

Symposium Program | Infrastruktururbanismus

Thursday, February 4th, 2010

08:30 – 09:00 Tea | Coffee

09:00 – 09:10 Welcome: Prof. Regine Keller, Dean of the Faculty of Architecture and Chair of Landscape Architecture and Public Space

09:10 – 09:30 Introduction: Dipl.-Ing. Thomas Hauck and Dipl.-Ing. Volker Kleinekort, Conference Organizers

09:30 – 14:20 Panel 1: Informal Infrastruktururbanismus

09:30 – 09:40 Introduction to the Session

09:40 – 10:10 Prof. Roberto Zancan, Department for History and Theory of Environmental Design, University of Montreal, Dr. Matteo D'Ambros, Assistant Professor of urban design at the Faculty of Architecture, IUAV of Venice "Infrastructure's marginal spaces and the invention of a prosaic landscape - visual knowledge and design"

10:10 – 10:40 Rahul Paul, MA Landscape Urbanism program, Architectural Association London "From object line to vector field – the social instrument"

10:40 – 11:10 Prof. Karen A. Franck, College of Architecture and Design, New Jersey Institute of Technology "Occupying the edge and the underneath: 'other' urban public spaces"

11:10 – 11:40 Tea | Coffee Break

11:40 – 12:10 Dipl.-Ing. MSc Maren Harnack, Hafencity Universität Hamburg Dipl.-Ing. Martin Kohler, Hafencity Universität Hamburg „Die Deutsche Gesellschaft zur Rettung der Hochstraßen e.V. – An in practice trial on the aesthetics of the 'as found'"

12:10 – 12:40 Dr.-Ing. Christof Göbel, Universidad Autónoma Metropolitana (UAM) - Azcapotzalco, Mexico City "Perceptions of the 'Segundo Pisos' in Mexico City"

12:40 – 13:10 Noah Billig, MLA, MURP, Doctoral Student, Department of Planning and Landscape Architecture, College of Architecture, Arts and Humanities, Clemson University "The merging of infrastructure and public open space in a divided Istanbul squatter settlement"

13:10 – 13:20 Tea | Coffee Break

13:20 – 13:50 Christian Werthmann, Associate Professor, Program Director in Landscape Architecture, Graduate School of Design, Harvard University "Squatting on infrastructure - the challenge of informal urbanism"

13:50 – 14:20 Panel Discussion Moderator: Dipl.-Ing. Cornelia Redeker, Department of Urban Design and Regional Planning, TU München

14:20 – 15:20 Lunch Break

15:20 – 19:30 Panel 2: Infrastruktururbanismus and context

15:20 – 15:30 Introduction to the Session

15:30 – 16:00 David Peleman, Research Assistant, Department of Architecture and Urban Planning, Ghent University "The quest for the good road. A plea for a different approach to the embedding of the road in the public sphere"

16:00 – 16:30 Jae Sung Chon, Assistant Professor, Department of Architecture, University Manitoba, Winnipeg "Road Urbanism: incorporation of 'roads' in the works of Team X and Metabolists"

16:30 – 17:00 Susannah Drake, Principal and founder of dlandstudio, Brooklyn, New York "The Gowanus Canal Sponge Park and the Brooklyn Queens Expressway (BQE) Trench Reconnection Study"

17:00 – 17:30 Tea | Coffee Break

17:30 – 18:00 Dipl. Arch. HTL Roland Züger, project lecturer „Latente Landschaften“, ZHAW Zürcher Hochschule für Angewandte Wissenschaften, Abteilung Architektur, Zentrum Urban Landscape "From destination to place - urbanization of transport infrastructures"

18:00 – 18:30 Tobias Goevert MA UrbDes Dip Arch, London Development Agency, Design for London "London's Royal Docks - shaping with infrastructure"

18:30 – 19:00 Dipl.-Ing. Thorsten Schauz, Stadtidee, Dortmund "Islands, borders, new land – infrastructure housing in the Ruhr Region"

