.

"churches of doctrine" in nueva granada, architecture & space control

carlos jose suarez g.

The Colombian doctrine churches placed in the Altiplano Cundiboyacense had an important role in the process of catechization and spatial control executed over the indigenous population during the Colony, especially between XVI and XVII centuries. This process involved an homogeneous pattern of regulation and the monotonous form of these churches. Moreover, this monotony was consistent with the imposition of the Christianity as the only legitimate religion in America. The construction of each church implied a division of territory, manners and knowledge. With the expansion of these settlements and the construction of these temples the Spanish Crown pretended to control and to divide both minds and territory. With the analysis of the urban network from three main sources interconnected we can see a Christianization project expressed and materialized in the churches' distribution and form. With a territorial and phenomenological point of view, it's possible to interpret the multiple layers of sense and meaning that fulfill not only this material construction, but also these primeval urban networks.

festive stage settings & symbolic representation in the projects of public spaces

roseli maria martins d'elboux

This paper analyzes the festive stage settings designed by Joseph Bouvard in Paris regarding spatial arrangement and compare them with the spaces created by him in the plan for the city of São Paulo, Brazil, looking for links between those two cases, concerning the conception of representational spaces for both French and Brazilian States.

The festive and ephemeral stage settings designed by Bouvard for Paris, referred to French statesmen receptions, celebrations of July 14th, or evocations of unity and French history that had, among other goals, to aggregate citizens under the same idea of "state in order to assure government authority. Such events occurred, therefore, in the interiors of public institutions - the Hôtel de Ville, or one of the palaces of the Champs Elysees - and necessarily extend to the streets, enabling the effective participation of citizens. The organization of the city, especially Haussmannian Paris, allowed it to happen. According to Brand (2006, p.267), "the city that has developed in Europe until the late nineteenth century was an urban environment where facades ordered framed and delimited urban events and narratives, some of which took theatrical dimensions to the ceremonial decorum. That's what architecture and urbanism of the ruling elites, which used the city as a teaching medium for collective communication, its cultural hegemony, political and technological." That phenomenon was studied by Hobsbawm in his book *The Invention of Tradition* (1984), devoting even a whole chapter to the traditions "produced in Europe in 1879, the centenary of the French Revolution, and 1914," when starting the First World War, most notably France and Germany. Thus, the images presented in this paper are witnesses to this cultural construction. We observed how

Joseph Bouvard knew so skillfully work on public space to improve the image of the institutions he served. We collated the experiences of Paris and São Paulo, through the analysis of contemporary iconography.

In proposing the redevelopment of large areas of the city of Sao Paulo in 1911, we observed that Bouvard, seeking to respond to the needs of the coffee elite, has also proposed spaces representing the hegemony of this elite ideals over public space.

Thus, although the spatial configuration resulting from the plan of Sao Paulo being very different from parisian solutions, Joseph Bouvard keeps on working on same premises concerning the use and functions of public spaces.

session 29

territorialism, power & nation building i

urbanization in luanda: geopolitical framework a socio-territorial analysis

silvia leiria viegas

The purpose of this reflection is to make a socio-territorial analysis of the city of Luanda in three historical periods – colonial (1948—1975), postcolonial amidst a civil war [1975-2001] and postcolonial amidst peace [2002-2012] – so as to formulate some theoretical considerations (after standard authors like Castells, Foucault, Lefebvre or Harvey, among others) and on practices (considering the (in)effectiveness of the obtained results, and following new unexplored “bottom-up” methodological trails), with the goal of promoting the “right to the city”.

urban planning: a “tool” of the state

jerome chenal

Capitals and major cities of West African countries serve as a showcase for these nations—at least that has been the case starting from their independence up to the present—, with more or less successful depending on the country and period.

Our report shows how West African countries have used urban planning and development plans to turn these cities into showcases of modern society since their independence.

For while the decentralization of state services gives absolute power to cities in terms of how they are managed and developed, the state government has in fact has maintained its power over cities, particularly as regards development; it is at this level, with the support of international lenders – such as the World Bank most notably – that the futures of cities are decided and turned, as such, into tools of the State.

The examples are many, starting with Mauritania in 1960 which, to create a modern State (i.e. sedentary and urban) implemented “forced” urbanization programs for nomad populations. Senegal, with its recent major infrastructural

projects, has positioned Dakar as the host city par excellence for major international conferences. Felix Houphouët-Boigny, The Ivory Coast’s first president, thought it possible to “modernize and civilize” Ivorian society thanks to the city.

From state goals to the reality of urban management, the different levels of governance overlap and development goals are above all symbolic, from whence results the disconnect from the daily needs of inhabitants of these cities, who face increasing segregation in terms of mobility, identity and social issues.

To begin, in terms of mobility, prestigious infrastructures strengthen the mobility of the elite, favor urban sprawl and ghettoize the poorest. Freeways and other highways have created these phenomena, which are particularly evident in Dakar, with its toll highway, and Bamako, with its tram-on-tires construction project.

In terms of identity, forging a sense of belonging to the city nonetheless remains a hope for the poor. Populations are having a harder and harder time identifying with these large-scale projects that respond to logics they do not understand.

Finally, in terms of social issues or segregation indicators, poverty and fragmentation show signs of reinforcing disparities and cities’ inability to respond to the daily needs of their populations.

Through an overview of different development plans for several West African cities, our report will highlight the different dimensions described above.

the conquest of planning in brazil: three lessons from rômulo almeida economist for architects

alexandre de freitas barbosa

A generation of intellectuals engaged in Brazil’s public administration has considered an achievement the possibility of defining a nation’s destiny through planning actions

that minimize dependency on central countries. The term “planning” associated with centralized political decisions made by state technocrats, characteristic of authoritarian states, has spread nationwide fear of the planning practice. On the other hand, there exists a certain consensus referent to the idea that economic progress would derive from a natural maturing of any society’s productive organization. Prejudice associated to planning, technocracy and state authoritarianism has hindered the implementing of an industrialization policy upheld by the Brazilian government as of 1930.

In an effort to break away from the “ liberal mask “ deeply rooted in the culture of the Brazilian ruling class, in turn restraining the modernizing of the country’s productive structures, Rômulo Almeida, Chief Economic Advisor to the second Vargas government term (1951-1954) administered three classes at the Brazil Institute of Architects in September 1975 where he presented his rationale for the use of a planning concept as a democratic instrument, further to the important role it assigns to urban planning in the national productive organization.

In his first class, Almeida presented his theoretical concept for a planning action, emphasizing its political nature and the role it plays in mobilizing social forces. In the second class Almeida recreated a narrative of the Brazilian political process, by introducing agents and plans for national development, exemplified through several episodes in Brazilian history which carried theoretically- presented elements from his previous class. Narratives in this class took place during the first Brazilian Republic (1889-1930) and were wrapped up with an assessment the second national development plan prepared by the military government (1974), a year before. His presentation highlights a gradual distancing occurring between economic development and social progress. In his third class, Almeida focused on territorial dimension of the planning, presenting the role of a countryside versus several urban scales in the productive organization.

The contribution made by Almeida, presented in this paper, retrieves three classes at the Institute of Architects of Brazil. These classes allow for the displaying of a specific approach in urban planning associating the exercising of democracy with technical skills via an inwards-oriented development project aimed at a progressive economic autonomy aligned to a social self-determination for the country.

The use of several theoretical concepts presented in class, was in fact a direct confrontation with the political-administrative process during the second Vargas government term. This enabled Almeida to construct this particular approach that awards a very important role to urban and regional planning. The lessons provided by Almeida may inspire new proposals needed to cope with distortions in Brazilian capitalism in a context of a new development cycle.

from monumentality to diversity –
maputo between the urban plans of aguiar
& azevedo (1950—1970)

paulo tormenta pinto & ana vaz milheiro

It was on 25th April 1955 during the last year of Admiral Sarmento Rodrigues’ leadership as Minister of the Overseas that the General Urbanization Plan for Lorenzo Marques (today the city of Maputo) was approved. Coordinated by the architect João Aguiar, director of the Colonial Urbanization Office, the plan was based on the first urbanization plan for the city, which was drawn up by José de Araújo in 1887. A new Master Plan for Maputo was completed in 1969. This new instrument was the last before Mozambique’s independence in 1975 and was drafted by a technical team coordinated by the engineer and urbanist Mário de Azevedo; Álvaro Ponce Dentinho, landscape architect, was one of the leading members of this team. An Urbanization Office was set up to implement this plan at the Lorenzo Marques Town Hall, to which the architect José Brusky was appointed in October

1967 and subsequently assigned to the position of deputy town planner responsible for coordinating the city's local team. The position taken in Mário de Azevedo's Master Plan is quite distinct from that of Aguiar. Innovation is proposed as opposed to a "conception of a city closed in on itself, limited in size and structure (AZEVEDO, 1970). The Azevedo plan promotes a regional interpretation of the city, and gives greater emphasis to providing it with an entire infrastructure system of visible communication networks in land, sea and air. The flows established by this system allow sectoral studies to be identified which analyze and define not only the suitability of the territory but also its landscape and environmental dimension.

