

November 18 th, 2013

The city of the twentieth century Großstadt and Kleinstadt



Politecnico di Milano

Athens intensive course _ November 18-22, 2013

Course Title **THE ART OF BUILDING CITIES**

Professor Responsible **Ernesto d'Alfonso**

Arch. Phd. **Ariela Rivetta**

The city of the twentieth century

Großstadt and Kleinstadt

The concept of multi-scale:
the size of the settlements in Großstadt
from Chicago to the regional-netcity at the end of the
century

I thought this could be the right subtitle to clarify the type of approach at the basis of my presentation

The following points will be referred to:

Introduction

Chicago shock-city. Chicago “City Beautiful”.

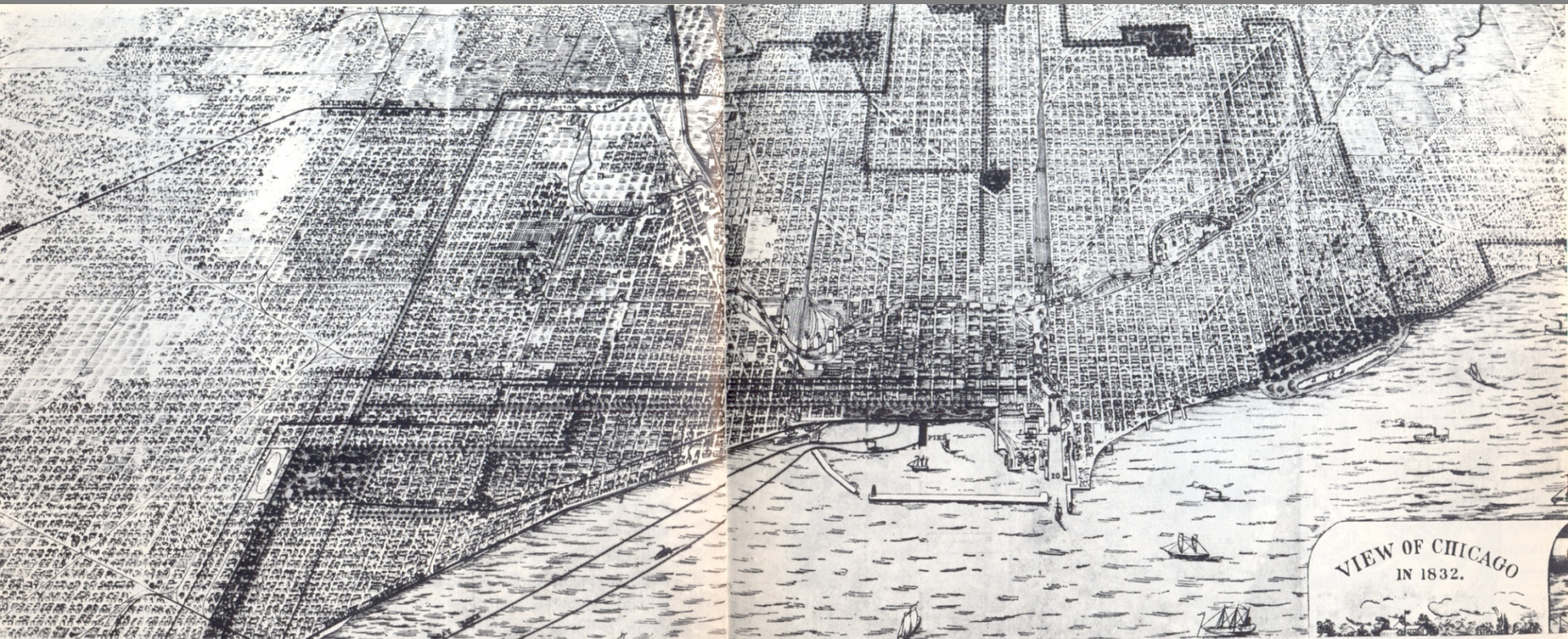
The premises to the Burnham plan

- 1 Urban growth and testing of new typological paradigms*
- 2 The plan of Chicago 1909 by Daniel Burnham and Edward Bennet: the shape of regulation*
- 3 Ludwig Hilberseimer in America - Bigness and New City*
- 4 Working with paradigmatic ideal forms. Hilberseimer and the studies on Chicago and its region.*

open point

structure for the bigness and image: which relationship?

Introduction



Chicago shock-city. Chicago “City Beautiful”.
The premises to the Burnham plan

View of Chicago _ 1832, by Peter Roy

The example of Chicago, in the transition from the industrial era to the Großstadt, which involves the entire urban region, it shows the problems of the coexistence of different urban scales, becoming grounds for new testing of methodologies for solving planning.

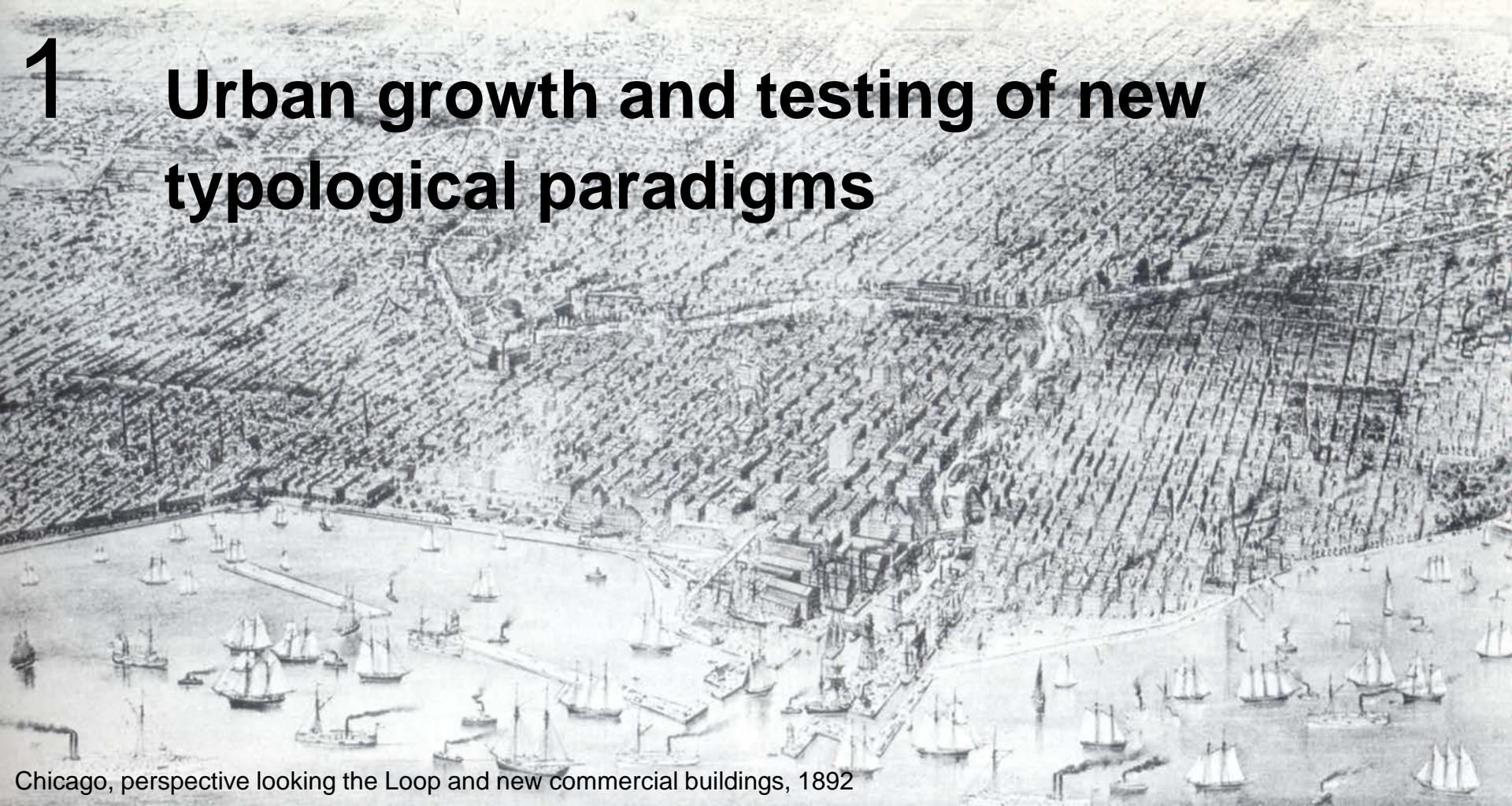
In this sense we speak of shock city, a concept used with a more sociological view by the English historian Asa Briggs in *Victorian City* (1963).

The population growth is an indicator of the transformation undergone by the city. Under the impetus of a violent economic growth, Chicago goes from 3.000 inhabitants in 1830, to the 30.000 inhabitants of the 1850's, to 2.000.000 at the beginning of the 1900's when Burnham designed the plan, and again to 3.000.000 in 1930. Within a generation, its citizens have moved from the small town urban experience, or the rural village, to a metropolis.

Perspective view of Chicago 1832

Before the great fire of 1871 Chicago was built on a regular structure superimposed to the landscape: its regular layout is the grid developed in three dimensions. In a recent essay Kevin Harrington explains that until 1860 the city could be considered an *instant city*, not a city, but a large village, with no ambition or planning of growth, except the grid.

1 Urban growth and testing of new typological paradigms



Chicago, perspective looking the Loop and new commercial buildings, 1892

After the fire, the city was rebuilt, initially the same as the one before with low-density, but with a new awareness for vertical growth. From this moment the extraordinary urban growth and the image of the city are out of control.

Note: When the urbanization structure has a crisis, the invention of new types of urban structure are introduced to compensate an unregulated urbanization.

The typological innovations

The skyscraper began the search for buildings suitable for the big city whose urban structure is in crisis.

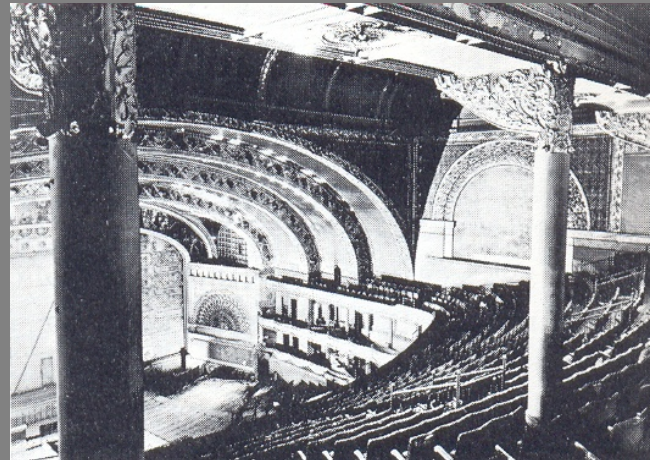
At the time of the explosive growth of the city, the skyscraper acts as a type of invention of a new building suitable for large sizes.

Sullivan followed by the “Chicago School” creates and defines the administrative building developed in height (tall office building) that would eventually become the skyscraper.

The novelty of the skyscraper is being a “technical building” which expresses the need of land. This is a fundamental novelty.



L. Sullivan D. Adler, Auditorium Building, Chicago
1886-1890



L. Sullivan, Auditorium Building, sala dell'Auditorium
interno , Chicago 1886-1890

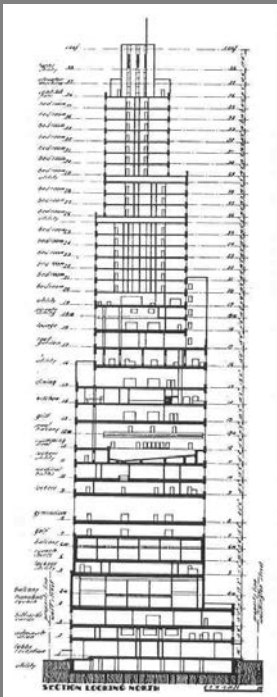


L. Sullivan, Guarantee Building,
Buffalo 1895

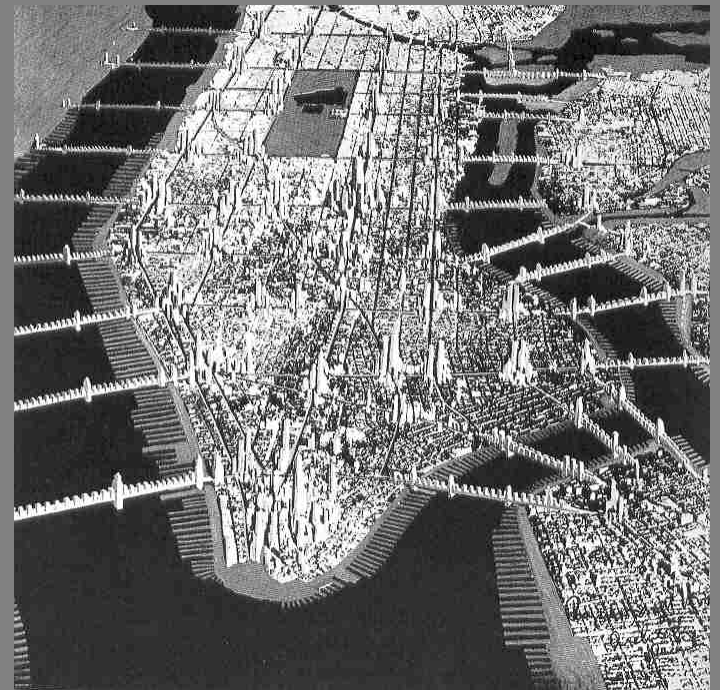
As later described by Rem Koolhaas talking about the birth of the skyscrapers of New York (*Delirious New York*, 1978), the skyscraper is the expression of three different urban achievements:

the multiplication of the land, supported by the technical innovation of the elevator, the creation of large blocks, and height as a signal of the metropolis.

It's possible to find an analogy between the operation of an elevator and the underground: the quick access to independent universes.



Rockefeller Center, 1931-1940



Raymond Hood, Manhattan 50, 1929

At the end of the 1800's, the construction of the Loop with its forest of skyscrapers was well established, and for the European culture, that image became the emblem of the American city.

During the years, when Chicago is shock city, what also appears is the coexistence of two antithetical and complementary thinking: the “Chicago School” and “Prairie School”

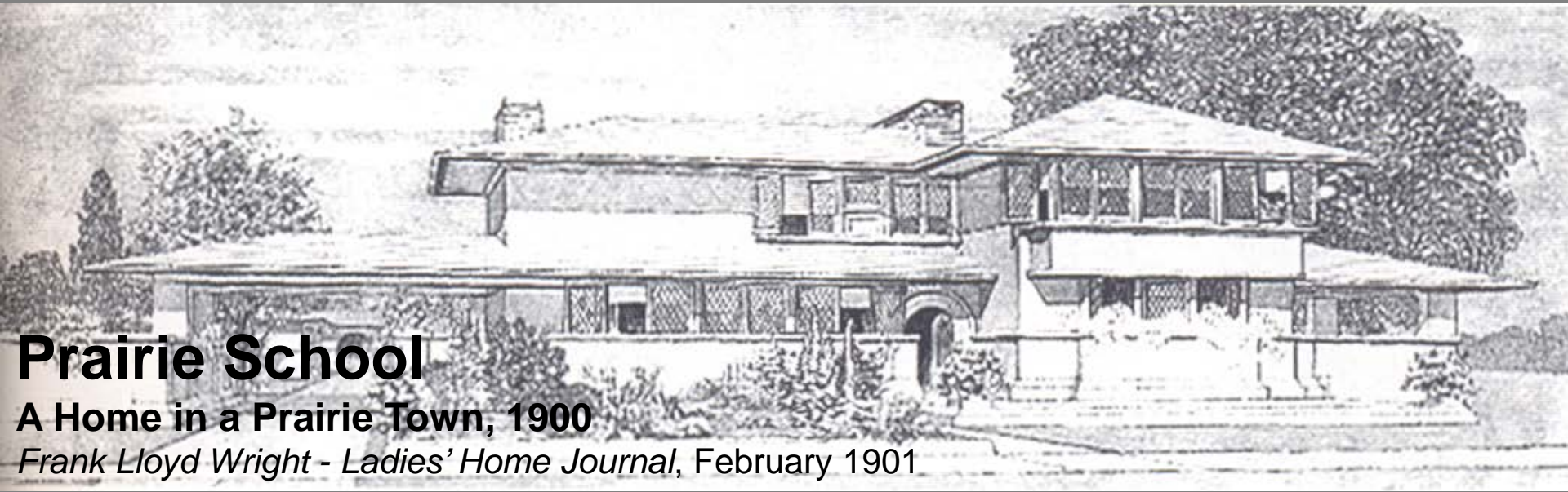
The starting point:

The city is characterized by having lake Michigan to the front and the Prairie behind. Within the grid lies the business city with its skyscrapers and the enormous rural hinterland of the Middle West.

This starting point, is the base of two different type of paradigms: the skyscrapers of the Loop and the “prairie houses”.