19:00 – 19:30 Panel Discussion Moderation: Dipl.-Ing. Daniel Czechowski and Dipl.-Ing. Andreas Dittrich, Department of Landscape Architecture and Regional Open Space, TU München

19:30 Dinner

Friday, February 5th, 2010

08:30 – 09:00 Tea | Coffee

09:00 – 14:10 Panel 3: Infrastruktururbanismus and Infrastructural Landscape

09:00 – 9:10 Introduction to the Session

09:10 – 09:40 Dr. Carlotta Darò, Mellon Postdoctoral Fellow, McGill University, Montreal "Wired landscapes: infrastructures of telecommunication and modern urban theories"

09:40 – 10:10 Dipl. Ing Rafael Ayuso Siart, gammadarquitectura, Barcelona "Kinetic spaces as a representation of the urban agglomeration"

10:10 – 10:40 Eduardo Rico, Civil Engineer, Ove Arup & Partners, London and groundlab "The role of infrastructural landscapes within the image of the city"

10:40 – 11:10 Tea | Coffee Break

11:10 – 11:40 Dr. Georges Farhat, Associate Professor, Program Director in Landscape Architecture, Ecole nationale supérieure d'architecture de Versailles "Infrastructural landscape: a working concept for urbanism"

11:40 – 12:10 Dr. Ing. Stefanie Anna Bremer, orange edge, Stadtforschung - Stadtplanung Dipl. Ing. Henrik Sander, orange edge, Stadtforschung - Stadtplanung „Ruhr Region: Autobahn A40 | B10. Creation of supra-local | trans-local spaces"

12:10 – 12:40 Maarten Van Acker, PhD researcher, Research Group Urbanism and Architecture [OSA], Department of Architecture, Urbanism and Strategic Planning, University of Leuven "Re-tracing the ringscape - infrastructure as a mode of urban design"

12:40 – 12:50 Tea | Coffee Break

12:50 – 13:20 Dr. Panos Mantziaras, Assistant Professor, Ecole nationale supérieure d'architecture Paris-Malaquais "The inside-outs of a city: the Greater Paris case"

13:20 – 13:50 Prof. Arch. Alessandra De Cesaris, DiAr Dipartimento di Architettura, Faculty of Architecture Ludovico Quaroni 'Sapienza', University of Rome "The remodelling of GRA - Grande Raccordo Anulare - in Rome"

13:50 – 14:20 Panel Discussion Moderation: Dipl.-Ing. Jörg Schröder, Department of Sustainable Urbanism in Rural Regions, TU München

14:20 – 14:30 Closing Remarks

14:30 Apéro

Conference Organizers + Scientific Committee:
Dipl.-Ing. Thomas Hauck, Dipl.-Ing. Volker Kleinekort

Technische Universität München
Faculty for Architecture
Department for Landscape Architecture and Public Space, Prof. Regine Keller

www.infrastruktururbanismus.de
www.lao.ar.tum.de
www.urbanlandscape.ar.tum.de

Speakers

Prof. Roberto Zancan, Dr. Matteo D'Ambros

"INFRASTRUCTURE'S MARGINAL SPACES AND THE INVENTION OF A PROSAIC LANDSCAPE - VISUAL KNOWLEDGE AND DESIGN"

Recognizing the importance of visual perception for landscape architecture, the paper aims to write the history of the emergence of a "prosaic landscape". Named as "picturesque", "vernacular", "ugly and ordinary", this landscape looks impractical, banal, devoid of poetry. This paper wants to suggest that the construction of the need of a visual description of "prosaic landscape" was legitimization for a "popularized" territory to create a new form of design. This "visual" knowledge is still active and it could be used as crucial argument in fighting the loss of landscape architecture's ability to manage the marginal spaces of the everyday life.