dialogue between Brasília & Brussels: a theater of operations

guilherme lassance & cédric libert

The paper draws on the relationships between the city – in terms of urban figure as much as architectural forms – and societal issues of political or public administration, in the original meaning of *Res Publica*; a public thing, collective device for organizing common interests of members belonging to a specific community. Brasília and Brussels constitute our focusing point, not only as case studies but particularly as two very opposite strategies for implementing a physical representation of the collective power. Brasília was built « out of the blue » in the 50's as the new capital of the Brazilian Nation. Brussels has been the capital of the European Union *de facto* for a few decades. One was imagined, formulated and constructed as an architectonic monument and a tool for the future of Brazil, while the other received in pre-existing walls an on-going and still under-construction organization. Architectural forms are very clear in Brasília and administrative functions precisely located in the urban context whereas The European

Community settles down in various parts of Brussels, diffused in the generic urban fabric of the city, blurring its own architectural and political representation. The recently celebrated fiftieth anniversary of Brasília, has led not only to remember the epic of its origin, but also raised the difficult question of the future of Brazil's capital in terms of growth and expansion. The Brussels' issue is about its own status of a double relationship of being a capital : Belgium on the one hand and the European Union on the other hand. Although the situation between the two cities appears first as a black & white opposition, it is interesting to uncover the veil of every-day practice and experience. Underneath the surface of the picturesque Brasília, relies a second level of reality and behind the curtains of the theater-stage exists another space, which is the one commonly known as back-stage, whose characteristics are precisely not to be under the spotlights. Its spatial features, although complex and rich in clues to a reflection on the future of the capital, seems disavowed as an object of study. Therefore, we rely on a series of surveys made in situ and historical examples, as well as more recent studies such as those undertaken by the Berlage Institute « Brussels / A Manifesto : Towards the Capital of Europe » or international competitions such as « La Rue de la Loi ». Our objective is to demonstrate that the concept of the theatrical stage and its background can be helpful to understand contemporary issues about how to shape a political representation, compatible with an everyday urban reality, whether being a pre-existing one as in the case of Brussels or as a guideline for future a planning as in Brasília.

session 30

metropolitan questions?
sprawl, inequalities & housing problems

about the analyses & representation of dispersed urbanization: results & perspectives

luiz guilherme rivera de castro & ricardo hernan medrano

The technical devices and the languages used to register, analyze and represent what is known as “traditional city” were designed from contributions of different practices and fields of knowledge, of scientific character as well as artistic and literary. As one of the technical devices of documentation and expression, during the XX century photography was object of critical analysis from its political dimension (as in Susan Sontag) until the territory analyses (Ignasi de Solà-Morales). Nowadays, the debates about photography are inscribed in a more general theme referring to the role of images in the contemporary world, characterized by digital networks of communication and information, which affect us in different ways, including the ways of reality comprehension, representation and expression, as well as the different ways of territories and the cities are produced, organized and governed. In the architecture and urbanism field of knowledge, the register, the production and the image reproduction through photography are still a valuable instrument to the comprehension and to build interpretations of the urban phenomena. In the researches accomplished by prof. Nestor Goulart Reis since the 60’s, the photographic register of images has had an essential role, as in the procedures of documentation and analyses, as well as in the process of interpretation of the phenomena and in the presentation of research results. However, concerning the researches about dispersed urbanization, the procedures used indicate not only the necessity of modifications and communication of the research results but also indicates the necessity of new approaches to the role that those images have in the analyses of “traditional city”, in its several dimensions. In this work we propose analyses procedures and

systematization of the photographic data and of the obtained results in the research project Dispersed Urbanization and Changes in Urban Tissues (Urbanização Dispersa e Mudanças no Tecido Urbano), trying to identify the potentialities of the use of images - mainly the photographic images – to the comprehension of the specificities of the contemporary urban phenomena. That includes the discussion and the delimitation of adequate categories of analysis to those processes as points of views, frames and perspectives, highness, scales, routes, borders, temporalities, ruptures and continuities etc., situating this theme in a historical perspective and trying to anticipate future developments.

exploring relationships of an urban system; the case of beyoglu

ahu sokmenoglu, gulen cagdas & sevil sariyildiz

This paper introduces an ongoing research project addressing multi-dimensional and relational complexity of urban features by applying data mining as a methodology of knowledge discovery in urban feature analysis. A methodology is developed for formulation and analysis of an urban database by the complementary application of GIS (Geographical Information Systems) and data mining techniques in order to identify patterns and relationships among multiple urban attributes. The urban database is built upon real and official data of Beyoglu, a historical neighborhood of Istanbul. The paper also includes a specific application of knowledge discovery methodology into Beyoglu urban feature database.

city is ‘city’, is ‘not city’: from the scene construction to the representation space

andrea garcia & maria j. pereira neto

This paper is part of an PhD research which has the intent of approaching the knowledge of the city as a scenery

through some European Capitals of Culture cities examples, considering the methodologies for urban spaces intervention and using its scene character and ephemeral architectures in city requalification.

Is always interesting to look at the city and observe the way it was build, in her own pace along the times. In each element, at each unexpected moment always appear some scenery detail which is related with it's own context. This stage is "shared", the active participation is mixed between fixed and removable elements that compose the quotidian show.

The urban regeneration intervention that appeal to the urban scenic space are very recent. However, the first registers of the civic life manifestations precede any exact suspicion of the first permanent fixed human grouping. This theory can be proven by the presence of the burial ceremony vestiges .

The notion that the public space, as a field of diversion and theatre is a historical production, is not perpetual. Therefore ephemeral events, as Europeans Capitals of Culture, can be converted into just promotional resource of cities, it's also a risk for loss of identity enabling an old city to be transformed in a new city without history.

The chance of an European Capital of Culture organization, constitutes a 'stage', where citizens are the 'audience', that have to assume a passive role in the consumption of the 'piece' that happens in the public spaces – the 'scenery'. In this context, the public space of each city cannot appeal to the "Disneyfication" and "MacDonaldization" principles, promoting competitive strategies in detriment of civilization, betting in a visual image, whose the visual culture, the space control and the private management create a new type of urban space. We intend to consider the symbols of the city, essential in the identity characterization and human capacities, and for other side, the cultural product and the active imagination, signals that some times are tangible and abstracts. Based in a interdisciplinary analysis we aim to approach the strategies that should be consistent in a way to lead to the effective

occupation in the cities and not just mere tourist, and so that the social, cultural and urban after the European Capital of Culture period is over and watch the city evolve gradually and healthfully after this end.

study of gated communities in the city of caçapava, sp: new developments & typologies

monique bruna silva do carmo
& sandra maria fonseca da costa

Since the late 1960s, new forms of urbanization were created in Brazil. These forms are characterized as high stand architecture, which is usually located in areas far from the city center, and with accessibility. Stocks of these new forms increase urban social and spatial segregation, creating the "fortified enclaves", also known as condominiums. This occupation makes the urban settlement occurs dispersed and isolates its residents off the real city. Considering these aspects, this article aims to study the growth of condominiums in the medium city of Caçapava, located in São Paulo, and to propose a typology of theses enclaves. We assume these condominiums are not homogenous in terms of characteristics and process of emerging. In this sense, we analyze dominant features, process of emergence of such new forms, urban structuring agents that act directly in this process of spatial fragmentation. These new forms of urbanization in the city of Caçapava are consequences of the metropolization process of Sao Paulo, and the establishment of large industries in the Paraíba Valley, mainly after 1960. We mapped these new developments in order to understand the reasons that caused these processes.

patterns of sociospatial distribution
in a middle size urban area:
the case of bandirma

elif alkay & hasan serdar kaya

The main topic of this paper is to analyze the urban social geography in a middle size urban area. The case area of the study is Bandirma. Investigation explores the spatial patterning of difference across the urban area by applying cluster analysis. Clusters are defined basically according to social and economic characteristics of the residents. Added explanation then considers, also, whether the housing areas, where defined clusters are located on, reflect striking characteristics in terms their sharing patterns. Following, the clusters are identified by considering both on their inherent characteristics and spatial projections. The aim of the identification is to get an answer to the question of what do these clusters represent in the urban area: segregation, polarization or economically and socially marginal areas? Further, these clusters' impact on urban fabric is evaluated. What kinds of barriers are separated them each other? Are they physical-like streets - or social-like income, ethnicity and family status- barriers? Is there any spatial isolation for special groups? These are some questions that investigated to understand the urban fabric that shaped by clusters. In summary, in this study, patterns of sociospatial distribution are analyzed in a middle size urban area. By applying cluster analysis, not only clusters and their inherent characteristics but also their spatial projections are reflected. Therefore, their impact on urban fabric could be observed. It is understood whether they reflect fractured, isolated or localized clusters and what kind of barriers separate them each other. The results of this study would give direction to the politicians to develop policies to decrease the spatial patterning of difference and to increase the both social and spatial relations among varying social groups.

session 31

challenges of planning in multiple scales

the planning history, theory, & politics of the portland metropolitan area's original urban growth boundary

sy adler

The Oregon Land Conservation and Development Commission's (LCDC) approval of an urban growth boundary for the Portland metropolitan area in December 1979 was arguably the most important decision made during the course of implementing Oregon's statewide land use planning program, and also was a signal event in the history of land use planning in the United States. The boundary has achieved iconic status (Abbott and Margheim), its impacts have been very extensively studied, and implementation of variations of it have diffused widely. However, aside from a small number of relatively brief treatments, by, for example, (Leonard), and (Abbott and Abbott), there isn't a detailed, comprehensive historical account of the politics of planning the original boundary.