Chicago School
the Loop
view, about 1980



Prairie School

A Home in a Prairie Town, 1900

Frank Lloyd Wright - Ladies' Home Journal, February 1901

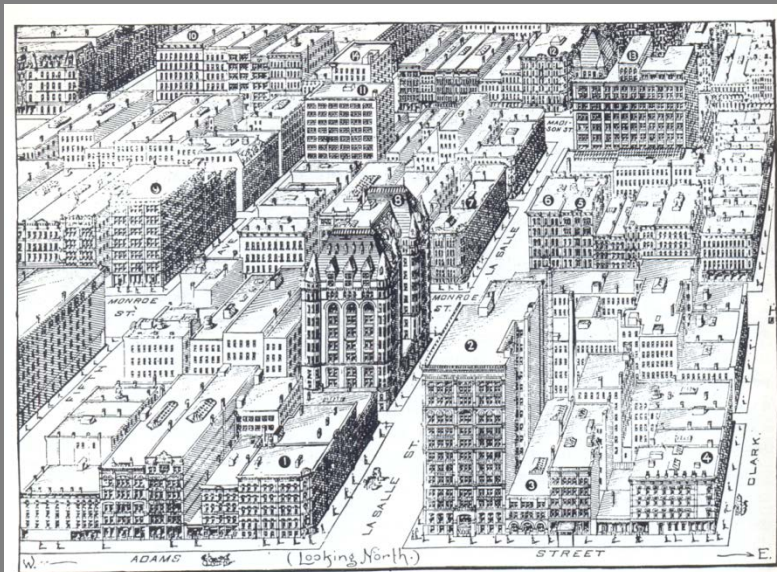
Sullivan was talking about big buildings for offices, up to the size of the skyscraper and Frank Lloyd Wright (his assistant until 1893) performed **an additional operation in the suburbs, creating a revolutionary architecture in the single-family residence.**

A few miles away from the urban skyscrapers and the factories of Chicago, Wright, was able to dictate the lifestyles of the small community of Oak Park, by making a substantial reform in terms of disposition and dimension that improved the experience of living.

The revolution introduced by the Prairie Houses, affected the relationship between architecture and landscape, the organization of internal space, the linguistic aspect and the decorative treatment, and the use and combination of natural materials.



Chicago, World's Columbian Exposition of 1893, Court of Honor



218 - Chicago, veduta da Adams Street verso Nord (da Rand McNall & Co, *Bird's Eye Views and Guide to Chicago*, 1898).

Chicago, Veduta da Adam Street verso Nord, of 1898

The ghost of white rationality against the forest of skyscrapers of the “Chicago school”.

In this unique context rises the thought of the urban beauty, which is then expressed in the American movement “City Beautiful” World’s Colombian Exposition of 1893 (plan Holmsted and Burnham) that includes Jackson Park, and a wide extension of land along the lake to Washington park.

This, will form, an urban winning image in history.

Re-called the “White City” with its perspective axis, privileged outlook and Beaux-Arts language, with its white pavilions will become the symbol of the movement “City Beautiful” that with the objective of the urban regeneration, will mark the schemes of many American cities.



2 Plan of Chicago

The shape of regulation

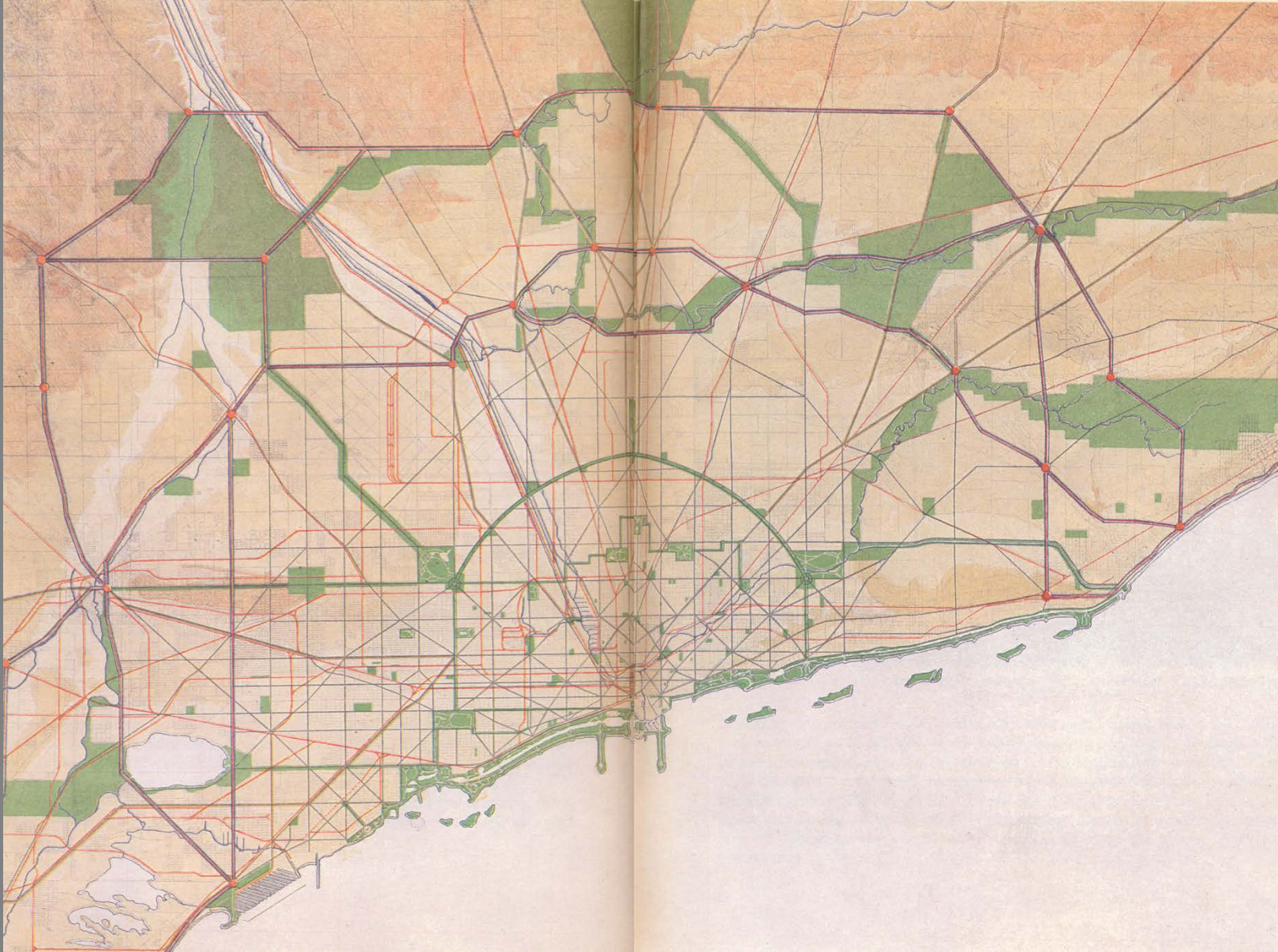
Daniel Burnham and Edward Bennet 1909

“City Beautiful” will find its culminating example, once again, in Chicago in the proposal to re-create the city, Plan of Chicago, by Daniel Burnham and Edward Bennet.

The implementation of the plan does not rely on the developers but is promoted by the elite of the capitalist city.

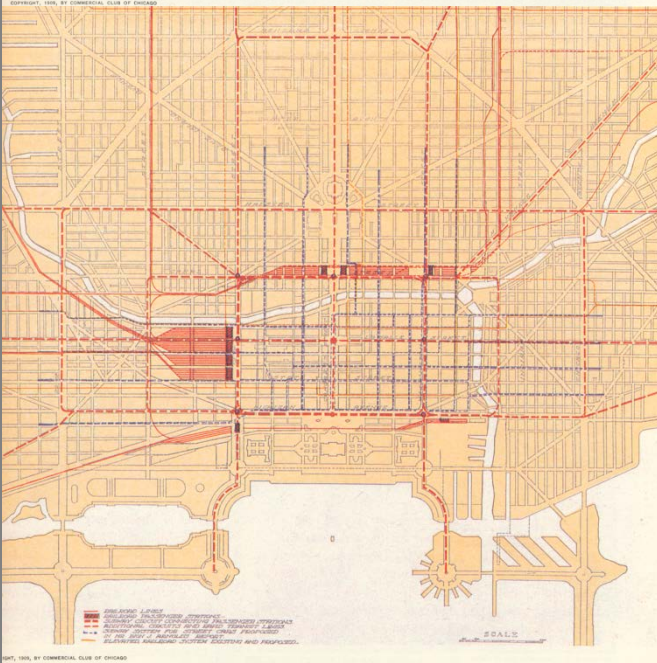
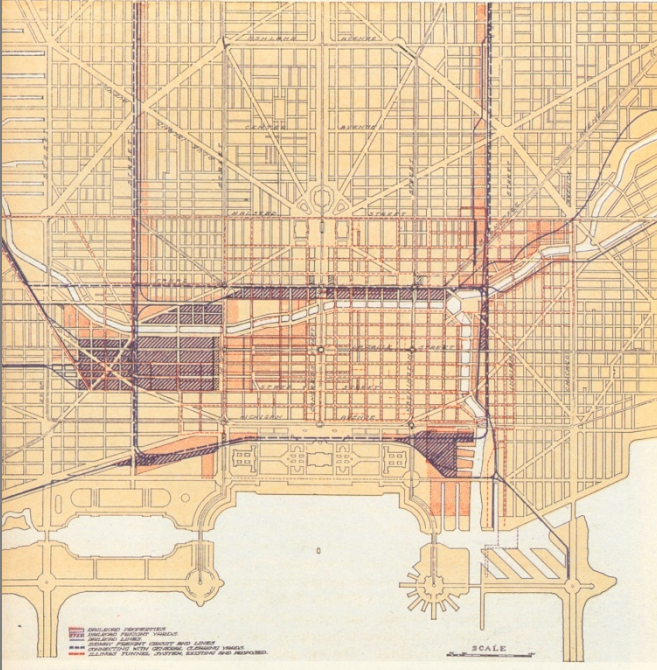
The vast infrastructure transport system conceived in the plan, provides the overlap to the grid by a system of diagonals marked by monumental nodes and enclosed by a semicircular parkway which is the *trait d'union* with the viability of the entire urban region.

This solution is the integration of a radial structure to a geometric system, which often will be seen in the planning technique “City Beautiful”. The urban model proposed in Chicago will effect different geographical and cultural situations. Of interest in these experiments, (see the plan of Walter Burley Griffin for Canberra, 1911), will be the ability to make both, the monumental and picturesque live together, and complement each other.



General map showing topography, waterways and complete system of streets, boulevards, parkways and parks, Chicago 1909

Talking again about Chicago, the plan of 1909 addresses the subject of the large dimensional scale, that it includes an influence on 500 miles.



The main points of the plan are:

- the redesign of the lakeside
- the creation of a new system of roads outside the urban area
- the redeployment of the train stations (please remember that Chicago is the largest railway hub in the United States and also the most important port in America)

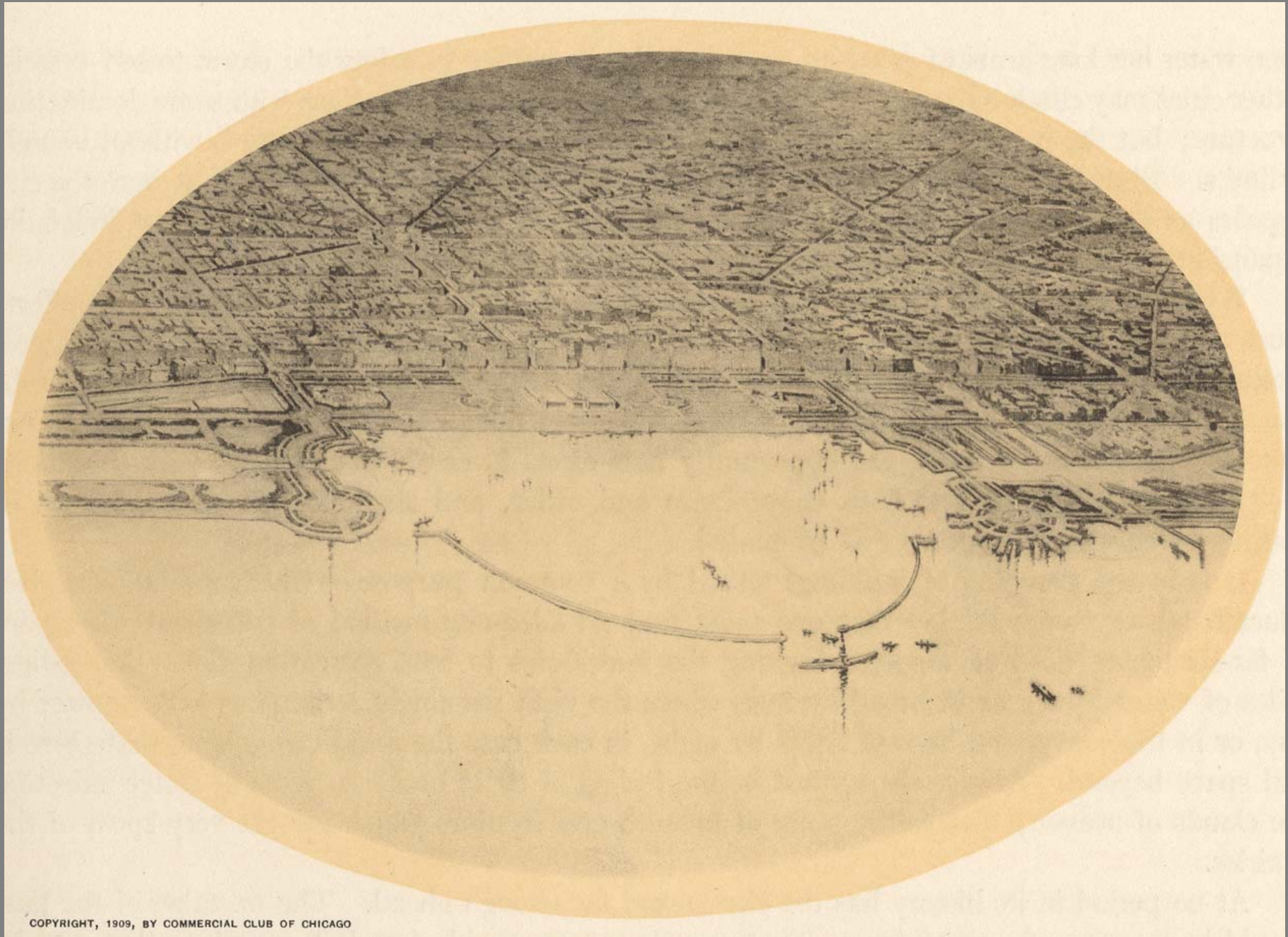
- the creation of parks and parkways (green as a quality assurance)

- focus on the vehicular dimension of a smaller scale size

and to conclude

- the construction of public buildings with a single view – classic and historian – that identify the city.

Diagram of city center, showing the general location of existing railroad lines and the proposed arrangement of railroad passenger station

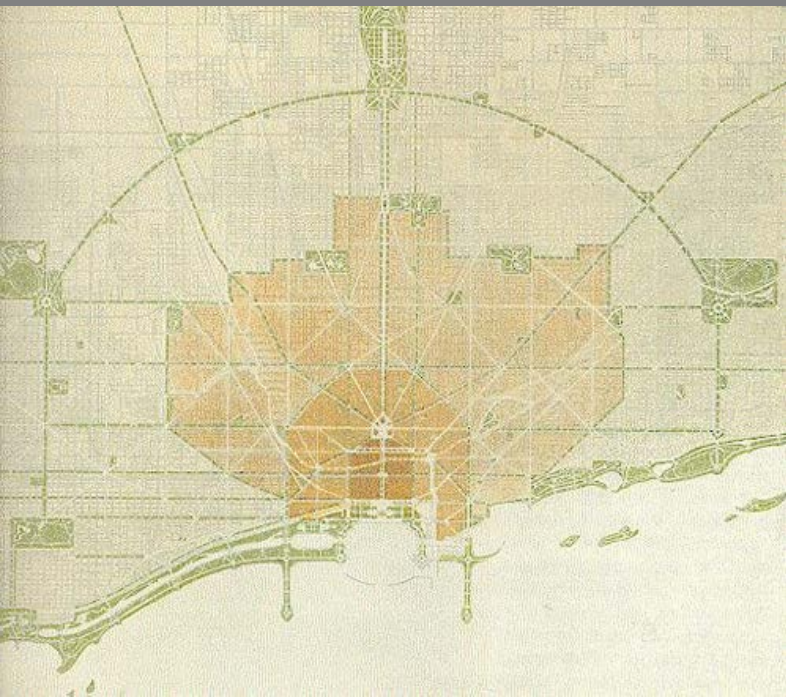


COPYRIGHT, 1909, BY COMMERCIAL CLUB OF CHICAGO

Plan of Chicago, The center of the city looking west, showing grant park, the harbor, and the civic center



Looking north on the south branch of the Chicago River



Plan of the city, showing the general system of boulevards and parks existing and proposed

Burnham and Bennet imagine urban pictures of a great beauty, inspired by the urban model created in the Hausmannian Paris.

Many images released to the public are illustrative scenes that will not materialize; however, they will be useful to advertise the project, focused on the idea of the urban beauty and the rationalization of the large city.