Rahul Paul

"FROM OBJECT LINE TO VECTOR FIELD – THE SOCIAL INSTRUMENT"

The paper seeks to redefine 'infrastructure' from a static tool into a dynamic instrument – an operative and performative medium of flows that performs as a 'catalytic social condenser' – which acts not by resolving conflicts, but by setting up the conditions from which negotiations might begin to withstand the excess of popular culture – restless mobility, consumption, density, waste, spectacle, and information.

Prof. Karen A. Franck

"OCCUPYING THE EDGE AND THE UNDERNEATH: 'OTHER' URBAN PUBLIC SPACES"

This paper will describe the characteristics and uses of spaces adjacent to and underneath transit routes in several cities in the US, Europe and Asia. The purpose is both to document and to theorize these "other" urban public places and to recognize their value in densely populated cities experiencing increasing privatization and commercialization of the public realm.

Maren Harnack, Martin Kohler

„DIE DEUTSCHE GESELLSCHAFT ZUR RETTUNG DER HOCHSTRASSEN E.V. – AN IN PRACTICE TRIAL ON THE AESTHETICS OF THE 'AS FOUND'"

Elevated highways are a constant provocation, which keep urban planners and theorists busy, even though practical and fiscal aspects advocate to accept them. The 'Deutsche Gesellschaft zur Rettung der Hochstraßen' (The German Association for Saving Elevated Highways) attempts to reveal the potential of these spaces as places outside the conventional logic of utilisation and to signify their contribution towards a viable urban structure that needs to deal with discrepancies as a member of the urban production.

Dr.-Ing. Christof Göbel

„PERCEPTIONS OF THE 'SEGUNDO PISOS' IN MEXICO CITY"

In the mega-metropolis only about 20% of the approximately 4.5 million journeys a day are undertaken by car. Instead of a systematic consolidation of the urban public transport, the bulk of governmental funds go towards developing vehicular traffic, and the elevated city motorway 'Segundo Pisos' appears like a capacious scenography with breathtaking prospects, displaying the social status.

Noah Billig

"THE MERGING OF INFRASTRUCTURE AND PUBLIC OPEN SPACE IN A DIVIDED ISTANBUL SQUATTER SETTLEMENT"

This paper evaluates the informal public and semi-public open spaces that have emerged from the context and process of Istanbul squatter housing and infrastructure in the past 20-40 years. Istanbul squatter settlements contain innovative and useful adaptations to the spaces left over after infrastructure has been built. It is often these spaces – the roadside, the street itself, parking platforms, leftover spaces by freeways, etc. – that become the most socially lively and used areas in a given settlement.

Christian Werthmann

"SQUATTING ON INFRASTRUCTURE - THE CHALLENGE OF INFORMAL URBANISM"

The paper will critically discuss the opportunities and challenges for landscape architecture in the appropriation of infrastructure through informal urbanism. It will illuminate in detail how landscape architecture can be the key discipline in the case of one squatter city that occupies the sensitive watershed of the largest reservoir in Sao Paulo.

David Peleman

"THE QUEST FOR THE GOOD ROAD. A PLEA FOR A DIFFERENT APPROACH TO THE EMBEDDING OF THE ROAD IN THE PUBLIC SPHERE"

During the last hundred years – or, more exactly, since the appearance of the automobile and 'modern' urban planning – the history of the road infrastructure has taken some strange turns. The idea that the road has to become a part of the landscape (again) – as it is expressed in the idea of 'landscape urbanism' – seems to be the last turn in this history. This paper tries to problematize this history of the design of the 'good road' by taking a closer look at the narratives used by several parties involved in road construction in Belgium between 1890 and 1960.

Jae Sung Chon

"ROAD URBANISM: INCORPORATION OF 'ROADS' IN THE WORKS OF TEAM X AND METABOLISTS"

This paper will examine the ways Team X and Metabolists incorporated 'road' infrastructures in their urban projects. By unfolding the spatial and formal strategies of incorporation in their projects, it will attempt to shed new lights in the ways we understand and approach road environments in today's urban context. The paper will attempt to identify spatial opportunities that may be forged around road infrastructures through formal incorporations and spatial augmentations.