This paper examines the history of the boundary development and approval process, a highly contentious, complex intergovernmental affair that began to unfold during the latter 1960s. It included federal and state government mandates to plan regionally, and, in Oregon, to comply with the nation's only set of legally binding statewide land use planning goals, one of which required a regional urban growth boundary in the Portland metropolitan area. The paper highlights the roles of planners working for the Department of Land Conservation and Development (DLCD), the staff agency for LCDC, planners working for the Columbia Region Association of Governments (CRAG) and then for Metro, which succeeded CRAG as the regional entity authorized by the state to establish and maintain the growth boundary, city and county planners and elected officials, and 1000 Friends of Oregon, the leading land use watchdog organization in the United States at the time.

The paper also addresses a set of central planning theory questions in the context of the history of boundary planning. (Flyvbjerg's) argument that power shapes rationality provides conceptual grounding for the study. In the Portland case, the ways in which powerful actors sought to shape rationality at multiple spatial/governmental levels were visible to all participants in the boundary planning process and vehemently and explicitly contested. The conflicts between state-mandated regional-level growth management planning that was intended to discipline the development-inducing infrastructure projects sponsored by competing local governments is another important political and planning theory dimension analyzed in the paper, one that has roots that go back to the early 20th century (Peterson). The ways in which planners at different governmental levels interact with each other and with citizen activists are also analyzed.

The paper is based on extensive use of state, regional, and local archival materials, as well as on interviews with participants.

the (im)possibility of planning & governance at a metropolitan geographic scale as a means for social change: the case of belo horizonte, brazil

gerald magela costa

"'Regional resistances', the struggles for local autonomy, place-bound organization, may be excellent bases for political action, but they cannot bear the burden of radical historical change" (Harvey, 1989: 303). This sceptical statement by David Harvey is certainly a good starting point for discussing the possibility or impossibility of planning and governance at a metropolitan geographic scale as actions for social transformation in Brazil. Brazil had experience of metropolitan planning during the military dictatorship in the 1960s-1970s. Subsequently, metropolitan

planning and institutions were absent in most metropolitan regions of the country until the first decade of 21th century. Considering the metropolitan region of Belo Horizonte, a new experiment on planning and governance is being developed since 2006. The intention in this paper is to analyse some aspects of this experiment, including the attempt to introduce actual social participation in metropolitan governance. The new institutional structure of metropolitan management and planning for the Metropolitan Region of Belo Horizonte (RMBH) is allowing several forms of stakeholder organization that may be seen as embryonic forms of participatory governance. One of them is the Metropolitan Civil Society Committee, which is an informal but highly effective group of representative stakeholders identified with several metropolitan issues. It is composed by 30 members, including representatives of universities, NGOs, professional groups (engineers, architects etc.), trade unions, grassroots movements etc., covering a wide range of different metropolitan issues. The committee plays an important role as a forum for discussing and proposing new ideas for both research and/or governance in metropolitan planning and management processes. This initiative and the actions of several civil society bodies – including Universidade Federal de Minas Gerais (UFMG), which was responsible for drawing up an Integrated Development Master Plan (Plano Diretor de Desenvolvimento Integrado – PDDI) for the RMBH – are promising attempts to create a process of participatory planning and governance at metropolitan level. In this paper, I will first briefly review past attempts at metropolitan planning and administration in Brazil, particularly at the RMBH. Secondly, I will discuss the recent experience of planning and governance at the RMBH, to finally elaborate some reflections about the (im)possibilities of social control and transformation, as presented in the title of this paper.

planning & construction history of panzhihua during the three-front strategy period: backgrounds, process, & mechanism

bin xu & linxing xiao

The western region, which contains 60% of the nation's land and also is rich in natural resources, always holds an important strategic position in China. In the Republican period, Sun Yat-sen proposed the "National Development Strategy" aiming to bring China into the world capitalism system based on the development of the western region. During the War of Resistance against Japan, key industries were forced to move into inland China. Therefore the Republican government determined the strategy concentrating on the development of Sichuan and Chongqing.

After the establishment of the People's Republic of China, Mao's government accepted the aid from the Soviet Union. During the "First Five-year Plan", 156 key projects were carried out in the northwestern region close to the Soviet Union. That was the first time the P.R.C government changed the industrial layout from eastern coastal region to western inland areas. Later in the 1960's, both northern and southern borders of China were under the military threats from the Soviet Union, the U.S.A, India and Vietnam. In that situation, the government adopted a regional policy called the "Three-Front Strategy". Its aim is to render China's fledgling industries immune from attack by hiding them "in the mountains, in dispersion and in caves" of the western regions, such as Sichuan, Yunnan and Guizhou provinces. From then on, in southwest China, a 14-year-long period of national defense, industry and infrastructure construction began.

Panzhihua, a city in the mountainous area of southwest Sichuan, is the most important construction project of the Three-Front Strategy because of its abundant mineral resources. From 1964 to 1978, the investment to Panzhihua exceeded 20 billion yuan. With the entire nation's efforts,

an industrial city with one million people spanning over 50 km emerged along the Jinsha River. However, after 1978, the government of Deng gradually switched its policy to the Market Economy. Without the continuous aid from the central government, Panzhuhua soon lost its central position.

In this paper, firstly, we review the history of western development and the political environment in 1960's to set a historical-geographical axes of Panzhuhua. Secondly, we dig into the construction history and summarize the characters in the process, at different scales of national, regional and local. Thirdly, the theory of "Production of Space" is being used to analyze the underlying mechanism of construction in the specific period. Finally, we try to figure out why the city declined in the post-reform ear. This paper fills the gap in the research of the Three-Front Strategy period, attempting to sum up the experience of western region development in Mao's time, and explores the mechanism of the production of urban space under the planned economy. We believe the paper is able to help today's Western Region Development strategy in an significant way.

sao paulo planning history: from sanitarianism to strategic project

nadia somekh & cintia marino

In 2010, the Municipality of Sao Paulo announced the proposal of Grandes Projetos Urbanos (Urban Megaprojects) in areas defined as Urban Operations in 2002's Strategic Master Plan in 23% of the city's territory that are excluded from the traditional zoning. Urban plans and projects have been disconnected throughout the history of Sao Paulo's urban planning and so have both the comprehensive and the fragmented views of the city. These two views have been repeatedly alternated, as can be seen from the periodization below, which can be established from the definition of urban space as totality and whose essence contains and is contained by Political, Economical and Cultural-Ideological frameworks.

The first period, between 1900 and 1930, can be called hygienist-embellishing and represents the effort, made by the agro-exporting elite, to alter the city's landscape in a European fashion and, at the same time, to eliminate the poverty that is limiting its urban expansion.

During the second period, from 1930 to 1964, modernizing actions represent an industrial elite. The icon of this period is Plano de Avenidas (Avenues Plan), elaborated by Prestes Maia. This global plan consolidates the previous fragmentary improvements, structuring the city for the automobile, whose industry is implemented in 1956.

The third period, from 1964 to 1988, is characterized by a technocratic and functionalist intervention, in which bold and comprehensive plans are centrally created by a national authoritarian government. A number of plans belong to this period, which enforces road transportation, such as PUB (Basic Urbanistic Plan) of 1968, This plan proposes 800km of orthogonal highways, to break with the radio- concentric structure of the city - which had been defined by the Avenues Plan - and the building of 400km of subway lines by the year 2000, that's wasn't implemented.

The fourth period, from 1988 to 2004, represents a democratic shift, characterized by new limitations on property rights (according to the 1988 Constitution), by public- private partnerships and by popular participation. During . The elaboration of the 1991's Master Plan introduces ZEIS - Social Housing Special Zones, zones of environmental protection and a redistributive zoning, proposed through the so called 'solo criado' (transfer of development rights). In spite of not being voted, PD91 constitutes the basis for the changes which take place in a great deal of Brazilian cities and in Estatuto da Cidade itself. In 2002, Sao Paulo's Strategic Plan, based on PD91, adopts a contemporary discourse, but doesn't take effective actions in order to reduce social inequalities.

A fifth period can be seen as starting in 2004 until now when the de-structuring of the zoning legislation causes the proliferation of gated communities and the still non-

prioritization of public transportation still causes chaotic traffic jams.

Urban Operations are criticized for producing investments market oriented based on the automobile and a city devoid of quality, urban design and public spaces. How to reduce the existents inequalities? How to build a high quality and democratic City?

the ephemeral venice: designing through water in são paulo

luiz ricardo araujo florence

The Ephemeral Venice portraits different recent efforts of thinking the city of São Paulo through the perspective of water infrastructure design. The landscape of São Paulo - a complex of urban rivers and basins circumscribed by chains of mountains - possesses the geographical profile that could, albeit with the danger of misconception, summarize the city context. The projects to be analyzed are recent collective enterprises that design a possible city by bring together infrastructure, architecture and landscape, in order to attain to the largest ecological resort: the water. The reference to Reyner Banham's essays on Los Angeles are to be noted for the yet uncharted similarities with São Paulo – both cities with an urban fabric consisted by multiple centers whose transportation network are based on private automobiles, connected through long and robust freeways; and in both places modern architecture, specially on the 20th century is remarkably known for its single-family dwellings. Notwithstanding those appealing singularities, Banham's method of analyzing the city through its urban ecologies is used to also analyze São Paulo and finally compare them. That is an undisputable reference to the framework of an ephemeral Venice within the city's tissue, and the historical construction of the relationship between water and urban planning, remounting to the work of late-19th- century

infrastructure engineer and urban planner Saturnino de Brito; the reference of recent enterprises in Europe, under an older fluvial tradition, references for both Mendes da Rocha and Delijaicov.