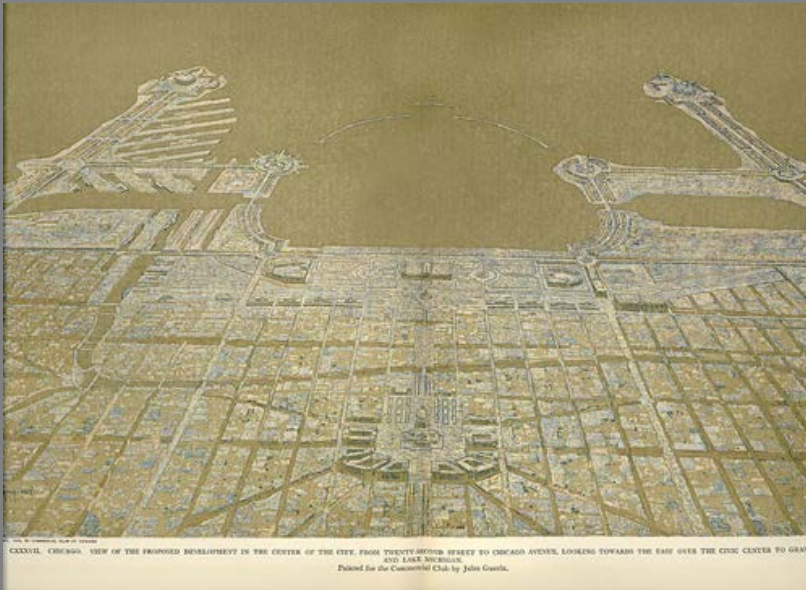
The representations with the restoration of the front lake are surely the most scenic and suggestive, these are the perspective views of the French artist Fernand Janin, that will never be realized.



Chicago. View looking west over the city, showing the proposed civic center, the grand axis, grant park and the harbor, by Jules Guerin

Only after the war, the plan will see a partial realization.

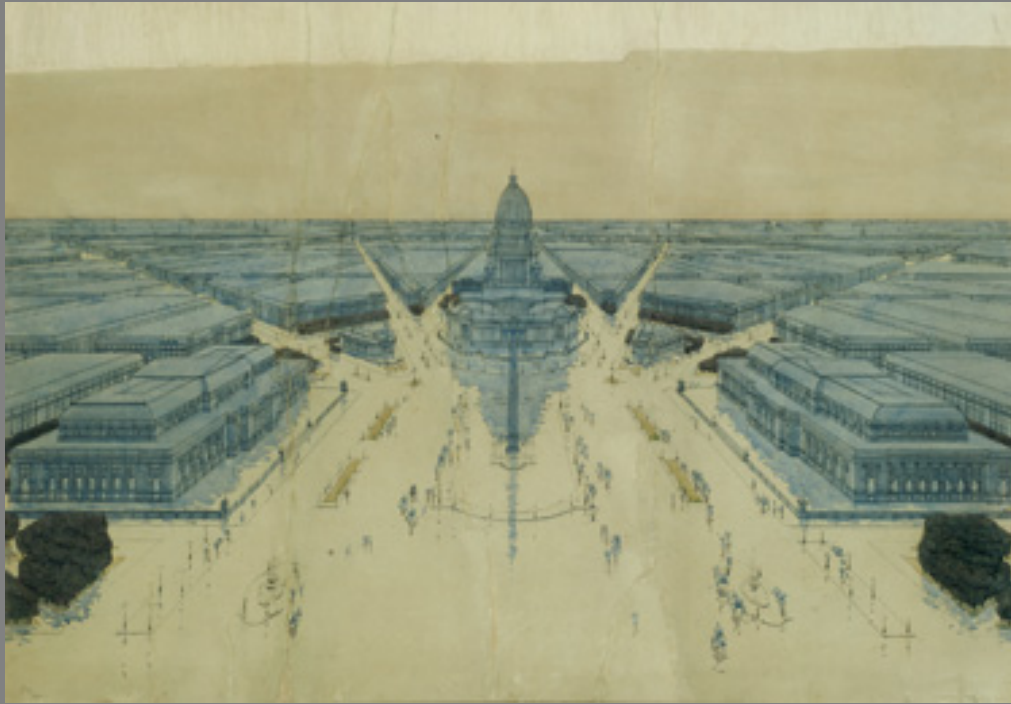
As pointed out by Mario Manieri Elia the plan serves as an overall theoretical framework, that constitutes a connection between different detailed works carried out in different times.



Chicago. View of the proposed development in the center of the city, by Jules Guerin

The critique, points out the lack of research of the relationship between urban morphology and construction typology.

This will leave space for other experimentation - operations of *maquillage* to the City Beautiful.

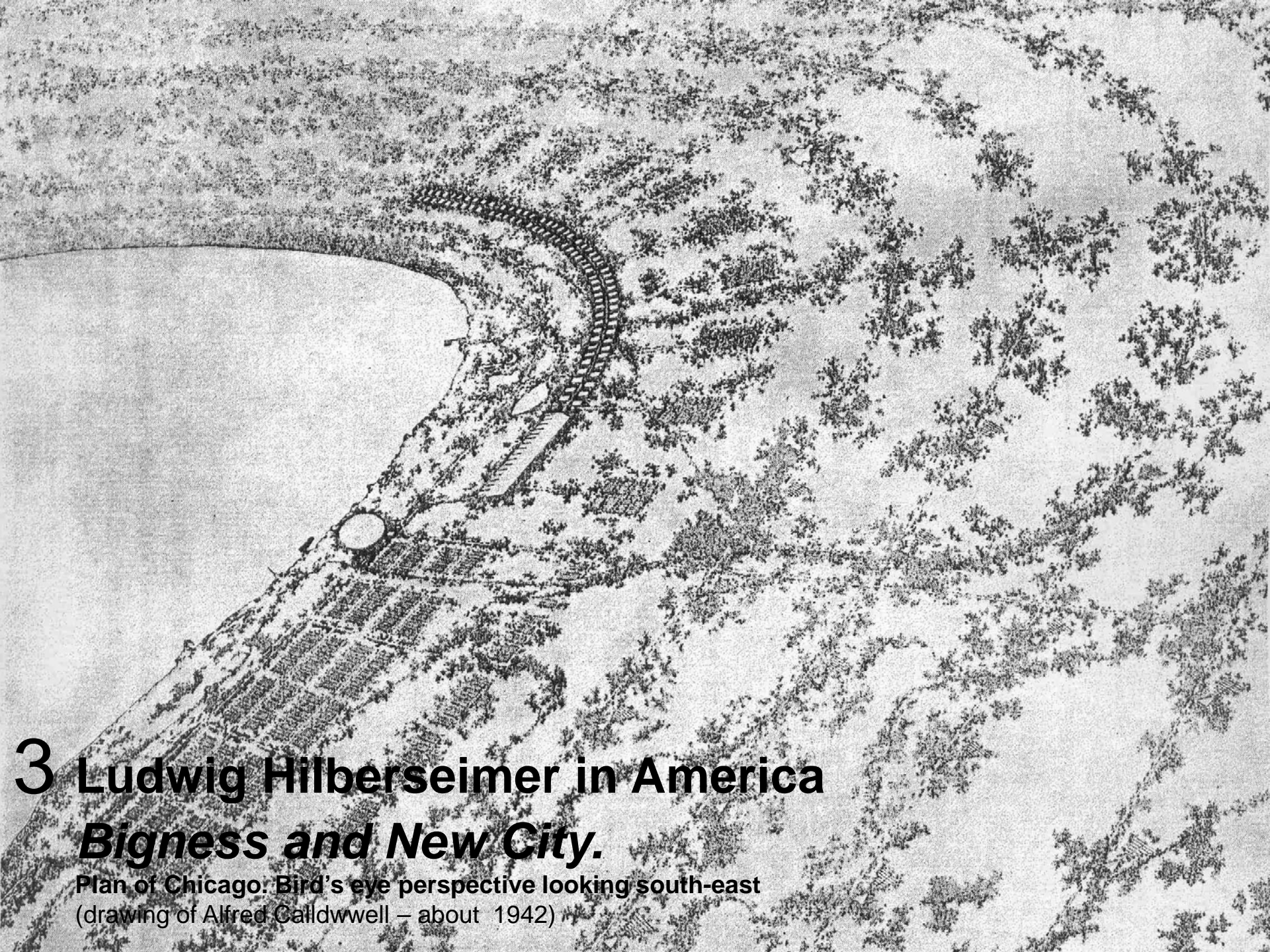


View Looking West of the Proposed Civic Center Plaza and Buildings, Showing It as the Center of the System of Arteries of Circulation and of Surrounding Country, 1908, by Jules Guerin

Talking again about Chicago, it's with the involvement of the region, that a new dimension, the bigness, becomes part of the planning.

Burnham treated the bigness through the rationalization and reorganization of the rail system and proposed an image that preferred intensification in the center, and the placement of monumental buildings in the visual focal points.

In this presentation I don't want to talk about the history of Chicago. What I really would like to do, is to review some moments when the city represented a paradigm for America and Europe.



3 Ludwig Hilberseimer in America ***Bigness and New City.***

Plan of Chicago: Bird's eye perspective looking south-east
(drawing of Alfred Caldwell – about 1942)

Years after the Burnham plan, Ludwig Hilberseimer using the same thought process for the reorganization of the transport network including roads, proposed a completely different image that included the coexistence of sprawl with small measure.

Probably, one of the most original ideas about the city of Chicago and its urban region, advanced by Ludwig Hilberseimer in 1940s.

The most significant point that should be emphasized is the transition from the compact city, dense, to the urban sprawl on the regional land.

This transition is the result of a significant theoretical effort by the German architect.

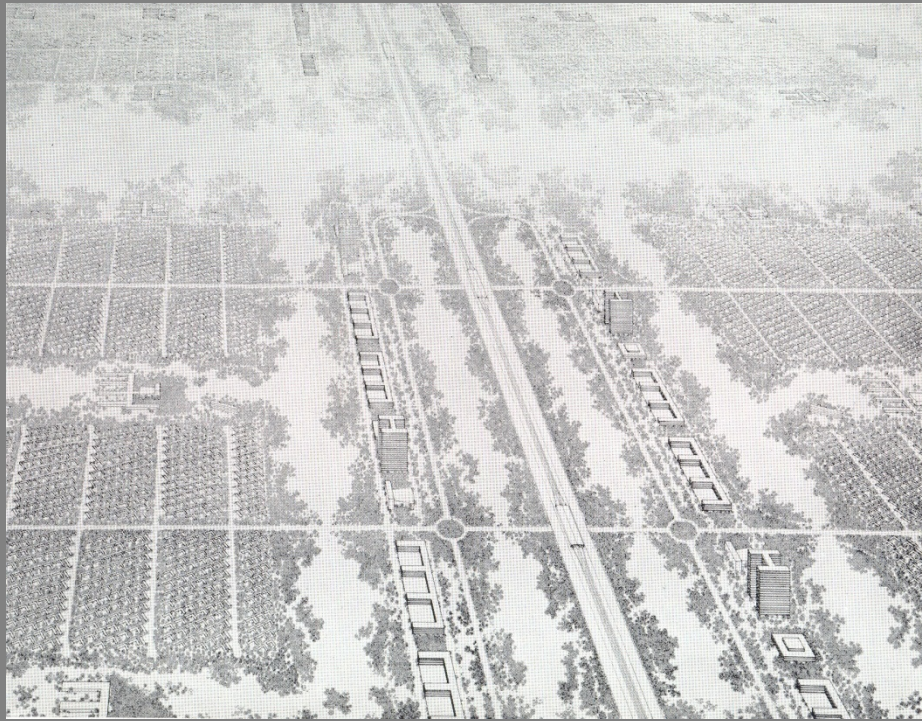
There is an evolution in Hilberseimer's theoretical thinking about the city, that coincides with the move to America in 1938. Hilberseimer is called by his friend and former colleague at the Bauhaus, Mies van der Rohe, to assist him in teaching at the Armour (now Illinois) Institute of Technology in Chicago where he was director of the School of Architecture.

In the American period, Hilberseimer's urban theory, evolves through a complex review of previous studies on the Big City, summarized in “Großstadtarchitektur” of 1927, and in the architectural scale verification, contained in “Hallenbauten” of 1931 (study on the ability of the Aula building in relation to the “Architecture of the Big City” key points of its growth)

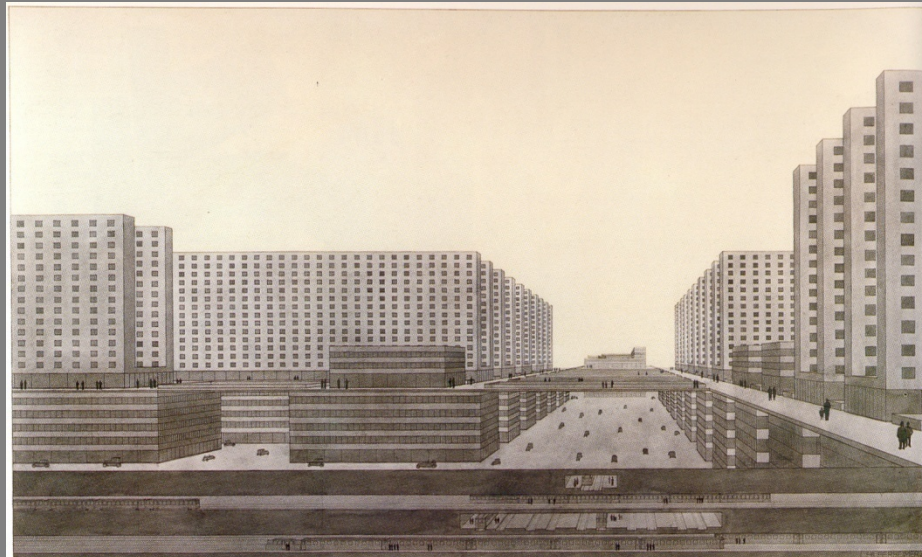
The progress of the research is developed primarily around the key theme of the relationship between city and territory. This, introduces, in the urban thoughts, the problem of the regional dimension of the city and, consequently, the issue of multiple scales.

bigness	regional dimension of the city decentralization	paradigmatic figure of the linear city 1944	- possibilità di estendersi illimitatamente
scale			- sostiene l'idea di una pratica urbana per punti
paradigma			

compact city	paradigmatic figure of the vertical city 1927
--------------	--



settlement units with commercial equipment, from the New City, 1944



vertical metropolis, perspective of a road east-west, 1924

The comparison emerges through the keywords and images of these different moments.

If in 1924 the discussion is centered on the compact city and is expressed in the paradigmatic figure of the vertical city,

in the 1940s the subjects are: decentralization and regional dimension of the city, expressed through the paradigmatic figure of the linear city.

The theoretical considerations that develop the theme of the relationship between city and geographic territory, human settlement and nature, are referable to four books published between years 1940s and 1960s:

“The New City” (Chicago, 1944),

“The New Regional Pattern” (Chicago, 1949), contemporary to the first but published later,

“The Nature of Cities”, (Chicago, 1955), loss and destruction of World War,

“Entfaltung einer Planungsidee”, (Berlin, 1963) a kind of reinterpretation of his own urban experience as a methodological research.

Hilberseimer's interest, is essentially to formulate a theoretical framework that develops principles and elements of planning able to tackle the problems of the present city.

The problem, related to the scale of the American territory, is reflected in Hilberseimer's theory of planning which considers, a vital point, the investigation of the relationship between city/region and their historical and geographical unity.

A concept of region as an organism that refers to a number of authors (Kropotkin, Branford and Geddes, Mumford) that, despite belonging to different types of specialization, offer an overview of the city/region and define a different approach, where to use different tools of knowledge and planning.

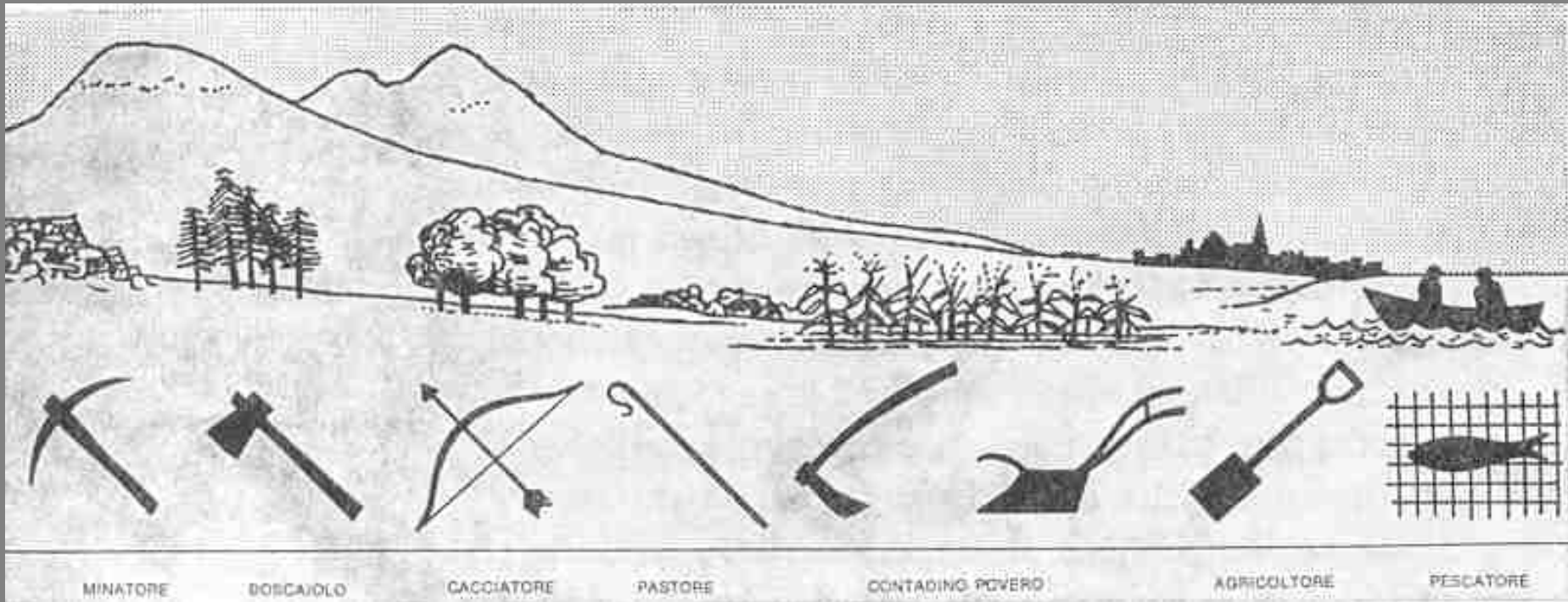
The region as organic entity

This concept begins to take shape in “The New City” and is also stated in a diffuse way in “The New Regional Pattern”.