Susannah Drake

"THE GOWANUS CANAL SPONGE PARK AND THE BROOKLYN QUEENS EXPRESSWAY (BQE) TRENCH RECONNECTION STUDY"

Infrastructure exists in web-like structures across cities as a conduit for the transportation and distribution of singular resources. Layers act with focused purpose to maximize the efficiency of one distinct role in rigid structures and forms that limit the possibility of modification of space to accommodate ancillary programs. Existing urban infrastructure is often viewed as a constraint to sustainability; however, with a shift in perspective it can be seen as an opportunity. The lecture will discuss ecological perspectives on retrofitting urban infrastructure and identifying new opportunities for the integration of ecological solutions and public spaces. The abstract addresses the potential for urban landscapes to absorb and process storm water, mitigate air particulates and noise, reduce urban heat island effect, and store carbon while functioning as urban public space. Two specific productive open space systems in New York City, USA that engage the practical application of these principles will be discussed.

Roland Züger

"FROM DESTINATION TO PLACE – URBANIZATION OF TRANSPORT INFRASTRUCTURES"

Traffic infrastructures, such as motorways, railway viaducts or underpasses do not only bear the traffic but, considering the urban "Leitbild" of the compact-city for example, may also redeem the promise of urbanity. Since the (long time expected) political decision to strengthen the Swiss city-net even further, ground has been laid to seek new inner city locations for densification. One option to achieve the idea of urban density from within is to implant new uses into infrastructural leftover spaces – and thus develop new types of infrastructural hybrids.

Tobias Goevert

"LONDON'S ROYAL DOCKS - SHAPING WITH INFRASTRUCTURE"

After years of pursuing intensification around Central London's transport hubs like King's Cross, London's political elite now encourages a greater understanding of the 'in-between spaces'. From cycle superhighways, via a renaissance of Roman-built High Roads to linear parks on top of Victorian sewer banks, Outer London's linear landscapes are the focus of debate. This interest, combined with a rush to clean up run-down parts of our city for the 2012 Games, is helping to create a renewed momentum for London's Royal Docks, which, in contrast to Hamburg's Hafencity and, despite major investment in the last decades and the biggest economic boom in living memory, have not taken off as a place. The paper investigates if Infrastructure Urbanism can provide the backbone of a new vision for the Royal Docks.

Thorsten Schauz

"ISLANDS, BORDER, NEW LAND – INFRASTRUCTURE HOUSING IN THE RUHR REGION"

The article "Islands, borders, new land – Infrastructure housing in the Ruhr Region" derives from various different paradigms in what way infrastructure influences the housing types and living environment of the Ruhr Region. It describes what kind of potentials infrastructure locations or the re-dedication and conversion of infrastructures can bear for the urban development and urban modification. Where do differentiated patterns of use in infrastructure-related spaces and areas exist or evolve - can these be proclaimed as new types of space?

Dr. Carlotta Darò

"WIRED LANDSCAPES: INFRASTRUCTURES OF TELECOMMUNICATION AND MODERN URBAN THEORIES"

This paper will explore the impact of the infrastructures of sound transmission on modern urban theory, specifically in terms of regionalist discourse. I will observe the way the professional practice of telecommunications engineering was absorbed by modernist architects and urban planners and synthesized as a new kind of technological vision of both town and country, and how space could be newly organized according to them.

Rafael Ayuso Siart

"KINETIC SPACES AS A REPRESENTATION OF THE URBAN AGGLOMERATION"

High performance motorways are communicating structures of monumental and public scale and thus can be interpreted as privileged tools for perceiving the metropolitan reality. One of the impediments to develop all its potential in order to become the boulevards of the 21st century's urban agglomerations is the diverse kinetic energy of its various users; a divergence which is shown by the incompatibility between the speed-generated infrastructural shape and the small-scale space of traditional human interaction. This paper will analyze the relations between speed and space, focussing on the borders as a chance for new urban possibilities.