The critique proposed by this article addresses to main questions about the two projects. First of all, to appreciate the choice of water as main design criteria; and to question the choice of debating on an architectural and urban typology based on tangible natural elements, in a city with a fairly visible social catastrophe.

Regarding the teaching of architecture, questions also about the recent interest in the subject stimulate this essay. What attracted a vast number of students in the recent present to dedicate several graduation designs to this subject? Also, there are historical and intellectual antecedents of that narrative. This article tries to pinpoint the place of this discourse in the narratives of modern architecture in São Paulo, hoping to contribute in the contemporary debate and praxis.

session 32

gentrification & the right to the city ii

gentrifying the brazilian city: convergences & divergences in urban studies

marina toneli siqueira

This paper intends to explore the applicability of the concept of gentrification to understand urban redevelopment in Brazil. Brazilian cities have been experiencing intense socio-economic and physical transformations that challenge traditional studies on urban development in the country. In these sense, while these cities still carry the strong marks of the past urbanization, in a system that continues to privilege specific areas and groups of society, more recent processes of spatial production may not be explained by the usual concepts and approaches of Brazilian urban studies. Included in these are the experiences of upward redevelopment of target areas with the displacement of former uses. At stake here are not only historical downtown renewal projects, but also the privatization of public spaces, implementation of gated communities, and speculation over urban properties, among others. While authors have been trying to frame these processes under structural transformations that characterize a phase of entrepreneurial urbanism, gentrification has been identified as a result of this new form of spatial production.

This paper engages with the gentrification theory, on its original formulation and recent debates, to explore the possibilities and challenges of its applicability to the Brazilian reality. On its original theory, the concept of gentrification has been coined to understand the return of investment to inner cities in England and the United States after a long period of suburbanization and deindustrialization. However, if even in these realities the concept has been inspiring heated debates around its definition, explanation and meaning, gentrification poses difficulties to understand the emergence of similar processes in distinct urban realities, explored by studies of cities in India, China, continental European countries, and Southern America. Included in this scholarship, the analysis developed on this paper moves between theory and case in a

dialectical process that does not look for a synthesis. Rather, while moving between different spaces and temporalities, gentrification theory demonstrates the call for both necessary and contingent dimensions of spatial production. Therefore, while gentrification may pose interesting questions about the emergence of converging patterns in cities with diverse urbanization processes, it is also important to question the straight forwarded importation of theories and concepts for the Brazilian urban reality.

participation in the statute of the city: innovating planning policy?

abigail friendly

Brazil is notorious for its spatially segregated cities and levels of high inequality. Since the 1990s, however, the country has experimented with innovative urban policy initiatives aimed at improving the life quality of city dwellers. Federal law established the Statute of the City in 2001, expanding on the urban policy principles of the 1988 Constitution, which recognizes the right to the city as a collective right. The Statute broadens the legal and political role of municipalities, requiring cities to reformulate their master plans to incorporate citizen participation to bring about social justice. The Statute incorporates the idea of the right to the city into national legislation and implements this through decentralization to municipalities. Offering a new planning model based on social principles, the Statute is relevant for planning in Brazil and in other countries. Although the Statute has been celebrated as a groundbreaking development, however, there is little research analyzing its implementation. The paper will provide an understanding of the impact of the Statute on urban policy in Brazil by examining its implementation with regard to participation. It will also consider the role of decentralization as a tool of urban policy in Brazil, and as an application of right to the city legislation. The paper deals with social issues in Brazilian cities, and

potential tensions and convergences in implementing such innovative policies. Based on interviews, observational techniques and document analysis, this paper uses one primary case study and several secondary case studies to understand local progress in the Statute of the City according to principles of social justice and right to the city. This paper forms part of my doctoral research focusing on participation in the planning process and the results garnered for social justice in Brazil. It is relevant for planning in Brazilian cities, but also for planning in other contexts.

lapa: a gentrifying neighborhood?

mayra mosciaro

This paper is the product of my Masters Degree dissertation and aims to produce an appreciation of the ongoing process in Lapa, Rio de Janeiro. Many fields of study have been working with this portion of the city. As a geographer our intention is to comprehend the changes this “neighborhood” has been facing through the concept of gentrification. We tend to build our analysis in three directions – cultural, populational and land market value – because we believe that the conjunction of such spheres might allow us to begin our understanding of the changes this area has been facing.

a critical view over policy making & civil society in são paulo: concessão urbanística, public audiences & legislation enactment

felipe francisco de souza & marta ferreira santos farah

The urban issue in Brazil was sanctioned by the 1988’ Federal Constitution and by the 2001’ City Statute. After that, the development of municipal laws, related to participatory master plans and urban planning tools, has been brought out with the promise of confronting the Brazilian social inequalities. Given this context, according to several authors,

these urban planning tools have not been enough for the effective urban transformation and the renovation speech over it was not necessarily followed by a renewal in practice and reality. Therefore, this paper relies on the legislation enactment of an urban planning tool called “concessão urbanística” at a particular moment: when Civil Society realized the existence of the Concessão Urbanística Bill when first reported to the City Council, until its enactment, in 2009, in despite of the strong opposition made by several actors, especially the Association of Commerce of the Santa Iphigenia District, one of the targets of the law enactment. By investigating this moment, the research intends to contribute with the debate over “urban concession”, its public audiences and the participatory process. The goal is to achieve a better understanding on the restricted production of urban policies in the democratic Brazilian context post-Constitution of 1988 and post-City Statute of 2001.

session 33

territorialism, power & nation building ii

jose bonifácio's brasilia in between brazil: multiple territorial scales of planning collective life

mário luis carneiro pinto de magalhães

This paper addresses the different scales, from settlement - notably the capital city - to nation and beyond, that took part in several writings of Jose Bonifacio during the turbulent years preceding the Independence of Brazil in response to ongoing debates of his time. While shedding light into how these scales were articulated, we also scrutinize the bonds between the material and social dimensions of his views of collective life and how these point to both his scientific culture and political circumstances. In particular, we point to Bonifacio's continuous insistence on addressing physical and social institutionalization as an inextricable whole. By piecing together part of a puzzle of a myriad sectorial projects he endeavoured to propose for education, agriculture, mining, trade, land property, civil rights, etc, we present the complementary nature of these proposals. Thereby we aim to unveil the dense contribution that lies 'in between' his notoriety as a patron to Brasilia and as a 'founding father' of Brazil.

city designing and nationhood during the early-1900s: civic design in the philippines

ian morley

This paper aims to investigate matters involved in the creation of city plans for Manila and Baguio in the Philippines, two of Asia's and the early-twentieth century's most important exercises in city designing, and nation-building.

The work considers how the 1904 city plans for Baguio and Manila by Daniel Burnham, schemes created shortly after the end of the Philippine-American War (1899-1902), strengthened an embryonic sense of national character as defined by US

imperial administrators, and how recourse to the 'modern' art of civic design and reliance on a new kind of expert, the city planner, helped to articulate this identity. The study will systematically examine how the conceptualization and construction of Baguio and Manila spoke to America's yearning to disassociate the Philippines from its past as an 'uncivilized' place so as to create a fresh culture, environment, and identity that epitomized imperial hopes, principles and pride: a cultural and physical landscape that would in addition quell any threats posed by Filipino nationalism evident at that time.

Using well-established research methods to align the Philippines' political and cultural transition with the realization of an instantly recognizable vision of nationhood in built environmental form, the paper probes the connection between civic design and nation-building through a detailed consideration of images, meanings, and associations. A proper understanding of how the arrangement of urban environments in the Philippines interacted with the construction of nationhood is thus crucial for determining the close alliance between civic design, governance, and identity production so that our comprehension may be deepened as to how cultural, political, artistic, and environmental forces operated upon and affected each other during the early years of the last century, i.e. a time when urban planning became professionalized.

the contested regionality between spatial fix & nation schemes in the greater pearl river delta global city-region

cassidy i-chih lan & yu-chun lin

The paper investigates the contestation between geopolitics and geoeconomy behind regional formation and planning in a neoliberalizing world. Through exploring the case of Greater Pearl River Delta – a southern China global city-region with

Hong Kong as its core city, it highlights the contradiction between the capitalist logic and the territorial logic of power. The former refers to the production of economic space through the process of capital accumulation while the latter the construction of political territoriality governed by capitalist state. The paper, based on David Harvey's concept of 'regionality', argues that the cross-border region is driven by the interest of Hong Kong's capitalist bloc, the major agency seeking for cross-border spatial fix to resolve the neoliberal urban crisis. The paper also indicates the territoriality of state governance cannot be ignored behind the production of economic space. The stake concerned between geoeconomy and geopolitics, depending upon the specific geographical circumstances, may be not always parallel but often contested despite both are required for the competitive global city-region formation. In the view of the capitalist interest of Hong Kong, the paper intends to explore the contested regionality behind an array of current initiatives for regional coordination. These state spatial projects can alleviate the pressure from urban neoliberalization but only work in a temporary, selective way because of the implicit inconsistency between geopolitics and geoeconomy, where Hong Kong government has to articulate its economic counterpart but keep the arm's-length with the neighbor to prevent its political territoriality – the origin creating Hong Kong's institutional privilege – from losing.