“A region can be defined as an organic entity, like an organism where everything is related to the various parties, as the parties to the whole. A region is an entity that lives and maintains life. A region is a part inserted into a country, is a natural independent unit that draws substance from its geographical position, from natural resources, from the quality of its territory, from natural and artificial roads, developed and used by people”

The content of this definition demonstrates the interest of Hilberseimer towards an urban idea related to Patrik Geddes' work.

Especially, those ideas, related to the regional dimension to interpret the origin of the city and the hypothesis of a geographical spread of settlements, made possible by the technological progress.



patrick geddes, section of the valley from the hills to the seas ,1915

The exploration of the nature of the region as temporal cycles that has led to the habitability by the humans, developed by Geddes in “Section of valley from the mountain to the sea” is taken by Hilberseimer.

The detection method, suggested by Geddes, is based on an original interpretation of history, from an economic and evolving prospective. This, aims to provide a method to analyze the city and the region, in order to have a better understanding and be able to plan an organic development to improve life.

pictorial supplements, **the landscape**
from *the new regional pattern* 1949



66. PRIMEVAL LANDSCAPE.

67. CLEARING.



The chapter of “*The New Regional Pattern*” that talks about the relationship between region and landscape, is enriched by a section of photographic images put together/aligned to create contrast.

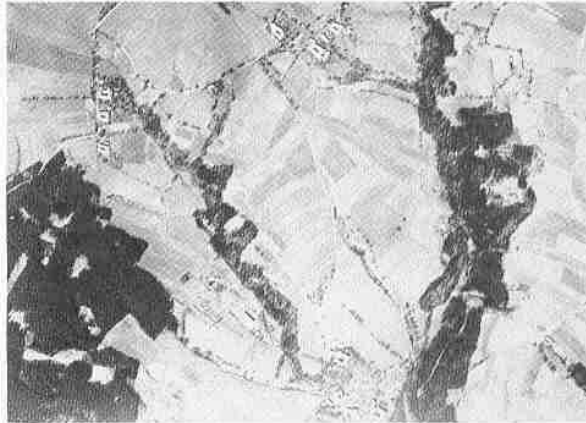
Landscape and region, are then related according to a particular relationship between the structure of roads and transport with the network of settlements, and these, with the value of the environment.

pictorial supplements, *the landscape*

from *the new regional pattern* 1949



68. FIELDS WITH TREES.

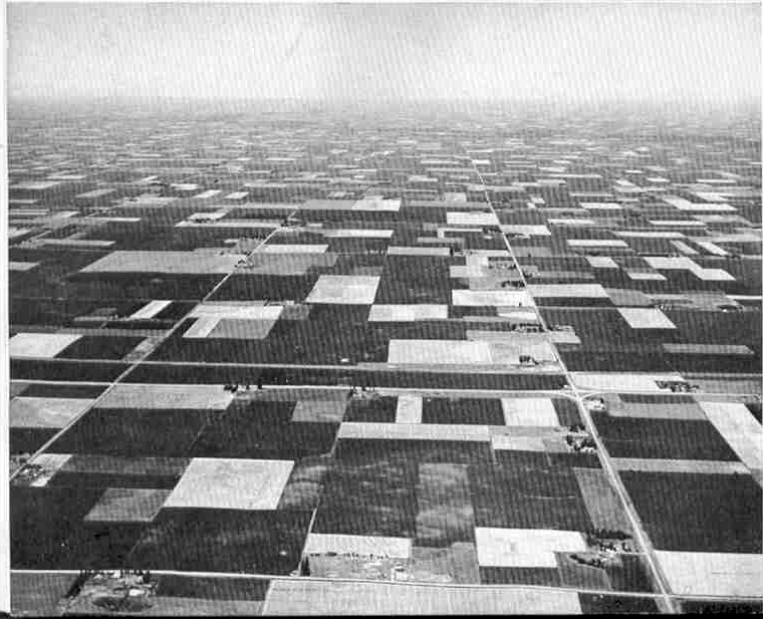
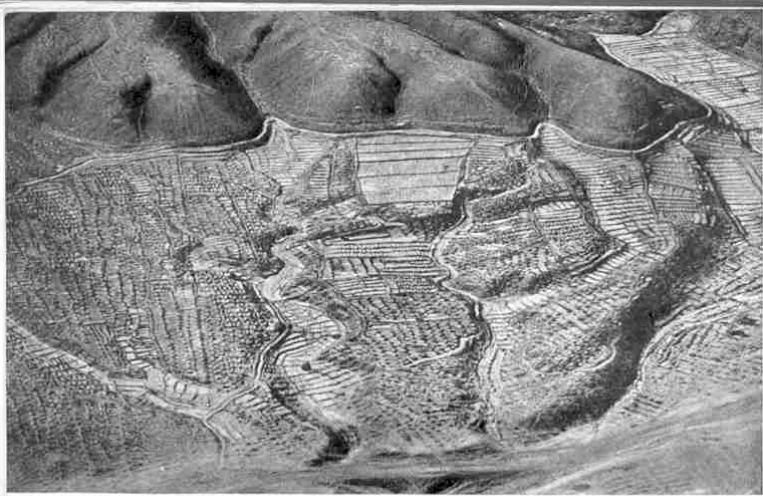


69. SINGLE FARMS WITH FIELDS
AND WOODS (see ill. 52)

The photographic images, for their evocative ability, provide support for a reading that combines the different shades of Hilberseimer's interpretation.

Once again, it is evident the influence of Geddes' idea, that identifies the concept of representation of the landscape and its integration with other aspect of human life (geographic, economic, historical, sociological and visual)

pictorial supplements, *the landscape*
from *the new regional pattern* 1949

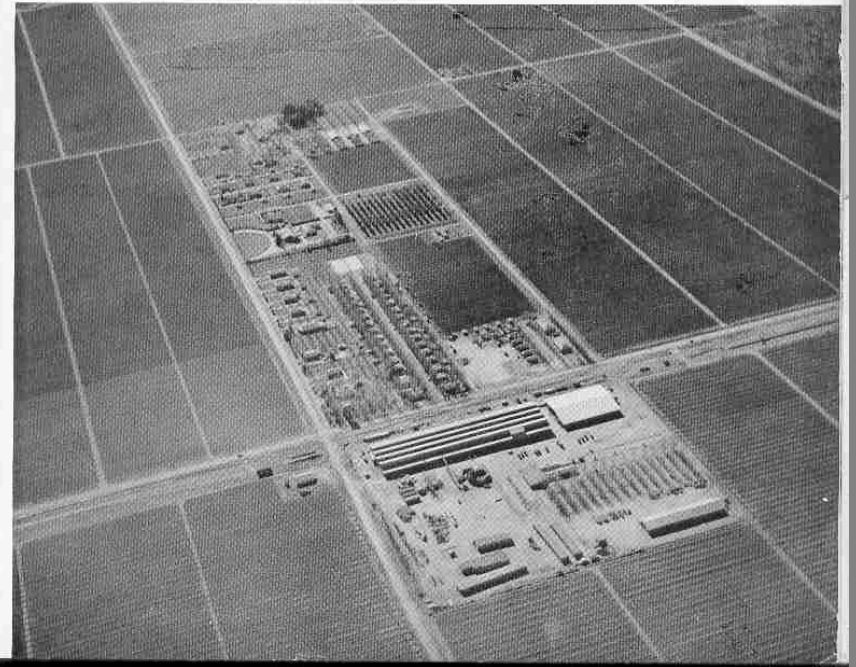


70. ANCIENT IRRIGATION.
Pisco Valley of Peru.

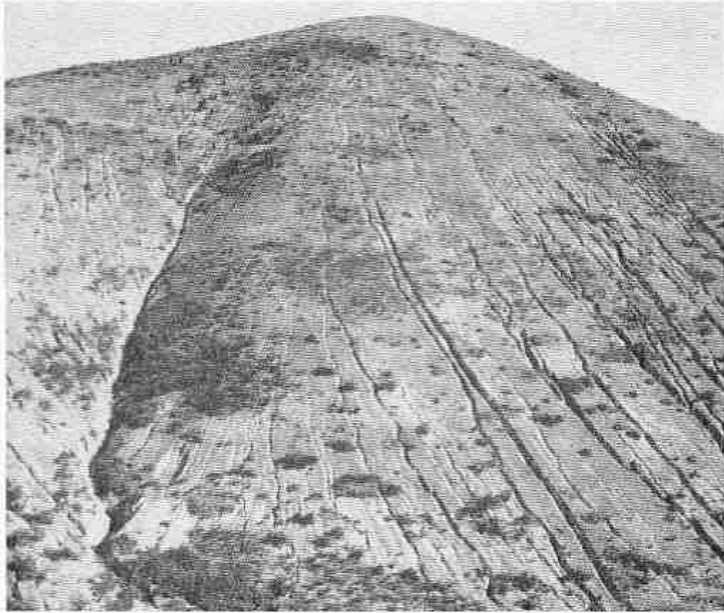
71. TREELESS
FIELDS.

72. MECHANIZED
VINEYARDS.

73. FACTORIES IN
THE FIELDS.



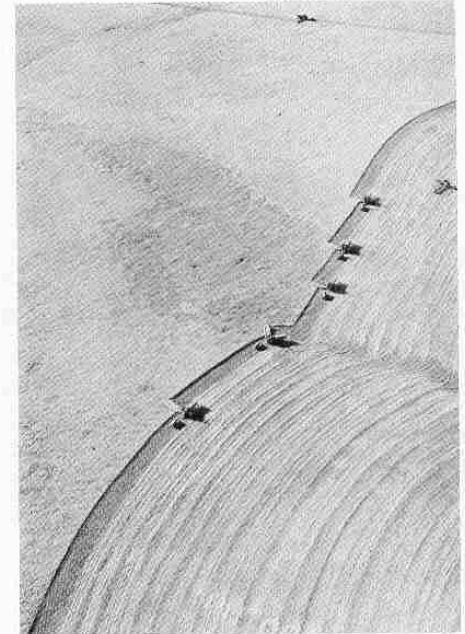
pictorial supplements, *the landscape*
from *the new regional pattern* 1949



74. ONCE WOODED,
NOW ERODED.



75. RESULT: FLOODS.



76. PRELUDE
TO DUST.

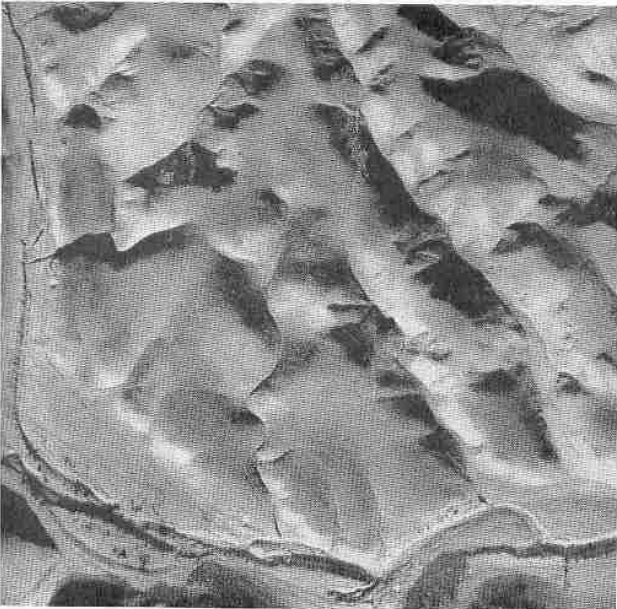


77. DUST STORM.

pictorial supplements, *the landscape*
from *the new regional pattern* 1949



78. DYING LAND.



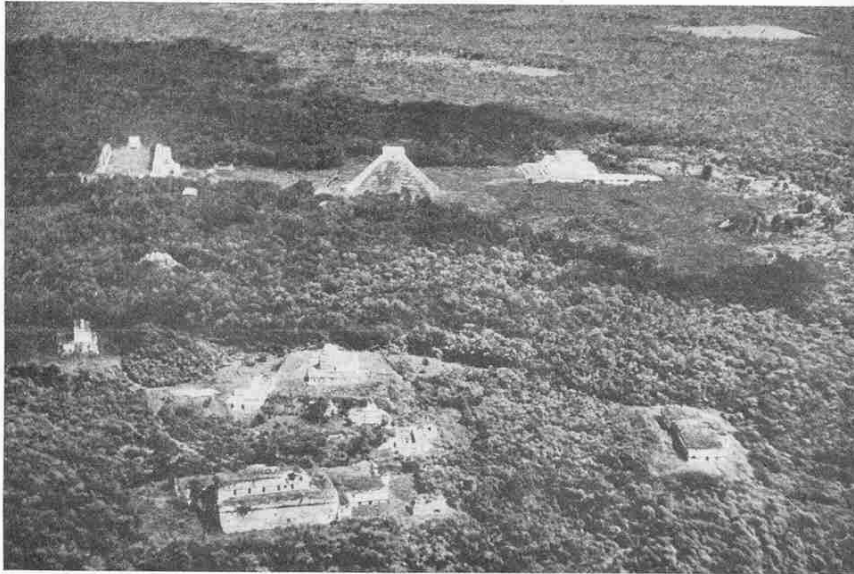
79. DEAD LAND.

The selection of images, presented by Hilberseimer, highlights the different operational approaches, to show the environmental changes made by man. Along with both, region and landscape, the environment, is another key concept, strongly related to the previous, where objective and subjective levels of civil life, are merging.

The dynamic transformation of the environment, whether in line with nature or not, affect its shape, creating different configurations (ordered landscapes, geometrically or organically, or natural disasters).

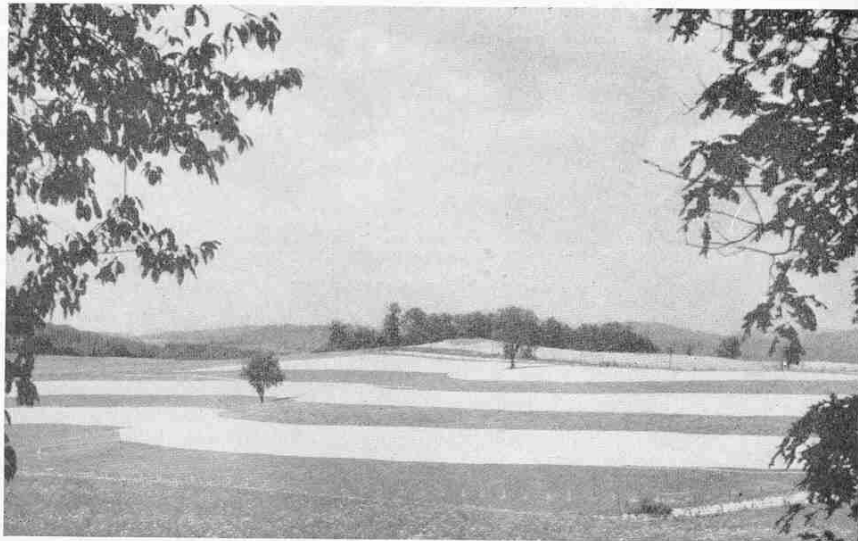
pictorial supplements, *the landscape*
from *the new regional pattern* 1949

80. LAND RE-
COVERED
BY NATURE.



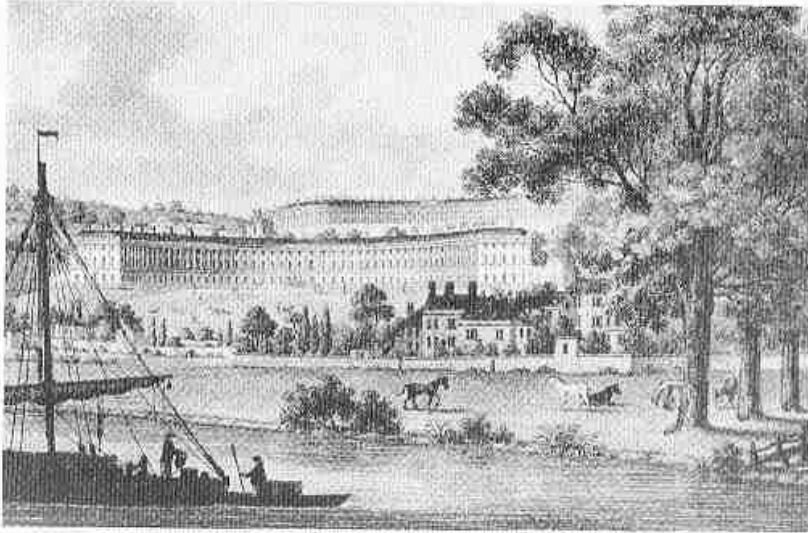
The chapter ends with the affect of man's conscious actions on their environment, and suggests a return to a 'wild nature', expressed through the image of a Mayan village devoured by vegetation and an area reclaimed by man.