Eduardo Rico

"THE ROLE OF INFRASTRUCTURAL LANDSCAPES WITHIN THE IMAGE OF THE CITY"

Concepts such as Non Place, Drosscape and Terrain Vague are introduced altogether with a critical assessment of the way in which these can help us rethinking these spaces. The underlying premise of the paper is that each of these categories bears a potential to be turned into a creative force for a renewed image of the city. This potential resides in the very fact that current and past trends of construction of an image of our cities have repeatedly ignored these spaces, therefore leaving an "inert" material which can be appropriated by designers. The lecture will move to analyze practical and theoretical examples of infrastructure projects which exploit this potential, going beyond a narrow functional formulation and helping us to define new ways of experiencing the city.

Dr. Georges Farhat

"INFRASTRUCTURAL LANDSCAPE: A WORKING CONCEPT FOR URBANISM"

Acknowledging an interdependency between infrastructure and landscape in contemporary town planning leads inevitably to a renewed look on these fields of urban space. In order to do so, one should outdistance the traditional indexical function of landscape (as marker of cultural time in natural geography) and think how to challenge the presence of heavy territorial infrastructure in an integrative way. It is about acknowledging and manipulating the landscape potential of infrastructure and, symmetrically, the infrastructural nature of landscape as a matrix for urban design.

Dr.-Ing. Stefanie Anna Bremer, Henrik Sander

"RUHR REGION: AUTOBAHN A40 | B10. CREATION OF SUPRA-LOCAL | TRANS-LOCAL SPACES"

The A40 is a space that partitions itself from its surroundings, that denies its physical presence and instead aims to merely be a fast and secure connection. However, a road cannot be a non-spatial connection. A "Stadtautobahn" (city motorway) always influences the development within the adjoining city spaces as well; it is a 'city maker' – in every sense, positive and negative. An insight into the current planning and the projects involving the A40 aims to reveal how an arterial road can be re-positioned within space and be turned into a regional narrative strand.

Maarten Van Acker

"RE-TRACING THE RINGSCAPE – INFRASTRUCTURE AS A MODE OF URBAN DESIGN"

This paper aims to re-trace urbanism, using the trajectory of the Antwerp Ringroad and its entangled tramways, canals and railroad as its dissection lines. By presenting the case study of the Antwerp city, the research aims to illustrate that the space in-between the different infrastructures is a result of implementation phases, during which the infrastructural project hybridizes into a frame for new urban design typologies, in close interaction with older and/or other infrastructural networks. Lastly, the paper will present contemporary designs of offices such as OMA which conceived this Antwerp infrastructural in-between space as a landscape of gardens and bridges in a dialogue with the motorway intersection.

Dr. Panos Mantziaras

"THE INSIDE-OUTS OF A CITY: THE GREATER PARIS CASE"

Have the ten architects, invited to give a new vision for the greater Paris, managed to avoid the traps of the classical urbanistic approach, as far the inside-outs of the city are concerned? Has the new generation of infrastructure design been able to find a method for treating these "blanks" in the system? Is it useful, anyhow, to treat these spaces as a negative case? Or would it be possible to find in the notion of margin a certain sense, in the otherwise too organized western European metropolises?

Prof. Arch. Alessandra De Cesaris

„THE REMODELLING OF GRA – GRANDE RACCORDO ANULARE – IN ROME"

Nowadays GRA (Grande Raccordo Anulare) represents an out-of-scale element in the forma urbis; it stands as an infrastructure entirely dedicated to the city that it surrounds. Basically there is a lack of a territorial infrastructural frame able to place the city and the GRA in the national network depriving it of the by-passing role. GRA needs to be reintegrated through new strategic thinking and the inventive capacity such: GRA as a multi-level infrastructure; GRA as a parkway; GRA as an urban axe integrating public space.