a study on transformation of the planning area of Hiroshima Peace Memorial Park proposed by architect Kenzo Tange and the associates

norioki ishmaru

The plan proposed by Kenzo Tange and the associates was selected for the first prize through Hiroshima Peace Memorial Park competition which was carried out in 1949. In the park

there is a famous architecture, Peace Memorial Museum (A-bomb Museum), which was a Japanese representative architecture after the World War, and the building could be passed through under the main floor, by so called piloti system, which was lifted. This original planning map and area designed by Tange was changed a little over the planning range given as the planning condition of the competition for participants, but it included a range required as the part which was essential as Peace Memorial Park and the background. It was made clear that this planning area at the competition was transformed gradually bigger to Hiroshima Central Park through the presentation of certain exhibition or the article of architectural magazine, and the planning area was placed as a core of the cities, which was the theme in CIAM in London, where Tange participated and presented Hiroshima Peace Memorial Park Plan. Then the planning area was transformed bigger from the range of original Peace Memorial Park. In pursuit of the process how Peace Memorial Park Plan by the Tange sent or announced the meaning and had the position in Hiroshima? At the same time, how these propose by Tange have socially influence, those are the theme of this paper.

preservation by neglect in soviet-era town planning in estonia

daniel baldwin hess & mart hiob

Political systems with strong ideologies are often motivated to leave indelible marks on the built environment of cities. In countries of the former Soviet Union, physical planning was a key mechanism for shaping the centrally planned economy and creating public and private space to contain communist ideals. Much of the architecture produced and town planning undertaken during the Soviet-era focused on promoting military and industrial might. The chief effect on urbanization was the construction of vast new modernist

housing complexes built upon greenfields on the urban fringe to address shortages and provide quarters for industrial workers.

Within various small- and medium-sized metropolitan centers in Central and Eastern Europe (CEE), historical late 19th- and early 20th-century residential neighborhoods, usually consisting of dense arrangements of multi-family wooden houses, remain intact and occupied and have experienced surprisingly little change in built form. Had Soviet-era town plans from the 1950s through the 1990s been implemented, however, the districts would have been demolished. Traditional urban neighborhoods were considered obsolete by Soviet authorities and while the aim was to bulldoze them, in practice these districts were usually ignored (due to lack of funds for demolition) despite their location advantage near city centers that made them ripe for redevelopment. Consequently, several cities in CEE countries possess neighborhoods in inner-areas that were uncommonly neglected, and consequently preserved, while comparable neighborhoods in Finland and Sweden were demolished, owing to development pressure, and replaced with new construction.

This project in comparative urbanization seeks to better understand the effects of central authority on both the built environment and town planning practice by examining town planning documents and their treatment of unique residential districts in cities of CEE countries throughout three distinct eras of the 20th and 21st centuries. These include: (1) the early decades of the 20th century, when population growth and a building boom occurred; (2) the latter half of the 20th century, when certain CEE countries operated under state Socialism; and (3) the re-introduction since the late 1980s and early 1990s of market economies.

To accomplish this aim, we rely on planning and architectural documents from the Soviet Union, state policy documents on housing provision and mikrorayons, and housing building policies from Gosstroj, the State Committee for

Construction in the Soviet Union as well as country-specific organizations, such as the Estonian Building Institute. Inspection of historical planning and architectural documents (including written planning documents from various times during the 20th century and recent years) will allow us to fully understand the original aims of the built form and siting decisions of mikrorayon as a way of acknowledging the enduring significance of Soviet-era architecture and understanding contemporaneous views of urbanization.

session 34

architecture, city & power

the city's architecture as representation of power: a parallel between brazil & italy through the plans of goiânia (1933) & sabaudia (1933)

milena d'ayala valva & gustavo neiva coelho

In the early 20th century, Italy and Brazil lived with authoritarian governments, defending, each in its own way and bearing in mind the respective proportions, the expansion and the occupation of areas considered of great importance for national development and integration. It was the era of Italian Benito Mussolini and of Brazilian Getúlio Vargas. This work aims to present a comparative analysis of the projects of Sabaudia, in the region of Latium (Italy), and Goiânia, the new capital of the State of Goiás (Brazil), two new cities founded in the same year of 1933.

the survival & disappearance of street markets in downtown rio de janeiro & salvador, brazil

carolina rebouças França & vera f. rezende

This article investigates what contributed to the survival of architectural typologies devoted to street markets in the cities of Rio de Janeiro and Salvador in Brazil. Between the middle of the nineteenth century and the middle of the twentieth century, a period of extensive urban renewal projects, these markets stood out as architectural elements regulating the central public spaces in the cities of Rio de Janeiro and Salvador. During this period, these publicly owned and popular spaces served as physical elements of the social structure of these cities, generating social and cultural possibilities and acting as artifacts that contributed to the memory and identity of the residents. Despite their function as popular meeting places, markets and fairs were the target of plans and projects that aimed at expelling them from

downtown areas as part of modernization efforts. This article particularly focuses on the City Market in Praça XVI in Rio de Janeiro, built to replace the Candelária Market in 1908, which was finally demolished and relocated outside the historical downtown district in the 1960s, while the São Joaquim Street Market in Salvador managed to resist to successive changes over more than seven decades, despite being progressively displaced. Through historical research, the article examines the similarities and differences between them and analyzes the relation between the decisions of the public authorities and the reaction of the citizens involved in these venues' activities. From the Praça XV City Market and the São Joaquim Street Market as places of convergence, of collective life, one that disappears and another that remains, we establish one of the central points of this study: that popular expression and will is also a determinant of the physical permanence of places in urban space, contrary to those who credit urbanistic actions, interventions, and plans as their only determinants.

the construction of neighborhoods' ideal towards political arrangement and cognitive perception: the case of rio de janeiro

luciana alem gennari

This paper sets out to discuss the neighborhoods' idea during the 20th century either within its perceived limits, formed by recognizable parts of the city by its inhabitants, or its administrative limits set up by public policies. The city of Rio de Janeiro is the case study of how this notion was built and who were the social actors involved in this process.

According to Lewis Mumford, 'to share the same place is perhaps the most primitive of social bonds, and to be within view of one's neighbors is the simplest form of association.' This may be the seed either parishes or neighborhoods administrative boundaries. Its development into a modern and

functionalist notion, thinking about social apparatus for a communal life, turned into the Neighborhood Unit's concept adopted by Clarence Perry in American cities. This specific neighborhood's notion served as a pattern for the modern urbanism design.

On the other hand, according to Gordon Cullen, '[...] one building is architecture but two buildings is townscape'. As the architecture has to deal with social and cultural factors, the distinction between townscapes in the same city helps to build its identity and also an urban scale notion that emerges from its perception.

Nowadays each neighborhood in Rio de Janeiro has its social and morphological identity, printed in the space. The yawning gaps by different parts of the city began mostly with the expansion of the central area, especially with the growth of the suburbs. The word "neighborhood" referring to a specific part of the city came up before the administrative area known as it. Until the 19th century Rio de Janeiro was divided in parishes, which became the current neighborhoods.

daniel burnham's philippines: the landscape dimension & its australian import

christopher vernon

After news of Daniel Hudson Burnham's untimely death (1912) reached Australia, local town planning enthusiast John Daniel Fitzgerald publicly reflected that the Chicago architect had "replanned Manila," making "a fine design out of a crooked, old Spanish city, with Chinese and Tagalog native quarters." "His loss to modern civic ideals," Fitzgerald eulogized, "will be severely felt." Nearly a century later, Burnham's city plans for the improvement or "Americanization" of Manila and the creation of a new summer capital at Baguio (1905) have attracted considerable scholarly attention, most recently through the lens of imperialism. Prepared in dialogue with Peirce Anderson and implemented initially

by William Parsons, these plans encapsulated a wider landscape sensibility or dimension. This vital attribute, however, remains little appreciated. Similarly, the possibility of Burnham's Manila and Baguio work having had impact beyond Philippine shores is seldom recognized. In fact, only months after Burnham finished his plans, John Fitzgerald travelled to Manila to study the work in progress at first-hand; his visit would later prove a conduit for the Philippine capital's influence at Sydney. Most prominently, in 1911, Burnham's summer capital layout informed the design of Australia's new federal capital city, Canberra. The landscape dimension of Burnham's Philippines enterprise was, moreover, central to its Australian appeal. This preliminary survey first discerns and then enlarges upon the landscape dimension to be found within Burnham's Philippines plans and then overviews Australia's import of Manila to Sydney and Baguio to Canberra.

cidadela biológica: formações discursivas sobre a cidade de são paulo no início do século*

mariângela p. galli joanilho & andré luiz joanilho

The establishment of the urban space of São Paulo at the beginning of XX century restores the opening of an great field of studies for the understanding of discourse practices that were established about the city at the same moment which it was built. With the physical expansion of the city, it was possible to establish new institutions: the Pasteur Institute, the Vaccines Institute, the Bacteriological Institute, the College of Medicine and Surgery, the Normal School, to cite some of them. These institutions had promoted the scientific ideas and had started to act in the direction to establish practical on the hygienic ideals of the time, as well as, had stimulated the quarrels on the Brazilian and establish nationalistic ideas through intense propaganda. They had

allowed a field of performance for the elite educated in the city, closing, in certain way, the circuit farmers/education/urban activities. The scientific ideas and the formal education had got to be part of the class marks distinction of the elite, which, at least for part of it, found in the urban institutions a performance field in its activities beyond the politics. In this sense, the city is the privileged field for application of these ideals and subjects. São Paulo becomes the privileged field for the application of discourse practices that aim at the control and the conformation of the individuals. These practices consists of enunciated that have origin in several places that are correlated (biology, education, nationalism, etc.).

session 35

regional & metropolitan dynamics

planned or/and unplanned dakar: discontinuities & superimpositions in shaping the city & urban livelihood

denise piché

African contemporary rapid urbanization without industrialization and the «African city»'s segmentation and informalization are the object of a new and intense effort at describing and explaining their particular realities rather than seeing and planning them as the result of a universal urbanization process. Contemporary observers of the African cities are somewhat torn between shedding light on the merit and creativity of its deprived inhabitants and the obvious conclusion that living conditions for the majority is unbearable (Simone 2002, 2004; Pieterse 2008; Myers 2011; Ewenzor et al. 2004). These authors all call for a new planning approach, rooted in the reality of the informal city. Rather than reforming the so-called unplanned urban fabric and amenities, action-research and action-planning hope to reform planning visions and processes (Jenkins et al. 2007).