81. LAND RE-
CLAIMED
BY MAN.



pictorial supplements, *the city*

from *the new regional pattern* 1949



22. EIGHTEEN CENTURY CITY.

23. PRESENT CITY.

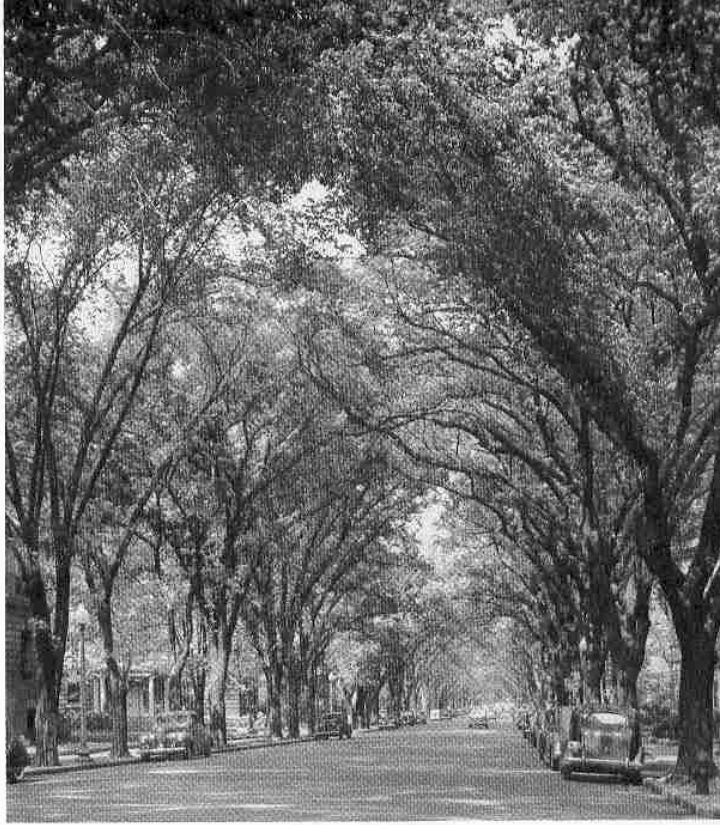


Through a series of photographic images, Hilberseimer in "The New Regional Pattern" interprets the change of scale and the spread of roads, that occurred in the city, since the advent of the industrial age.

This chapter can be introduced by a quotation from "The nature of the cities"

"The contemporary city is different from all the cities in the past. Industry and mechanic transports have created a transformation, while the inability to predict the effects of these instruments has allowed the city to expand abnormally, creating a situation of chaos. The dangers of traffic, noise, air pollution, degraded areas are increasing continuously and, with them, increases the danger to health and human life. It's strange to think that the extraordinary progress of technology has done nothing but destroy the city: however we must not reject technological progress as such. The real cause of our present condition is the inability of the city to adapt to the process of technological development. The city, built for pedestrians, has not been able to adapt to the needs of the motorized civilization (...)"

pictorial supplements, *the city*
from *the new regional pattern* 1949



24. OLD STREET.



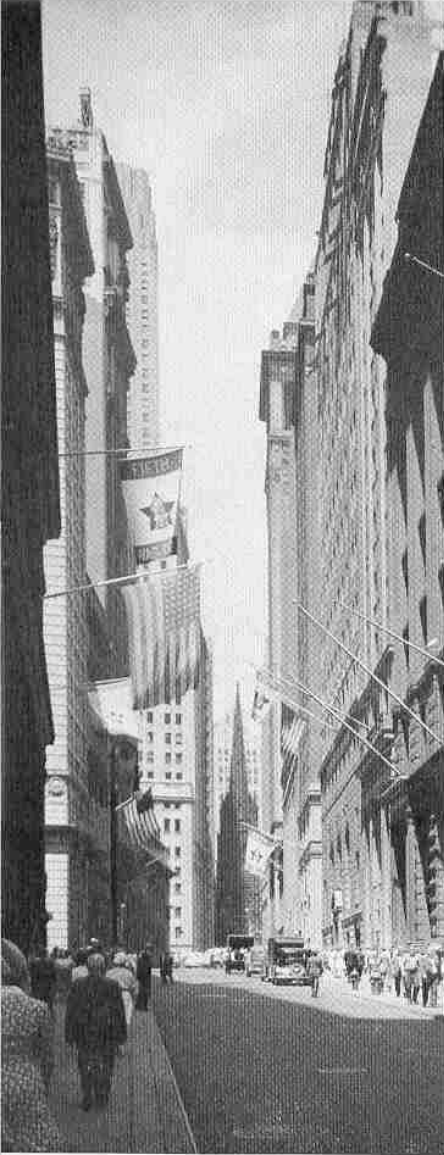
25. PRESENT STREET.

The collection of images represents an effort to exemplify the relationship between these opposites: dense and sparse.

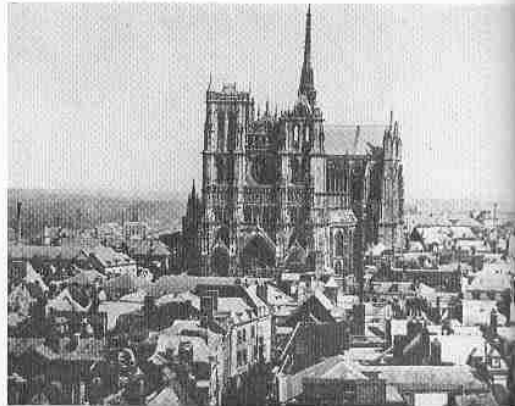
Significant, is the use of this procedure, by the strong evocative character that disengages itself from the reading method based on the traditional morphological analysis.

The problems that the new urban settlement has created can be observed by different readings that include the following : anthropological, sociological, ecological and spacial.

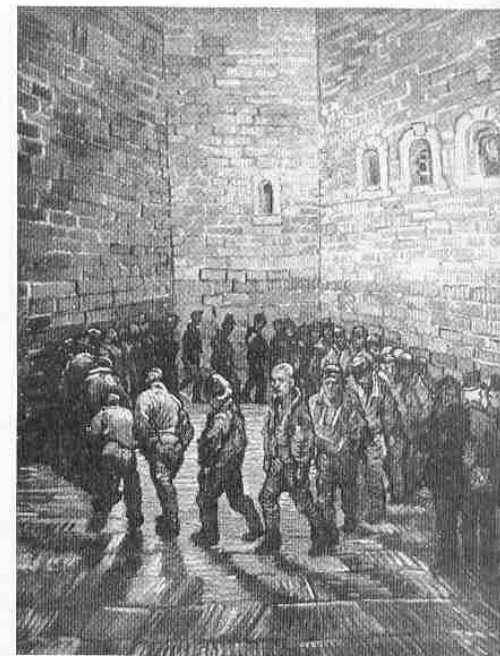
pictorial supplements, *the city*
from *the new regional pattern* 1949



26. THE METROPOLIS DOMINATES THE CATHEDRAL.



28. SLUM YARD.



29. PRISON YARD.

pictorial supplements, *the city*
from *the new regional pattern* 1949

30. CITY TRAFFIC.



31. HOW FAST CAN YOU DRIVE?

32. RECREATION?



33. INDUSTRIAL CITY.



pictorial supplements, *the city*
from *the new regional pattern* 1949

34. INDUSTRIAL
LANDSCAPE



36. OPEN SPACE:
PARKS OR
PARKING?



35. CHAOS AND
DISORDER.



37. SMOKE. *Where is
the city?*

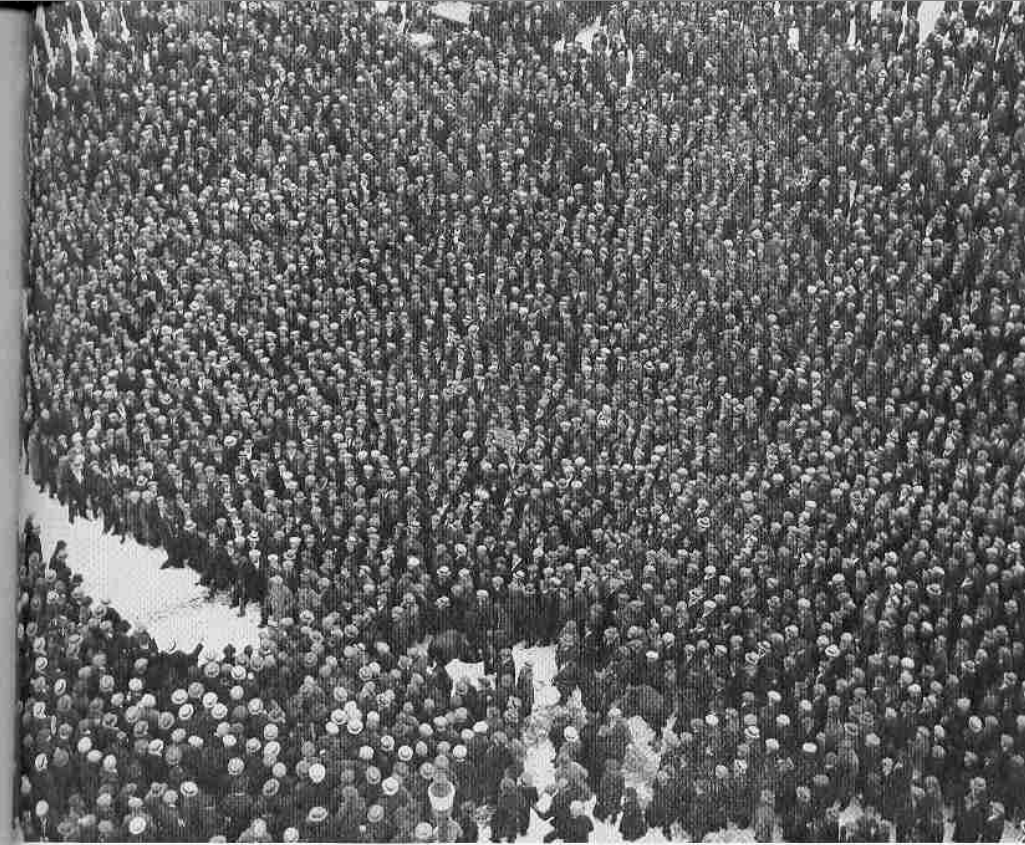




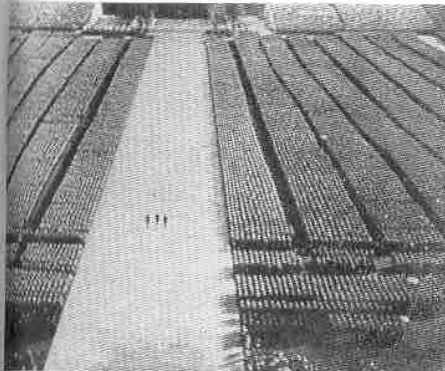
38. ASSEMBLY LINE.



39. BREAD LINE.

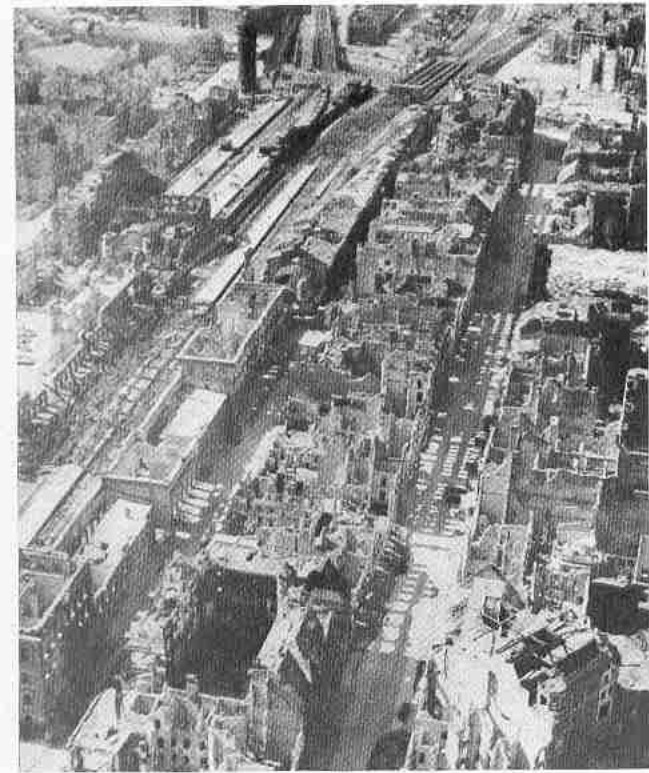


40. UNFORMED MASSES.



41. FORMED MASSES.

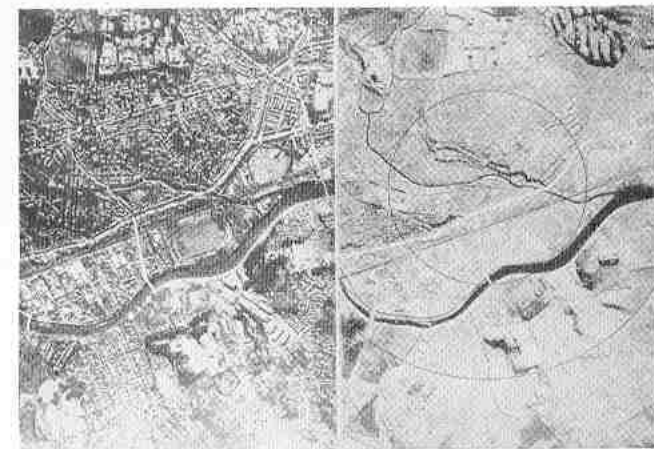
pictorial supplements, *the city*
from *the new regional pattern* 1949



42. THE CITIES' FUTURE?



44. EXODUS FROM THE CITY.



43. NAGASAKI.
Before and after.

The last images are dedicated to the future. They show the end of the city, as a result of the apocalyptic destruction of the war through images that convey deep anguish.

They also show the decentralization produced by the exodus from the industrial city but through a positive image. This, places the event in a very suggestive natural space, that shows a new way of living, in line with the need to return to nature.



**4 Working with paradigmatic ideal forms
Hilberseimer and the studies on Chicago and its region**

plan for chicao, proposal for urban reorganisation based on the first hypotesis for the rail network, 1948

The projects that resulted from theoretical research, developed the theme of the right scale of settlement in relation to the extension of the urban development, and aim to resolve the tension between the measure of the old city, and the new dimensional proportion, introduced by the modern means of transport.

The main areas of the application of experimental theoretical design are the city and the region of Chicago.

The projects developed here, can be considered the most imposing of all his work, and develop the central theme of his theory.

The idea of the metropolis merged into the landscape, the proposed explanation of the widespread urban expansion in the territory, linear structures of horizontal links of motorways and railways; the prototypes of settlement units of low density; the relationship between the different areas of the city, are all detailed in the numerous diagrams and plans drawn up for Chicago.

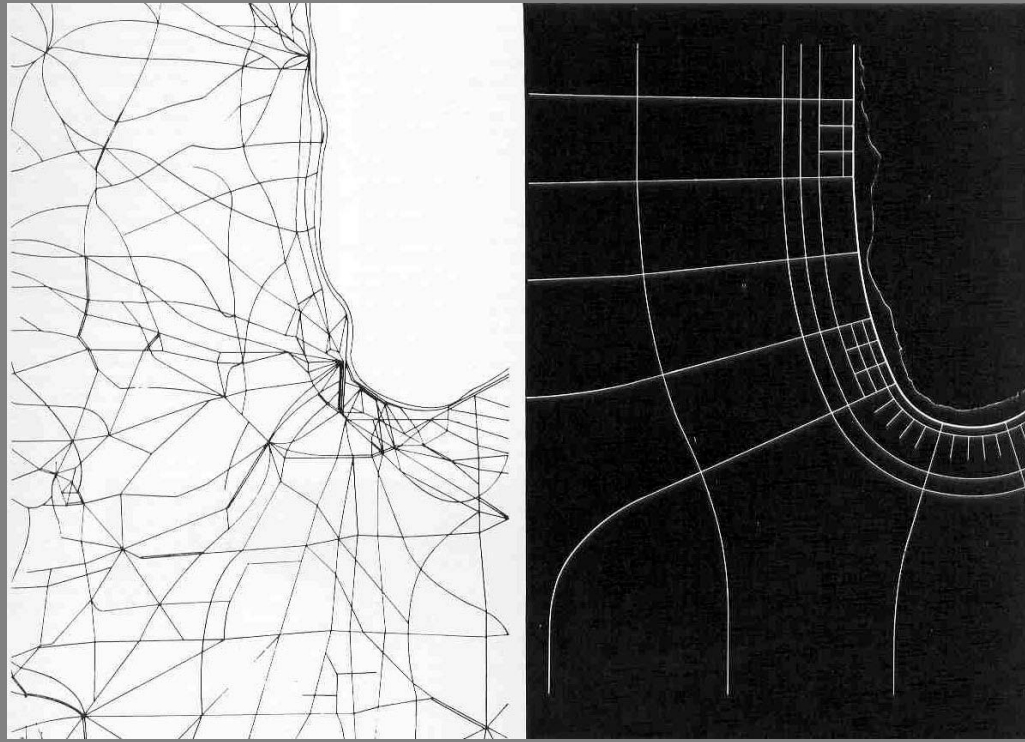
The proposals for Chicago are developed in three phases.

Initially, some diagrams, are drawn up with the purpose to support the development of subsequent studies of details.

In a second phase, between 1940 and 1950, there are some proposals that study the consequences of the integration of urban contemporary elements in the plan of the city.

The last set of proposals, that emerged in 1960s, tend to integrate the previous studies with the introduction of the new motorway network.

the hypothesis of a form for decentralization: the line chart and its applications



plan for chicago, diagram of the rail network, de facto and the project 1948

***“Bigness and its effects on life.
The main trend of our time is the large size.
It is a general belief that things are better when
they become bigger.
Bigness impresses who observes it. Only few are
aware of the damage produced by replacing
quality with quantity, value that only human
can create”***

“The New Regional Pattern”

The introduction of the car has a crucial role in the development of urban sprawl. This is criticized by Hilberseimer since it has created chaos. Cars, have accelerated the process of decentralization, that is not yet based on adequate principles of planning. In Hilberseimer's work, where he talks about the problems caused by traffic, it is possible to identify the need to redefine the structure of the roads; starting from Chicago to Seattle to Louisville and Cincinnati and on the Ohio river etc.

An important example is given in the project to rebuild the city of Chicago.

This starts from the reorganization of road and rail traffic, and develops solutions that define a new relationship between road and block, reconstructing the relationship between residence, work and leisure.

The effort is aimed to understand the new relationship that links the anthropometric scale with the territorial scale.

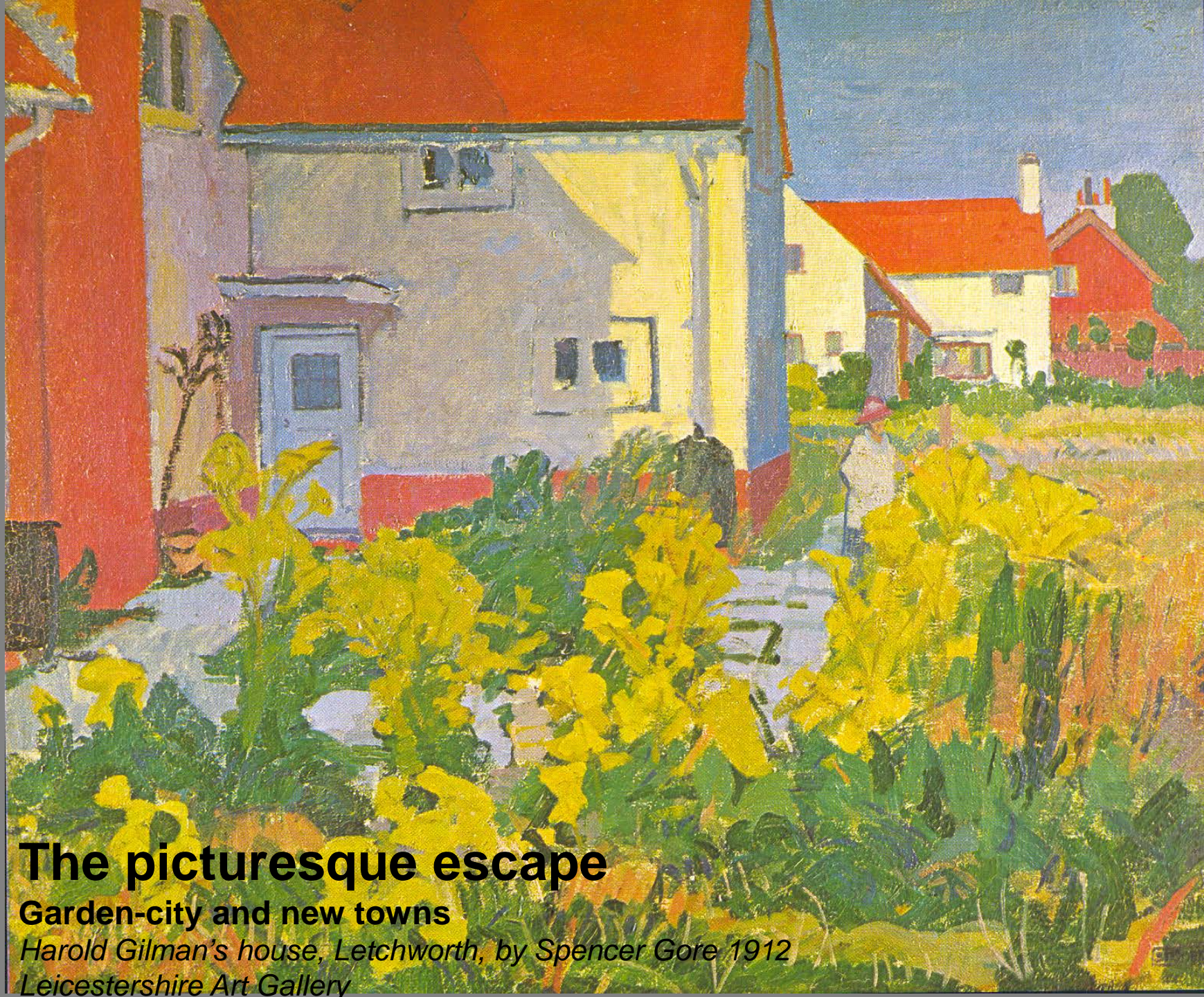
From the time, that these two scales are no longer in a contiguous relationship, there is a change to a discontinuous relationship of points. In this context, arises, the model of settlement units, that generates a question around linear forms and spread urbanization



Broadacre City The alternative

Frank Lloyd Wright, from *The living city* - 1958

Typical view of Broadacre countryside. Patterns of cultivation mingling with good buildings. Helicopter seen in foreground and, beyond, automatic overpass enabling continuous, uninterrupted traffic four ways



The picturesque escape

Garden-city and new towns

Harold Gilman's house, Letchworth, by Spencer Gore 1912

Leicestershire Art Gallery

Heinrich Tessenow

Handwerk und Klainstadt

Hohensalza Garden city, Posen district, 1920



Exploitation of the territorial vocation and image building

The Italian cities of two decades

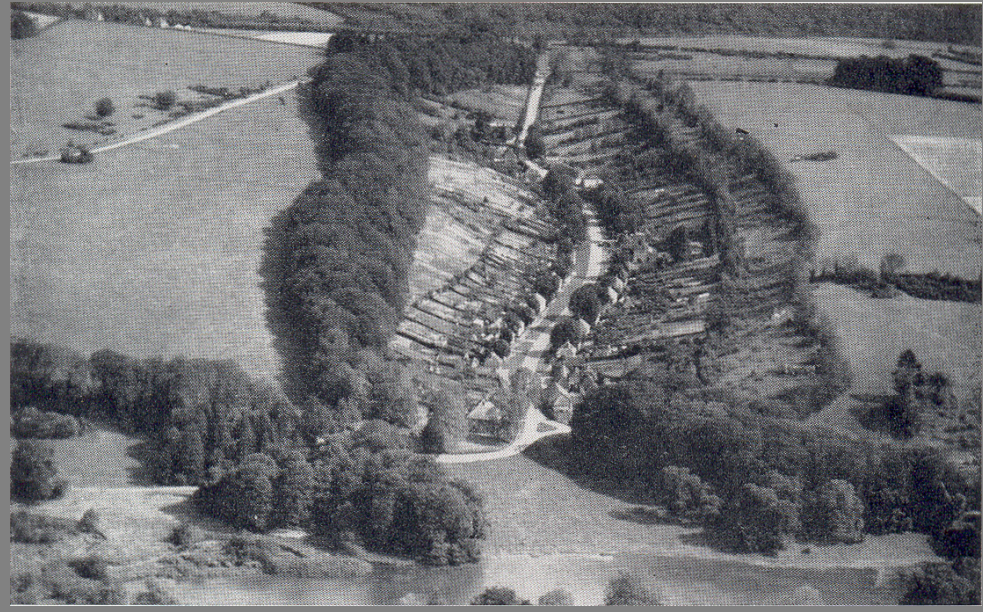


Sabaudia - Veduta aerea

comparison with the history: archetypes



circle village. the origins of the centered system , from *the new city*



linear village. the origins of the ribbon system, from *the new city*

The thought of Hilberseimer is significant as, talking about unit settlement is looking at history and the modern problems of scale.

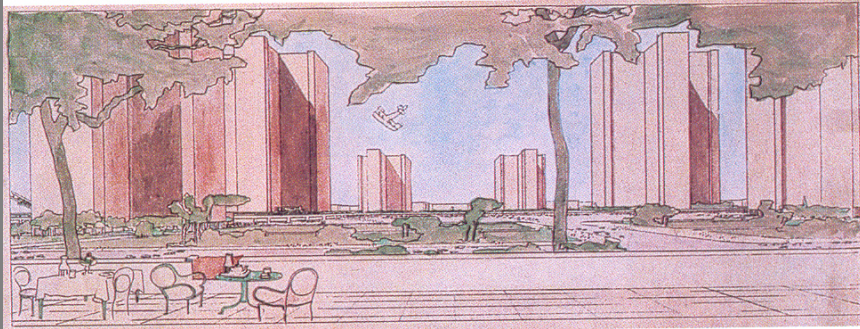
The linear settlement is conceived from the modern urban settlement in 1:1 scale (the village)

From these two models: the circle village as the origins of the centred system and the linear village as the origins of the ribbon system.

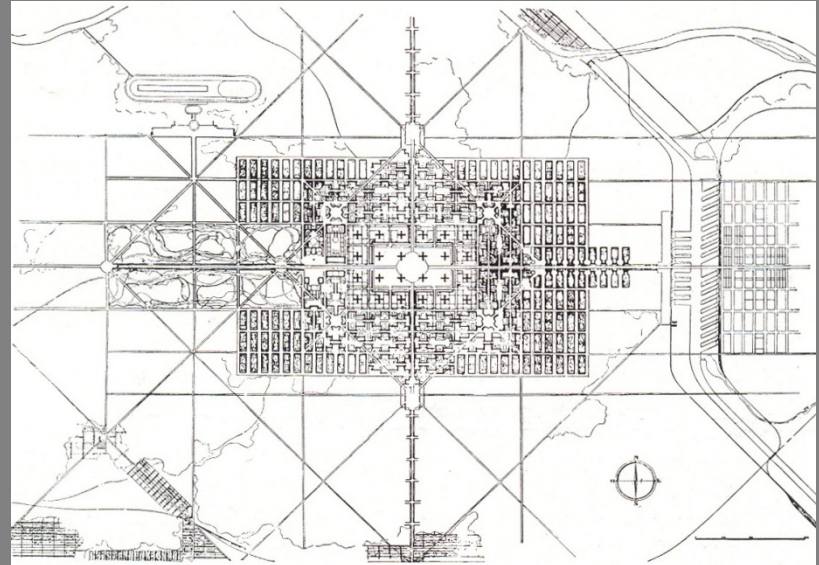
We can see, that time is passing, but is not wasted like in the modern vision where the past is completely forgotten, it's rather the index of the mutation of figures that support the urban paradigm.

The real problem of the modification of scale, that includes the size of the territory, concerns the time of the access to the 1:1 scale, the anthropometric scale

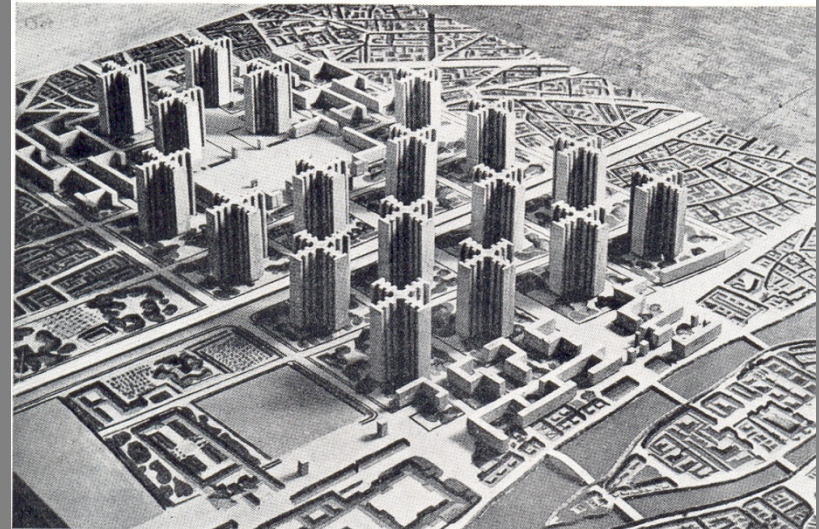
applications of the two models, project references



le corbusier, ville contemporaine pour 3 millions d'habitants,
outlook 1922

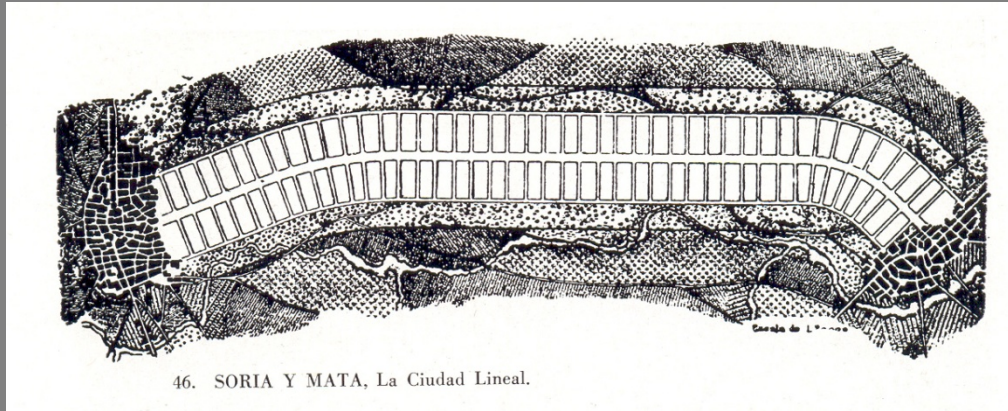


42. LE CORBUSIER, "Une Ville Contemporaine."

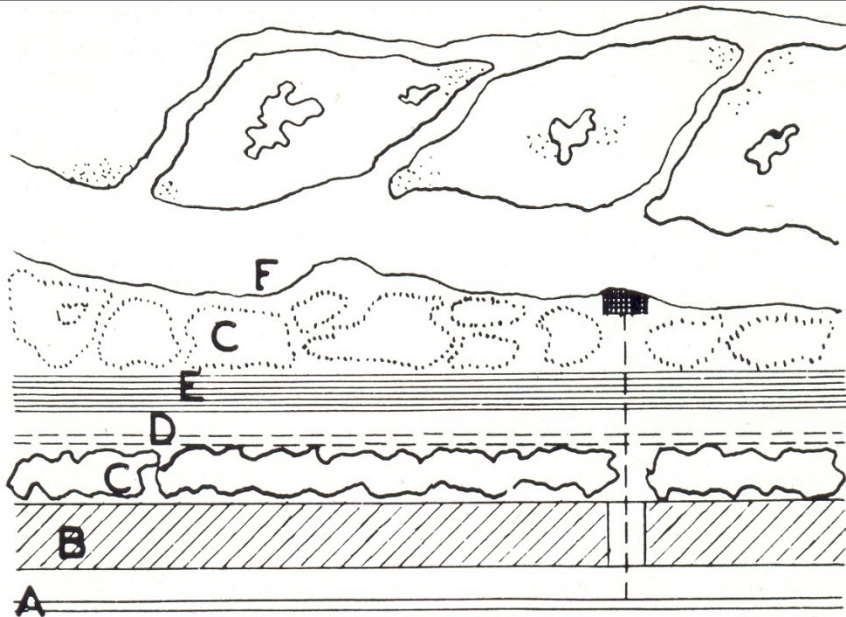


43. LE CORBUSIER, Replanning of the center of Paris.

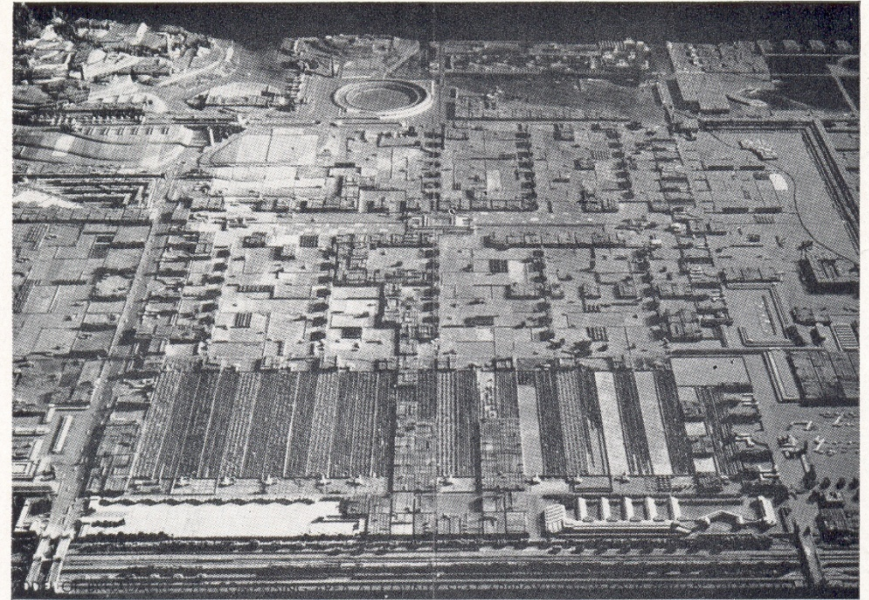
applications of the two models: project references