Francoophone intellectuals observe the same urban reality in West Africa as Anglophone writers describe for East, Central and South Africa, although they seem to look at the informal city from afar rather than from within (Aloko-N'Guessan et al. 2009). Dakar, not included in Aloko-N'Guessan et al.'s edited book, has not yet been the object of a comprehensive examination, although Piermey and Sarr (2007) have started raising interesting issues. This presentation delves into Dakar's planning history as a factor in explaining how the city is shaped and lived today.

After having rapidly reviewed colonial plans, well studied by Bigon (2009) and Charpy (2006), the presentation will expand on the post WWII functionalist plans (le plan directeur d'urbanisme de 1945 by Gutton Lambert et Lopez ; le plan de 1967 par Écochard) and then the more comprehensive plan Horizon 2001 and the plan Horizon 2025 adopted in

2009 after 8 years of shilly-shally. What were these plans' understandings of the city? Were they, and could they, be implemented?

The presentation shows that, beyond the absence of implementation mechanism and weaknesses in professional capacity and local institutions, contemporary plans fail because they carry no shared visions. Colonial «grand manner» urban planning left in heritage an idea of urban citizenship as the domain of a new class of Senegalese and of the city as the reserve of a limited formal urban fabric. Today, plans mask piecemeal projects responding to patrimonialist and ultraliberal interests and the total ignorance of the suburbs. International institutions and NGOs contribute to the process through carrying their own uncoordinated urban experiments. Urban planning, as well as land reform, cannot resolve the city's fragmentation and social exclusion when conceived of as a technical issue, with limited reference to the formation of an inclusive civil society and a search for the common good.

multiperspective approach for understanding the dynamics of a city under modernization: the case of istanbul

burcin yazgi & zelal rahmanali

The relation of modernization and city is one of the important topics of the planning studies. There are some phases that every city which is under the influence of modernization process face through time. These temporal stages are always followed by the spatial cases. These spatial cases vary in quantity and quality that cause city to have different dimensions/dynamics.

Istanbul as the largest economic and cultural centre of Turkey is a good example to investigate the dynamics of modernization. Under its cosmopolit structure, the city of Istanbul is the hotspot to analyze the physical, social,

cultural and political challenges happening parallel to the modernization concept. In other words, it is a city of conflicts and composites that supports the multiperspective approach.

Even though a city is bigger than its components it should be accepted that, comprehensive analysis of the city can be done by dealing with the different urban pieces. Each piece has its own characteristics and this mosaic pattern should be used as an advantage for a better understanding of the city. A more heterogeneous approach to cities should take into account the different dimensions that form 'the city'.

Therefore, in order to evaluate the different aspects of modernization in Istanbul, some spatial representatives are selected to focus on the changing physical, social, cultural and political patterns for this study. These sample areas can be summarised under the general titles of new settlement areas, squatter and the inner-city settlements. While trying to understand the dynamics with a multiperspective approach with these sample pieces, this paper also tries to find the reply for the question, what are the real needs of a city?

As a brief conclusion, new policies, trends, technological developments, cultures and flows are added to the city cycle with these new spatial developments. As a result of these, the terms and the concepts are changing in the city agenda. The city is keeping on changing its complex structure. To sense the city with respect to its contradictions and complexness, can help in understanding 'the city'.

The findings of this study can be helpful to any discipline related to the term 'city'. The future research can focus on understanding the dynamics within the city of Istanbul with more spatial cases from different temporal phases.

new metropolitan frontiers: the south expansion of the capixaba metropolis facing a historical perspective – anchieta's case

eneida maria souza mendonça,
caroline jabour de frança & thais gonçalves sartori

This article is based on research that tries to identify the territory belonging to the town of Anchieta, in the state of Espírito Santo, Southeast of Brazil, as a new South expansion frontier of Vitória, the state Capital, metropolitan region and as well as analyze the characteristic of this metropolitan insertion. The method used is based on the history of the production of its urban space, taking into account the examination of plans and actions. Although known as an urban agglomeration since the end of the 1960s, Great Vitória, made up of five municipalities, officially becomes a metropolitan region only in the 1990s, by the patterns established by the Federal Constitution of 1988. In the passage of the 1990s to 2000s, Vitória metropolitan region, acquired a dispersed character upon officially receiving, Guarapari to the South and Fundão to the North, totaling seven municipalities and currently reaching more than one million and six hundred thousand inhabitants. This paper analyzes the formation of new borders of this metropolitan region, considering the historical process of occupancy and planning, also regarding the forecast of implanting in Anchieta, South of Guarapari, of an industrial center and heavy duty services. It is a municipality of about twenty thousand inhabitants in which the new occupancy expectancy is increasing the land value and promising big changes in the metropolitan and urban dynamic.

weaving networks using concepts & tools to assess social networks for studies on intra-metropolitan migration network

tiago augusto da cunha, henrique frey
& alberto augusto eichman jakob

May social network analysis tools be somewhat appropriate for studies on migration, in particular the intra-metropolitan ones? In this study, our objectives are: (a) to better understand the CMA (Campinas Metropolitan Area) migration dynamic and (b) how is that possible using tools and methods from social network analysis (SNA). Accordingly, we adopted the Copernican perspective as pointed by Smith (2002), i.e. a holistic view of migration network that slightly show how broader and contextual processes acts in the region. Thus, the actors of this network are in fact the CMA municipalities; contrariwise, the migratory flows are represented by the exchanges or interactions (or both) established among the nodes/actors/municipalities. Other specific objectives are here defined: the (a) CMA municipalities are more or less tied by their intra-metropolitan migration flows ? (b) The network was or became more or less dense? And (c) what are the roles played by each municipality over time?

dynamics of cultural activities: analysys of istanbul metropolitan area

kerem yavuz arslanli & a. buket onem

Planning of Istanbul metropolitan area in last 25 years ill-devoted to production of cultural economic activities. The Dynamics of cultural activities are driven by the demand of rapidly increasing district municipalities. After 1980's, globalisation and economic restructuring encouraged the growth. As the sub-centres emerged among the new developing areas of Istanbul, cultural economic activities demand increased. This paper examines the production of

new cultural centers among new suburban areas and discuss the historical planning decisions of past two decades on cultural economic growth.

session 36

planning in the regional scale

the historical analysis of the 'kunitachi machizukuri movement': its nature & the role of professor shiro masuda

shun-ichi j. watanabe

'Machizukuri' or literally 'community-making' is one of the most popular planning-related keywords in the contemporary East Asia. It is a kind of people's community movement that started in the post-war Japan and has spread to Korea and Taiwan with equivalent translations particularly since 1980's. This paper tries to trace the historical origin of Machizukuri by focusing upon the use of the Japanese word of 'Machizukuri.' We identify the origin as the people's community movement in Kunitachi in the early 1950's. In this sense, Kunitachi could be considered as comparable to Letchworth in the international history of the Garden City. Kunitachi now is a suburban city 30 kilometer west of the central Tokyo, where the Hitotsubashi University is located. In 1951, a group of residents together with the university people started a movement to protect their **environment** against some 'undesirable' commercial establishments and people. The movement got a big power and finally succeeded in attaining its goal of the designation of the Educational District where such establishments are controlled. This was the first case in Japan where the district designation was attained by the movement of people rather than by the local government itself. The movement activists called their movement 'Machizukuri' (community building) which was not an established Japanese word at that time. In parallel to the development of this movement, Professor Shiro Masuda of the Hitotsubashi University published, in 1952, a paper where he used the word 'Machizukuri.' It was one of the earliest cases that the word was used in Japan. In this paper, we will discuss the following points: (1) How and why the movement developed; (2) What was its meaning especially in terms of the concept of Machizukuri and of the relationship between the

statutory City Planning and Machizukuri; and (3) What was the role of Professor Shiro Masuda, who more or less coined the new word of 'Machizukuri' in the above process.

mejoramiento barrial y urbano (mbu) – neighbourhoods & urban improvement &/or the integral resetting of informal establishments in colombian cities: a strategy for overcoming of urban informality and poverty

carlos alberto torres tovar & andrea ramirez agudelo

Neighbourhoods improvement and/or the integral resetting of informal establishments in Colombian cities: A strategy for overcoming urban informality and poverty. This paper exposes the advances of the research in course "Structuring of a based model for national and local public policies oriented to the urban and neighbourhood improvement in Colombian cities: a strategy for overcoming urban informality and poverty", which finalizes in September 2012. This paper is structured in five elements of analysis: (1) the relation between poverty and urbanization; (2) the neighbourhood and urban improvement (MBU) as a privileged strategy of the public domain; (3) the MBU conditions and its indicators; (4) some research finding of the analysed Colombian cities (Bogota, Medellín, Cali, Cartagena and Villavicencio) during the period 1990 – 2010; and, (5) certain elements for an urban strategy formulation derived from an intervention model oriented to the informal origin establishments. Specifically, this last element is used to show the bases for the structuring of a MBU public policy, as an opportunity to contribute in relieving poverty and to improve life quality in the Colombian cities. To finalize, this paper culminates with some preliminary conclusions of the investigation.