46. SORIA Y MATA, La Ciudad Lineal.

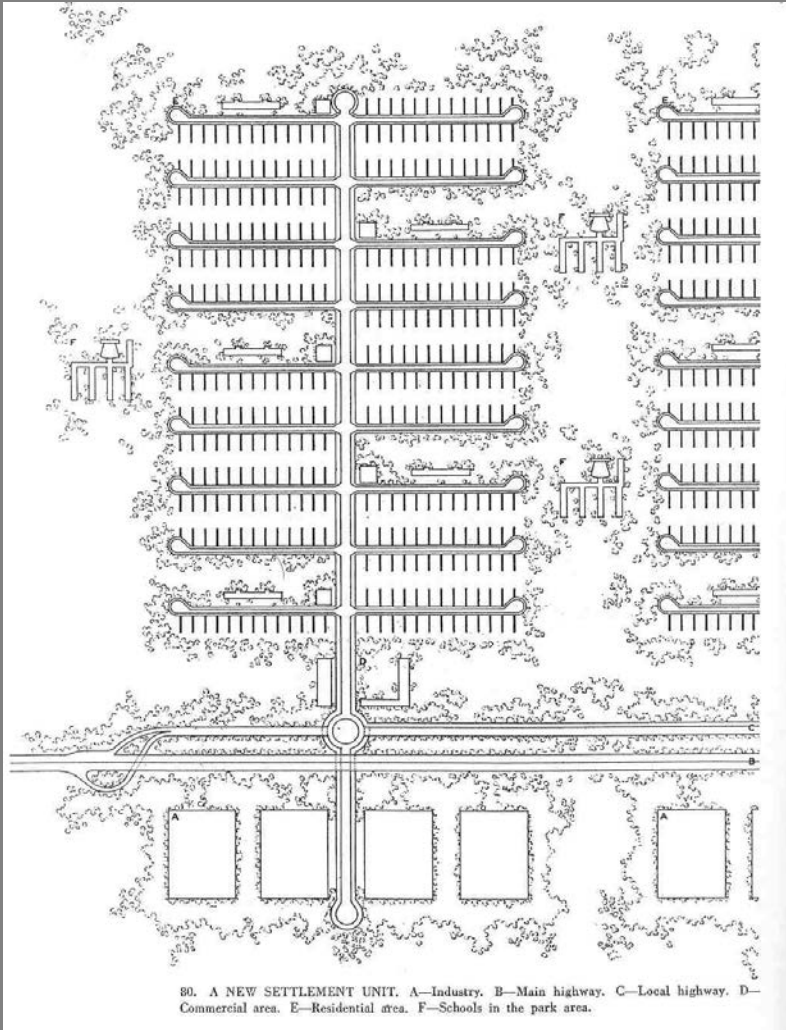


48. N. A. MILYUTIN, proposed plan for Stalingrad.
A—Railroad. B—Industry. C—Park. D—Highway. E—Residential area. F—River Volga.



47. FRANK LLOYD WRIGHT, Broadacre City.

the settlement



Residential unit, from *the new city* 1944

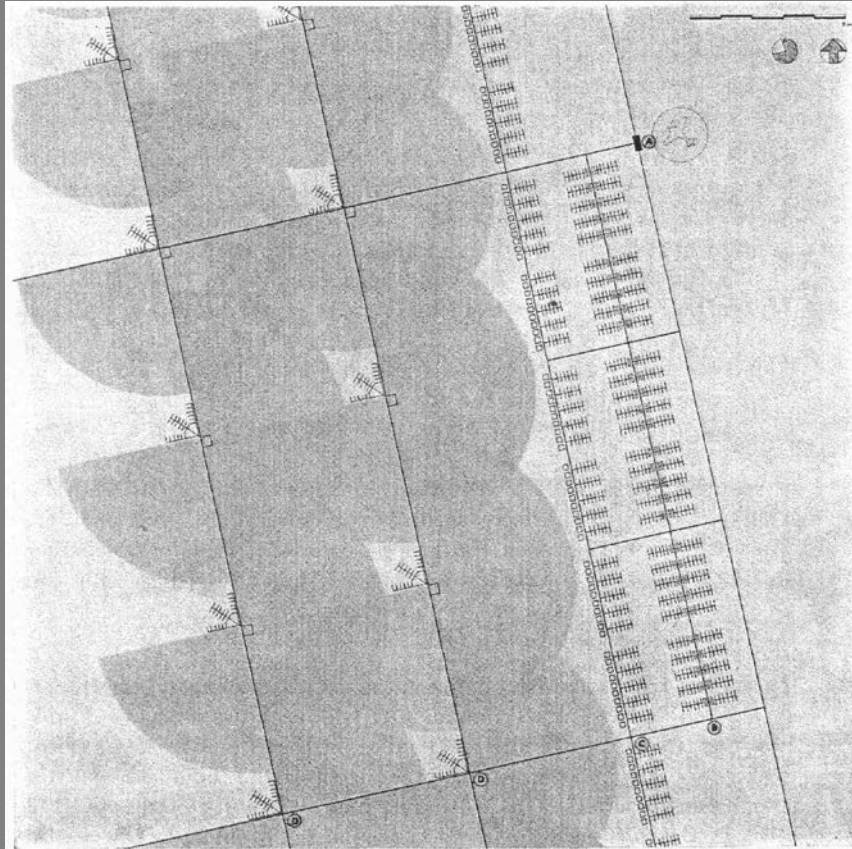
a-industry; d-buildings for commerce and administration; e-central purchasing; f-residential area; g-schools

In the linear city, the unit settlement is considered by Hilberseimer “the type of settlement”

Hilberseimer defines the unit settlement in this way:

“The author of this book has developed a system of urban planning based on an independent unit of settlement, limited in size, and containing within itself all the elements necessary for an individual town, defined in its function. In this plan, the backbone of the unit is the main artery of the traffic. In one side there are the industries, in the other, first there are the administrative and commercial buildings separated by a strip of green, and beyond this residential area surrounded by a park with schools, there are spaces for playing, community buildings; and a agricultural area bordered with this (...) the shape of this unit is a rectangle, re-dimensioned so as to minimize the road space (...)”

the settlement



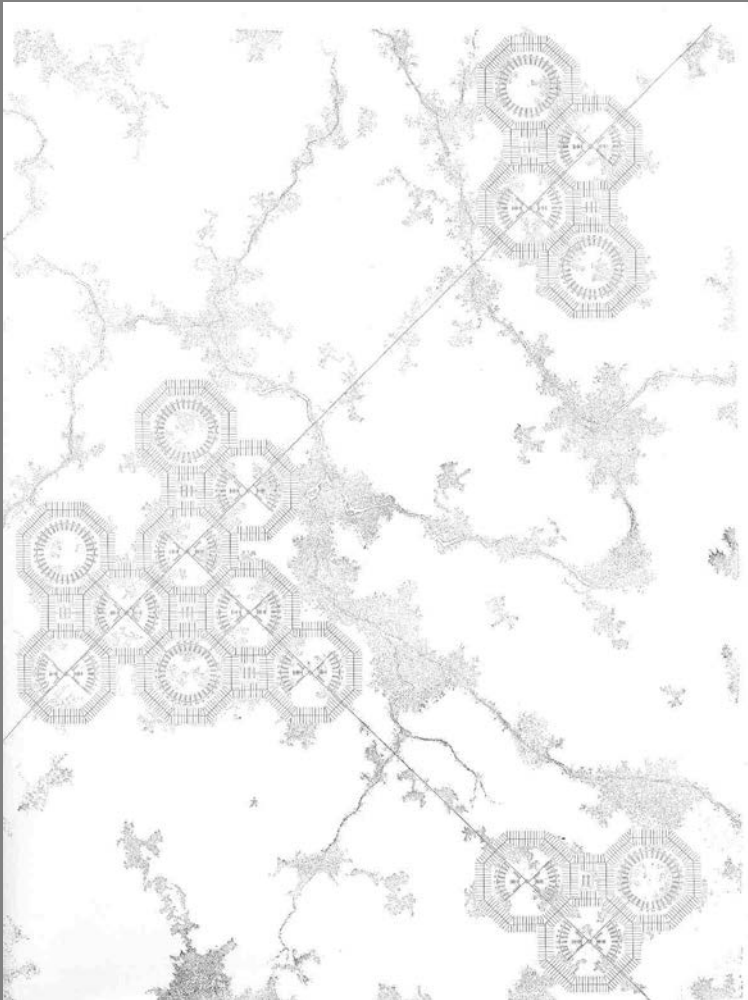
49. L. HILBERSEIMER: PLANNING SYSTEM.
A—Main traffic artery with station and airport. B—Commercial area. C—Smokeless industry.
D—Smoke-producing industry.

application of the system of the sparse urbanisation based on minimum settlement units, from *the new city* 1944

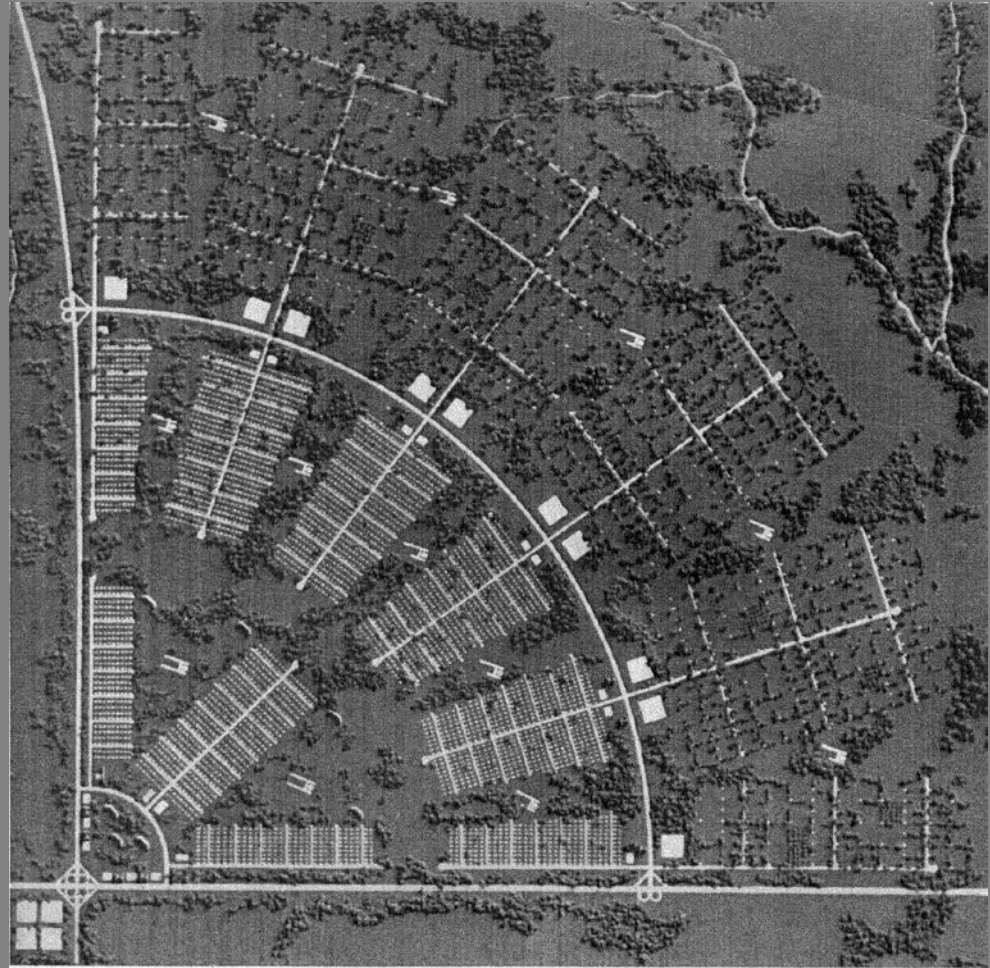
The main themes developed in the proposed urban model are:

- zoning: seeks the best shape for the definition of the relationship between work, home and leisure;
- the role of the railway and highway in the structuring of the plan;
- the construction of a hierarchy of roads to solve traffic problems inside the unit;
- the proposal of introducing the nature in the city, and the creation of spaces of leisure and culture in the parks located at the edge of the residential settlements;
- the adoption of different types of residential buildings based on an important study on daylight and density.

“Is it possible to solve in a horizontal way the relationship between the work area and the residential area as it had been solved in a vertical way? This question has led to the creation of a new settlement unit whose main parts are horizontally connected. The structure of such unit creates a solution for all areas of the city; for work, for residence, and for free time (...)”



combinational units of settlement merged with octagons



197. LARGER FAN-SHAPED COMMUNITY with Air Polluting and Related Industries

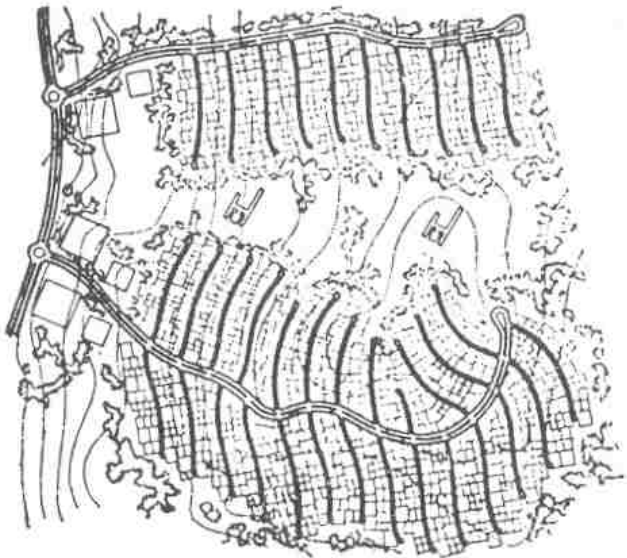
community fan-shaped, from *the nature of city* 1955

The settlement units are also designed to be flexible, changeable in themselves but also applicable to different situations that support the idea of “flexible plan” as definition in the theoretical system of the sprawl urbanization.

These are valid for the project of new urban settlements and also for the transformation of a city.



residential units in the countryside, from *the nature of city* 1955

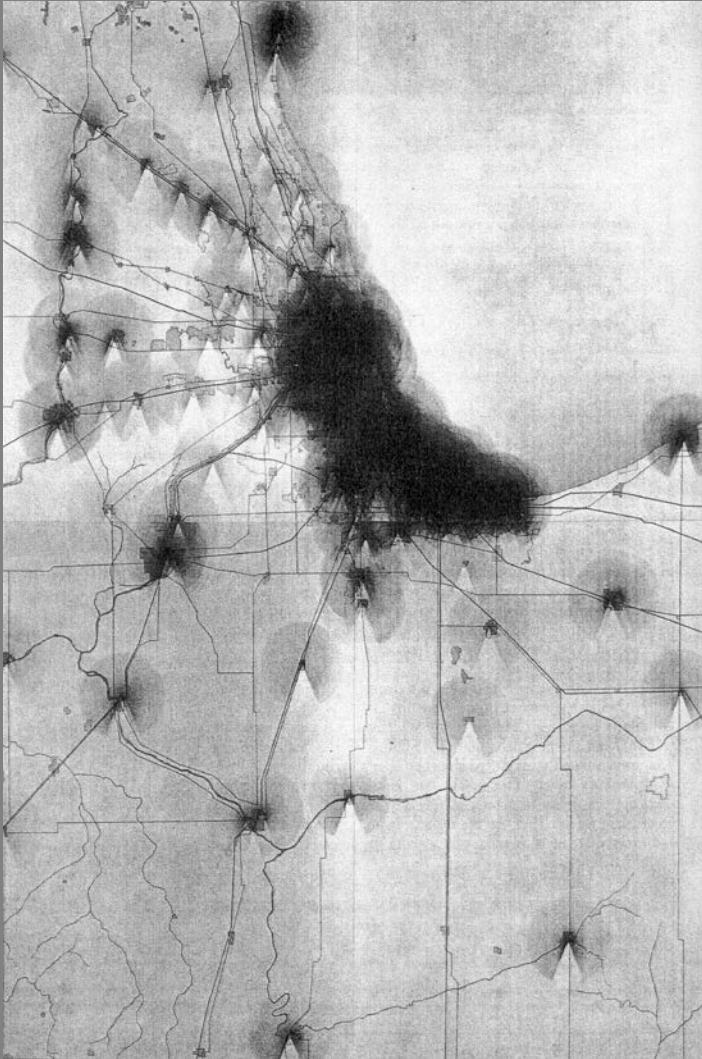


residential unit adapted to the land, from *the nature of city* 1955

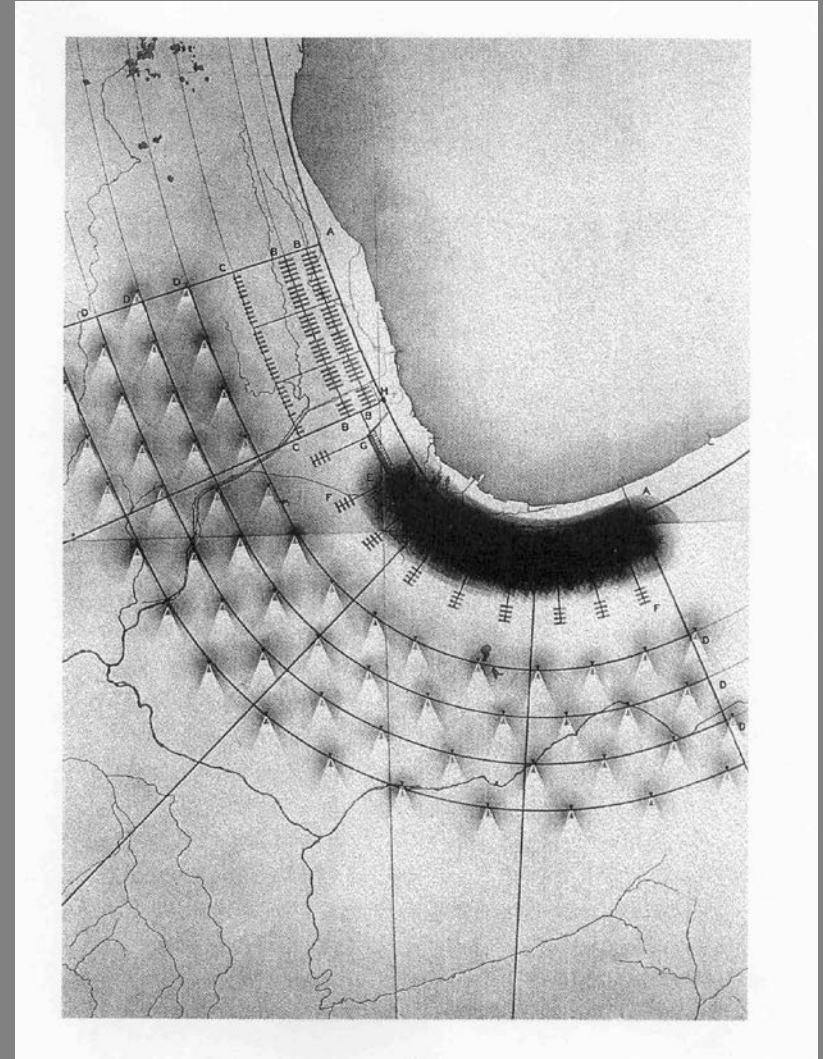


use of mixed residential types, from *the new city* 1944

plan for Chicago



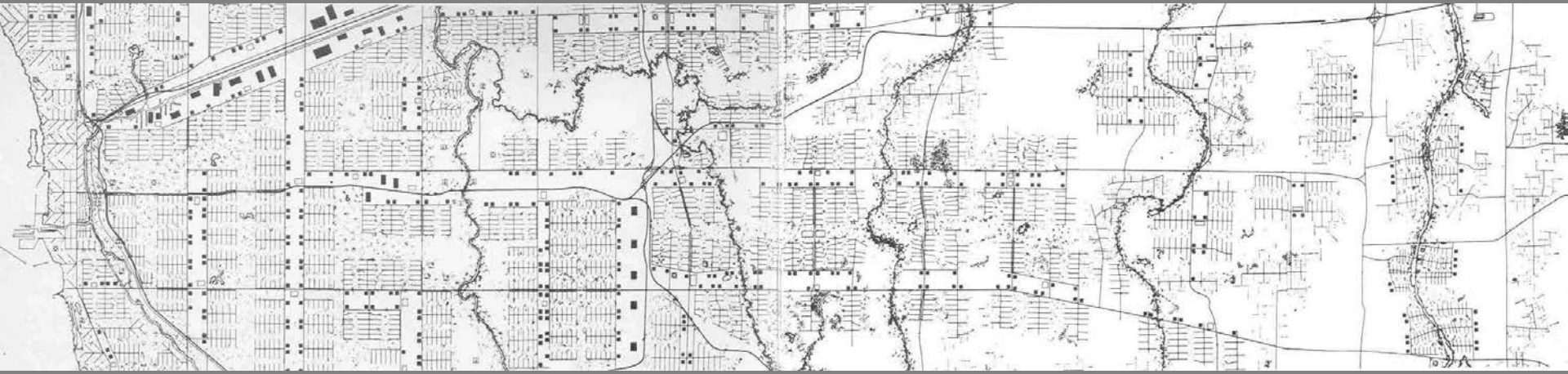
chicago present 1940, from *the new city 1944*



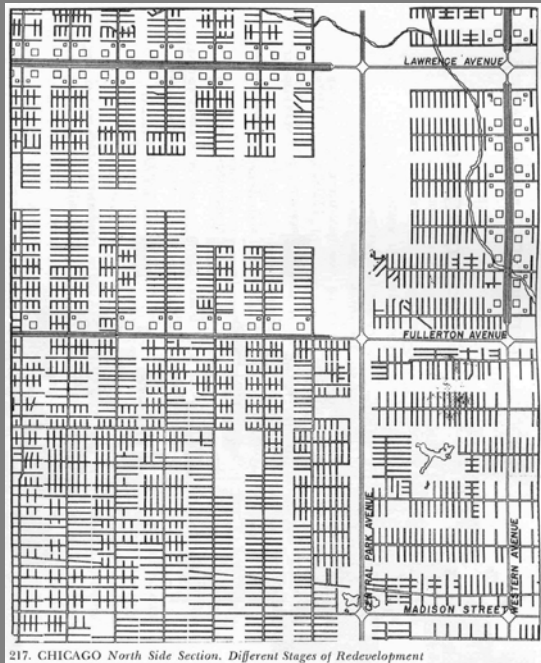
chicago diagram of the plan 1940, from *the new city 1944*

The unit settlement, is the typological element based on large scale, that is used to plan the transformation, that goes from the centre outwards, becoming increasingly sparse. The contribution made by this series of works, in addition to the theoretical speculation, intend to solve the problem of the regional metropolis.

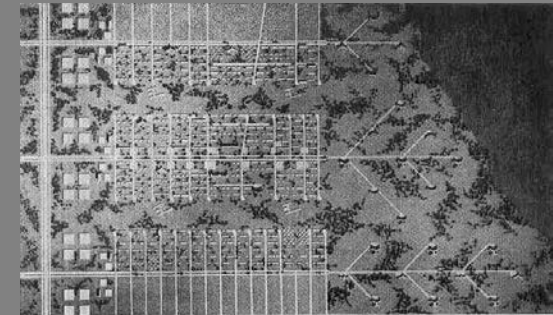
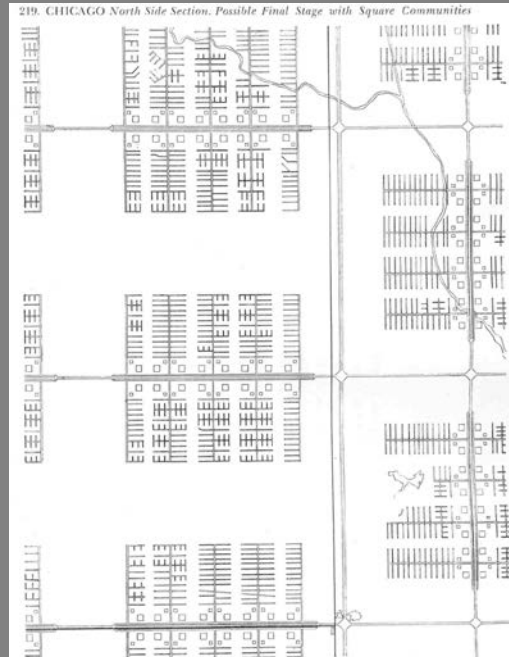
plan for Chicago: diagrams for the re-planning



Detail of the project for the central area from Lake Michigan to the Fox River, 1963



plan for chicago. diagrams for the re-planning

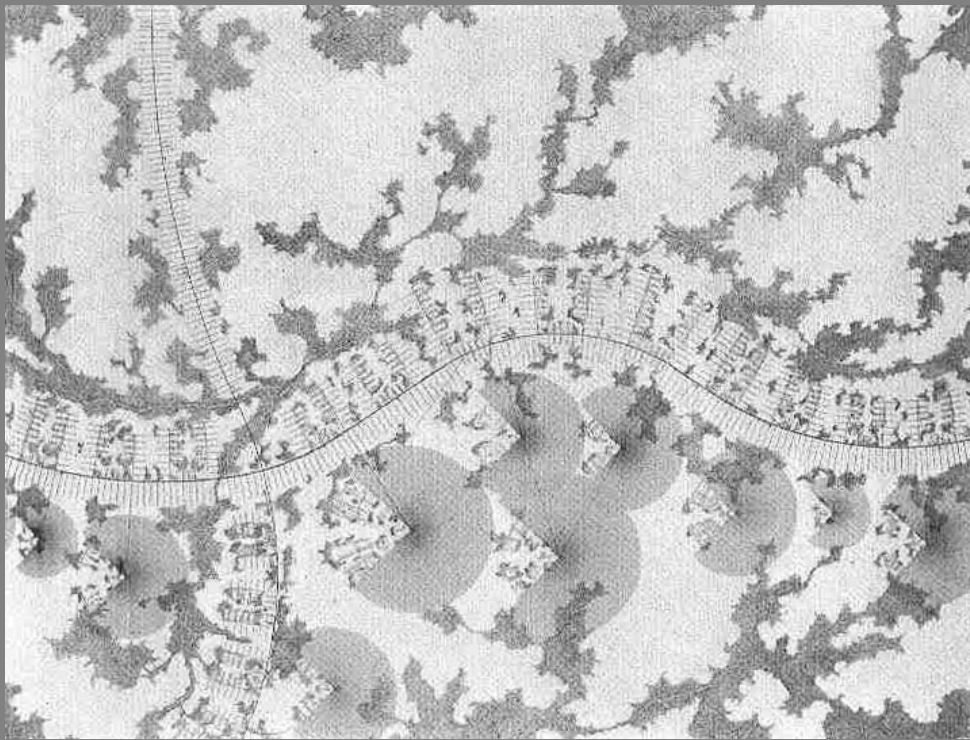


Model of the southern part of Chicago with the various phases of anticipated growth

Open questions

The merit of Hilerseimer's work of the American period, is surely to have highlighted the relationship between new forms and paradigmatic mutations of the dimension of the city and also the proposition of the linear model in order to be able to deal with the bigness.

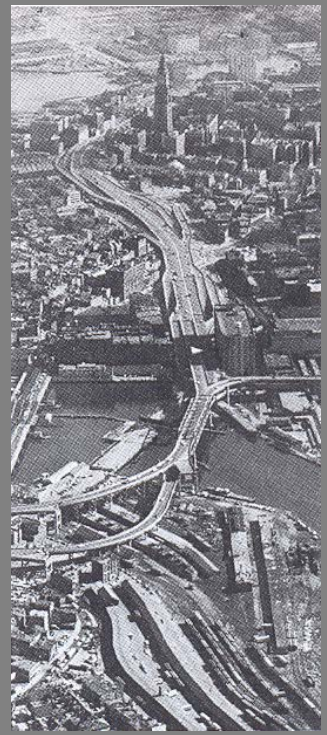
What is the elevation figure of this proposal supported by a such powerful structure?



urban clusters of different sizes along a river,
from *the new regional pattern*, 1949



Disorder of the strip, R. Venturi, D.
Scott Brown, S. Izenour, *Learning
from Las Vegas*, 1972



from K. Lynch, D.
Appleyard, J.R. Myer, *The
View from the Road* 1964

From the model of urbanization drawn up by Hilberseimer it is possible to infer the structuring value that circumvents the problem of the semiotic and communicative aspect, and removes the idea of public space, whose solution is left to the natural element.

The empirical approach of *Learning from Las Vegas* (1972) and *The View from the Road* (1964) , although with a different approach, introduces in Hilberseimer's hypothesis a pragmatic prospective that is excluded from a theoretical discussion of European derivation.

DIRECTIONAL SPACE

	SPACE · SCALE	SPEED	SYMBOL <small>sign-symbol · bldg ratio</small>
EASTERN BAZAAR		3 M.P.H.	
MEDIEVAL STREET		3 M.P.H.	
MAIN STREET		3 M.P.H. 20 M.P.H.	W
COMMERCIAL STRIP		35 M.P.H.	
THE STRIP		35 M.P.H.	
SHOPPING CENTER		3 M.P.H. 50 M.P.H.	

da R. Venturi, D. Scott Brown, S. Izenour
Learning from Las Vegas, 1972

Comparative analysis of “directing” spaces: the relation space-scale, the speed of space fruition expressed in miles per hour, the grade of symbolization in the relation sign/symbol/building in the following cases:

eastern bazar	speed 5 km/h
medieval road	speed 5 km/h
main street	speed 5-30km/h
commercial strip	speed 60 km/h

In the big urban dimension, speed, is the parameter that transforms architecture in sign or symbol.

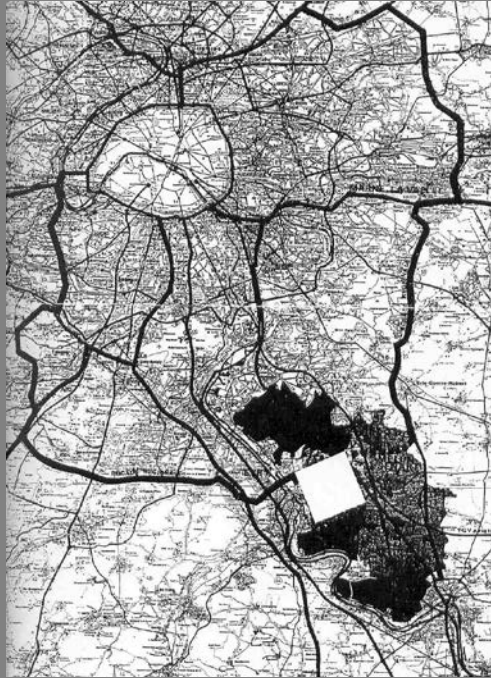
Venturi, with his schema, raises the question of the lower scale, indicating the attractions that in the landscape, from one dimension to another, lead to the arrival point.

The interest of this proposal lies in the ability to build links, to segment the line of the road, setting up a methodical analysis applicable to the space of flows.

The “pop” universe” of Las Vegas, discusses more about the size of the audience, to be intended as a recovery of the face of the architecture that marks a definitive way out from the orthodoxy of the Modern Movement.

The interesting element of the line is that it organizes in a simply way the sequence of points. But in the line lies the potential to break the sequence to produce more complex formations

The project of the Ville Nouvelle by Melun-Sènart (OMA Rem Koolhaas, 1986) it's not presented only for its value as an interpretation framework, but also as an interpretation of the scale project of an articulation of urban parts.



Progetto di concorso per la "ville nouvelle" di Melun-Sènart nei pressi di Parigi, OMA Rem Koolhaas 1986

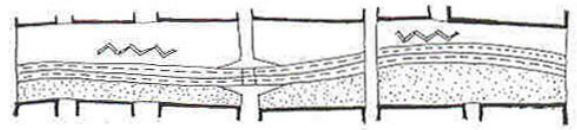
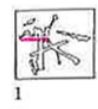


Progetto di concorso per la "ville nouvelle" di Melun-Sénart nei pressi di Parigi, OMA Rem Koolhaas 1986

There are three features of this project where I would like to draw your attention:

- city as expression of bigness;
- control on the morphology from a non-morphological point: work on the problem of designing accidental relations within a complex system
- work of assembly functions that take a linear form as a basic element, recognising on it the structuring value.

banda dei collegamenti



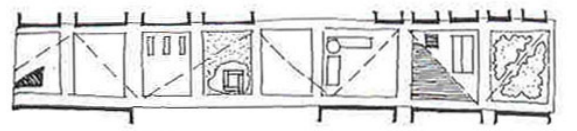
parc industriel
asphalte:
depot-parking
autostrade
verdure
"nouvelle ville"

banda dei percorsi



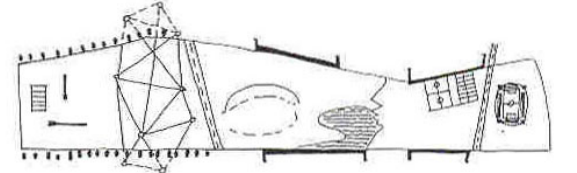
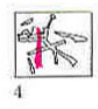
route secondaire
altération parc/
"sièges sociaux"
autostrade
espace boisé avec
loisir, jardins, billboards

banda dei programmi



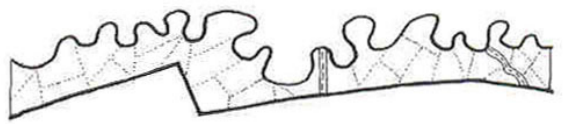
rue
éléments existants:
usine, forêt, ferme, parc
éléments nouveaux:
université, loisir, jardin
rue

banda del paesaggio



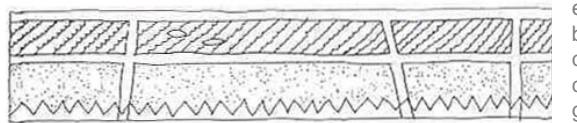
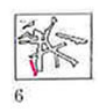
paysage-loisirs

banda dei vuoti



front forestier
paturages
front bât

banda dei bordi



quai
eau-loisirs
boulevard (élément
circuit, prolongement
chateau)
gazon

The end

Thank you