interregional planning in the philippines: legacies & lessons from a two-decade experience in mindanao regions

sophremiano b. antipolo

Interregional planning in the Philippines officially started in 1992 with the creation of the Mindanao Economic Development Council (MEDCo). From 1975 to 1992, Mindanao was a highly fragmented economy with each region competing for scarce resources coming from Luzon. There were very little interregional economic linkages then. And this perspective contributed to the highly uneven development among regions. This paper sketches out the historical development in interregional planning in the Philippines using the case of Mindanao regions. It is organized in four parts. Part 1 outlines the definition of intra and interregional planning and embeds the evolution of such planning process. Part 2 elucidates on the first interregional planning in Mindanao through the formulation of the Mindanao 2000 Development Framework Plan – the predecessor plan. This part also includes key milestones during the plan period. Part 3 highlights the Vision, Objectives, and Strategic Interventions as stipulated in the successor or current Plan -- The Mindanao Peace and Development Framework Plan, 2011-2030. The Paper concludes with Part 4 which outlines the legacies and lessons from a two-decade experience in interregional planning in Mindanao.

urbanization processes in the expansion areas of luanda, maputo and johannesburg: urban planning & everyday practices

vanessa de pacheco melo

Southern Africa cities present strong socio-spatial disparities, whose emergence, intensity and conformation are influenced by the particularities of their own historical, political and

socio-economic contexts and of the countries to which they belong. According to these, various urban planning approaches and everyday practices occur, giving rise to different tensions and convergences, which result from the ability or not to overcome such socio-spatial disparities. The expansion areas of Luanda, Maputo and Johannesburg reflect the urbanization process specificity of each city. Through their analysis the paper seeks to identify different urban planning and everyday practices and to understand how these contribute or not to overcome the existing socio-spatial disparities and to the arise of tensions and convergences, focusing on the uneven capitalist production of space and on the performance of the state and its institutions.

the theoretical & technical knowledge on the configuration & reconfiguration of the cities emerged from the opening of pioneer zones in the west of são paulo (brazil)

adalberto da silva retto jr, marta enokibara
& norma r. t.constantino

This study is part of the Theme Project of FAPESP “Saberes eruditos e técnicos na configuração e reconfiguração do espaço urbano. Estado de São Paulo, séculos XIX e XX”, under the responsibility of a group of professors of Unesp. Under a long diachronic view, the comparative perspective, which is the greatest objective of the Theme Project, enabled us to observe the physical transformations of the West São Paulo State. It allows rethinking and equating consolidated elements by classic history or punctual jobs which even by a comparative bias could not enlighten dynamics in the formation of São Paulo territory in its historic, geographic and architectonic nature. Investigation has effectively a geo-historical approach, compared to those economic and political, outlining through four great themes in an

jeux d'échelles, the three Braudelian times on the past reconstruction: "The permanence of agrarian structure on the formation of the urban context in the west São Paulo state", "The circulation of hygienic precepts and technical innovations in the reconfiguration of the railway cities in the west São Paulo", "Technical and theoretical knowledge on the city, between Europe and Americas: professionals, ideas and techniques in urban culture consolidation in the state of São Paulo" and "Political and cultural dimensions of knowledge spread in the cities of West São Paulo state: urban representations and propagation channels (Manual and magazines)". Investigation, under this perspective, is analyzed by a logical web of the comparative history and directed to the cities related to the implantation and expansion of the railroad, which began in the 1860s and 1870s until the 1950s when roads emerged. This study aims to outline the historic evidence designed from the binomial coffee and railroad on the configuration and reconfiguration of the cities formed with the opening of Pioneer zones versus West of São Paulo state. The study of the expansion in São Paulo state in the 19th and 20th centuries have become an a model to discuss consolidated paradigms opposite the history myths of the modern urbanism, once history discussion on urbanism elected for ages the role of utopia and the great capitals of the 19th century as explanatory models to the constitution of the cities of São Paulo state. It provided camouflage or shading zones of differentiated patterns of urbanization and construction proper of pioneer zones related to railroad expansion.

session 37

heritage between social processes
& urban transformations

urban industrial heritage & the contemporary city: protection policies & planning criteria

manoela rossinetti rufinoni

Since the 1960s, the concept of cultural heritage has expanded its boundaries to include a growing range of artifacts, opening up the opportunity to assignment of meaning to various tangible and intangible manifestations that help us understand features of our cultural and social history. In this process, artifacts hitherto considered 'minor', such as certain urban complexes and architecture related to the industrialization process, have acquired cultural significance because of their importance both documentary and social, and also for their aesthetic aspects. This conceptual expansion has also revealed a problem: large obsolete industrial areas awaiting reintegration with the urban fabric — and contemporaneously identified as carriers of cultural value to be preserved and interpreted —, began demanding appropriate intervention projects, designed from the assumptions of the theory and principles of preservation and restoration. However, the analyses of several such intervention projects (projects of revitalization, rehabilitation, renewal, recycling, and other terms beginning with the prefix "re") reveal serious conceptual challenges, such as the ignorance of international documents (the Venice Charter, the Amsterdam Declaration, the Washington Charter) and a general lack of integration with large scale projects. Several intervention projects in historical industrial sites are considered mere opportunities for the construction of new architecture. These often ignore or disrespect existing structures and historical strata, and neglect any dialogue with the urban surroundings, which is crucial. In addressing this situation, this paper will discuss the practical application of the principal international cultural heritage conservation documents, and those specifically concerning intervention projects in historic

urban industrial sites. Based on selected case studies (in Italy, France, the United States and Brazil), this paper calls attention to the priorities of each case, applied methodology, results obtained and the extent of integration of each project with the local urban management plans. The intention is to offer an overview of the recent projects. Finally, from this brief analysis, this paper is intended to lead us to reflect on the issues involved in the treatment of industrial heritage, such as the importance of dialogue between preservation and urban planning, and the elaboration of appropriate projects to intervene in urban fabrics which have acquired cultural significance.

management of urban & architectonic heritage - latin american cities: a required approach

maria cristina da silva schicchi

By using three approaches, the research presents the studies of recent rehabilitation experiences in central areas, buildings and urban ensembles: analysis of urban theories that support the proposed programs, projects and plans, of management and development of the same, and of present physical conditions and urban dynamics of the areas, that is, post-interventions. The objects of the study are historic centers of a group of Brazilian and Latin American cities, especially those that possess significant urban cultural heritage. We present for discussion, the results of the analyses of historic sites in five cities that underwent recent interventions: Olinda and Porto Alegre (Brazil), Montevideo (Uruguay), Old Havana (Cuba) and Valparaiso (Chile). The aim was to obtain a better comprehension of the socio-economic and spatial factors that could effectively promote qualifying changes in these areas. As such, the first step was to analyze the forms of defining the programs (destination), the adopted architectonic and urban proposals and their implications in the surroundings,

the forms of appropriation and the use of the transformed spaces under defined urban policies for the development of the studied centers. As a second step, it was possible to understand, in a general way, how the preservation procedures were becoming part of urban management processes or “urbanism issues”. From the analysis of the effects produced by successive interventions on the buildings and areas throughout the years and also from the analysis of City Councils, NGOs or other representative institutions acting in the field of preservation, it was possible to understand the forms of management used and the participation of different actors and social entities, in addition to characterizing and comparing the adopted rehabilitation proposals.

guidelines for the conservation of the cultural heritage building in juiz de fora: the case of frederico de assis’ residence

raquel dias vieira braga & carolina gomes antonucci

The city of Juiz de Fora is located 272 km from the city of Belo Horizonte, state capital of Minas Gerais, 184 km from the city of Rio de Janeiro and 506 km from the city of São Paulo. It has its source connected to the opening of the Estrada do Paraibuna (Paraibuna Road), serving as an entrepot between the state of Minas Gerais and the ports of Rio de Janeiro to the flow of gold and precious stones.

According to Braga & CAMPELLO (2009), Juiz de Fora did not have the colonial and baroque marks of the oldest cities of Minas Gerais, but inherited the European architectural and urban features of the XIX century. Still, the signs of modern ideas in art and architecture will only be perceived from the 1920s of the twentieth century, with expressions of Art Nouveau and Deco, whereas in 1941 it was built the first representative building of the Brazilian Modern Architecture: headquarters of the Banco do Brasil (Bank of Brazil), by Oscar Niemeyer.

The city’s Master Plan provides for the conservation of individual buildings and architectural complexes, delimiting areas of cultural and historical importance, especially in the downtown area. However, it appears that the assets held by cultural interest are mostly of the nineteenth century, and the only ones of the modern period - from the 1940s, for conservation, are the aforementioned the Banco do Brasil building and the Clube Juiz de Fora Building, authored by Oscar Niemeyer and Francisco Bolonha, respectively, architects who had their offices in Rio de Janeiro and designed several buildings of national and international repercussions.

Besides these buildings, there is also in Juiz de Fora an architectural ensemble of great representativeness in the expression of the modern ideas of Zona da Mata region of Minas Gerais, work of the engineer Arthur Arcuri. His work assumes peculiar characteristics, especially in his houses, which can be considered as a local expression of the modern architecture, making the national heritage.

However, this heritage is not considered in the planning of the city as part of conservation and there is no building preserved for cultural interest among the remaining models. On the contrary, there is a frame of systematic demolitions and losses of characterization of that set.

We will deal with these particular representatives of modern architecture in Juiz de Fora, both for their importance as a representative of the moment of expression of Brazilian culture of architecture, such as the cultural difficulty of their valorization. The risk of loss of this important cultural trait leads us to seek measures to reverse this situation. We will discuss the specific case of Frederico de Assis’ Residence, by Arthur Arcuri, which was demolished during the administrative process for its conservation as well as cultural and legal instruments that could be applied for conservation without financial loss to their owners.

living through “revitalization”: youth, liminality, and the legacy of slum clearance in present-day regent park

ryan k. james

This paper traces experiences of local youth and their caregivers during the “Regent Park revitalization”, a \$1 billion endeavour to demolish Canada’s oldest and largest social housing complex and replace it with a “mixed-income, mixed-use community”. Based largely on participant-observation fieldwork conducted while raising a small child in the area, this paper argues that the material conditions of the neighbourhood during its estimated fifteen-year period of transformation, and the ideological conflicts that surround the concept of revitalization, have given rise to a complicated sociality in Regent Park that forms an enduring, life-altering experience for youth and caregivers that in many ways matters more than the eventual outcomes of the plan. This sociality is crafted through residents’ day-to-day negotiations with a hegemonic project aimed at securing their compliance with a high-stakes plan to remake 69 acres of valuable land according to the tenets of third-way urbanism, potentially reordering urban Canadian class identities in the process.

the lost capital city

roberto segre, josé barki, naylor vilas boas & thiago leitão

Throughout most of its history the symbolic significance of Rio de Janeiro as a capital city was preserved. The New Republic in the early 20th century adapted the French eclecticism in the state monuments: Escola Nacional de Belas Artes, Biblioteca Nacional, Theatro Municipal, Palácio Monroe, among others. The revolution of Getulio Vargas created new state symbols at Esplanada do Castelo: Ministério da Educação e Saúde, Ministério do Trabalho and the Ministério da Fazenda. In 1960, with the change of the capital, Rio de Janeiro has lost the importance kept over a century and a

half. But local politicians refused to lose the national and international publicity of its urban and architectural symbols. Governor Carlos Lacerda opposed the idea of Belacap (beautiful capital) to that of Novacap (the new capital — Brasília), and invites Constantinos Doxiadis to prepare a Master Plan much more ambitious than the one prepared by Lucio Costa for Brasília. Since the military coup that occurs in 1964 — a regime that will remaining in power until 1984 —, during the seventies and eighties, a so-called “economic miracle” develops and the military government proposal was to craft the image of a great and modern country, with significant public works. That government maintained and developed Brasilia, but did not identify itself with the architectural imagery put forward by two progressive architects: Lucio Costa and Oscar Niemeyer. Nonetheless, the military government insisted on maintaining Rio, not only as the cultural center of Brazil, but also as a significant nucleus of the state administrative structure, and also as an economic center, balancing the increasing development of São Paulo. A succession of public works established the importance of the city in the political and economic system of the country. Furthermore, the Catholic Church was suspicious about the “profane” character of the new capital — expressed in the smallness of the Cathedral, designed by Niemeyer — and in 1964 built at Esplanada de Santo Antônio, the giant Cathedral Metropolitana: the utmost modern work of religious character in Brazil. That urban space will also encompass some of the major public works in the sixties and seventies, buildings with a language associated with the International Style adopting the most advanced technologies developed in the First World, we can mention: the headquarters of Caixa Econômica Federal (1965), the headquarters of Petrobras (1968), the headquarters of Banco Nacional de Habitação (BNH) (1968), the headquarters of Banco Nacional de Desenvolvimento Econômico e Social (BNDES) (1974). That symbolic imagery expanded to the city center: Banco do Estado de Guanabara (1965); Banco do Brasil (1971); Banco Central do Brasil (1976). In this essay, it is intended to demonstrate the symbolic significance of Rio de Janeiro in contrast to Brasilia.

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ideals & ideologies
concerning the urban space

a modern ensemble at the argentinian pampa: clorindo testa's civic center in santa rosa

cláudia piantá costa cabral

Situated in the middle of Argentinian pampas, Santa Rosa's Civic Center has been much less discussed than other of Clorindo Testa's great contemporary works as the London Bank (1959) and the National Library (1962), even in the South American context. The Government Building, the Bus Station and the covered central space were built before 1963. Testa finished the Legislature Building in 1976, and even though in 2006 he was able to conclude the little Legislature Library building, half of the Civic Center area still remains an open space. Nevertheless, as a living piece of the never completed modern project, installed in the far south, La Pampa's case seems to pose relevant urban questions. This paper explores that case in two complementary directions. One focuses on the results of the first competition, recognizing in them an original contribution to the relationship between modernity and monumentality. The second one discusses the unfinished condition of the Civic Center as constitutive to modern tradition, in the very modern sense of the city as a never completed work.

a study on the concept of the theory for city planning by kenzo tange — the relationship between the life of the city and the people's life—

tomoko kuroda

"A Plan for Tokyo 1960" is well known as the early and best masterpiece of the city planning by Kenzo Tange(1913~2005). It has been criticized mainly from the two aspects. The one is its design concept creating its remarkable visual character, fit to the beginning of the economic growth in Japan in 1960s.

Recently, it has been discussed from the Tange's career not only for city planning but also for national population research before and during World War II.

The other aspect is the avant-gard architectural and urban design methods in 1960s like as Team X, Archigram or Metabolism, looking for the flexible treatment for the increasing population and the suitable urban scale for the heavy traffic instead of the rigid ways of CIAM in 1950s. Now this is utilized to examine in more larger scale the plan for global cities like as Shanghai, Beijing, Dubai, Singapore, and so on.

It is strange that these critical researches seem to lack the viewpoint of "life". "A Plan for Tokyo 1960" is designed with the organic city model using the metaphor of the cell division of vertebrate which gives Tokyo its very original character. It means that Tokyo should have "life". Furthermore, Growing Tokyo has the organization man represented as the stereotype man in the stereotype city of 10,00,000 population. Then we can get the first question: How relate the "life" of the city as Tokyo to the "life" of people as organization man?

On the other hand, "A Plan for Tokyo 1960" is only the one theory which Tange used the metaphor of living things. He never used such a metaphor for his world-wide city planning work after "A Plan for Tokyo 1960" though it was very successful and still referred by city planners. Then we can get the second question: How Tange got the organic city model for "A Plan for Tokyo 1960" and why he get rid of it?

"Life" must be the highest value of the city, If we use the organic living city model. At last we can reach the third question: How relate the "highest value" of the city to people's "life" ?

I should like to exam this question on "A Plan for Tokyo 1960", referring to "The regional structure and architectural form in large cities"(1951) and "The future image of Japan Peninsula – The Construction forward the Twenty First Century"(1966) written by Tange.

são paulo from community to metropolis: the city of richard morse

ana claudia veiga de castro

The American historian Richard Morse (1922—2002) spent a year in the late 40's in São Paulo researching on his Columbia University PhD dissertation. Published in 1954 and republished in 1970, Richard Morse's dissertation "From community to metropolis: a biography of São Paulo" is considered a classic for urban studies and, from my point of view, founder of a new, cultural approach to the city. Morse sought at culture, especially in literature, the key explanation for the unprecedented transformations that São Paulo had suffered from the mid 19th to mid 20th century. The paper will discuss Richard Morse's social and historical interpretation of São Paulo's urban growth, represented by the pair "community-metropolis". This pair will be confronted with the intense industrialization and the spread of the "American way of life", present in Brazil in the 1950s.

ian nairn (1930—1983)

lorenza pavesi

English critic Ian Douglas Nairn can be considered today one of the most influential exponents of the Townscape movement, a reinterpretation of British Romanticism which aim was to produce a methodology for urban design and to question not only modernist planning as defined by CIAM congresses but also the influence of the Garden City planning in the New Towns built during post-war reconstruction in Great Britain. In this paper the author will highlight Nairn's contribution to the post-war reconstruction debate as well as his most representative works and achievements in an attempt to demonstrate how his production and versatility were instrumental in the circulation of Townscape theories not only in England, its country of origin, but also in other countries.

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practical information

International Airport of São Paulo | Guarulhos
<http://www.aeroporto guarulhos.net/en/>

Congonhas Airport
<http://www.aeroportocongonhas.net/en/metro>

Metro
www.metro.sp.gov.br
<http://www.metro.sp.gov.br/redes/mapa.pdf>

Buses
Sp Trans | <http://www.sptrans.com.br/>

Adetax—Association of Taxi Drivers of São Paulo City
www.adetax.com.br/precos.asp

Sinditaxi—Syndicate of Taxi Drivers of São Paulo
+55 11 5573-5200
www.sinditaxisp.org.br

Climatempo | Weather
<http://www.climatempo.com.br/>

Brazil Emergency Telephone Numbers
192 - Ambulance
193 - Fire Department
190 - Police

Visitors Bureau | São Paulo Convention & Visitor Bureau
<http://www.visitesaopaulo.com/en/>

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