



Institution: *Leuphana Digital School*

Think Tank — Ideal City of the 21st Century

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Assignment: *02—Planned Cities*

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team code: #594

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PLEASE NOTE AND IN SUPPORT OF THE PEER TO PEER REVIEWERS:

FIRST AND FOREMOST: THANK YOU FOR YOUR REMARKS AND REVIEWS. THEY WERE ALL, IN THEIR OWN RIGHT, OF USE TO US. HERE BELOW WE TRY TO REPLY AND

- SUPPORT YOUR WISHES AND NEEDS. PLEASE EXCUSE US FOR THE CAPITALS USED HERE. THE INTERFACE HAS A LIMITED AVAILABILITY TO ENABLE US IN DISTINGUISHING THIS TEXT FROM THE ACTUAL ASSIGNMENT'S TEXT.
- YES, WE FOLLOWED THE ASSIGNMENT (AS FAR AS WE UNDERSTOOD IT) BUT PROVIDED EXTRAS FOR THOSE WHO ENJOY MORE FOR THE SAME PRICE.
- FOR THOSE WHO DO NOT WISH TO KNOW THE PROCESS (WHICH OBVIOUSLY IS DESCRIPTIVE) NOR CONTEXT, GO DIRECTLY TO 3.1; AS NOTED, THIS IS THE ASSIGNMENT'S ESSAY. THE ESSAY ALONE IS A BIT MORE THAN 500 WORDS (about one multiple more than the assigned total). IT DESCRIBES *Eixample, Barcelona, Spain* CONTROLLED BY THE SIGNIFICANT DETAIL *Dynamics (such as growth) Affecting In-between Space* (SO, "WHAT IS THE POINT?" ONE REVIEWER ASKED: THE SUPERIMPOSITION OF THIS DETAIL ONTO A MAP OF ONE HISTORICAL CITY SUPPORTED BY ONE ESSAY OF 500 WORDS AND PRECEDED BY A COMPARATIVE ANALYSIS OF 5 CITIES; THAT IS THE POINT WE ENJOYED TO FOLLOW AND MAKE.
- FOR THE READER WHO WANTS MORE SUBSTANCE (OR VISUAL DETAIL), IF NECESSARY RESOURCES ARE PROVIDED ONE (OR MORE) OF US IS (ARE) HAPPY TO ACTUALLY IMPROVE THIS SUPERFICIAL AND INTRODUCTORY WORK INTO A DOCTORAL THESIS OR EVEN A BOOK (WHICH, CONSIDERING THE ASSIGNMENT'S CONDITIONS, IT IS SURELY FAR FROM NOW; AND DON'T BE FOOLED, IT IS NOT EVEN TRULY ACADEMIC IN NATURE). THIS POINT IS NOT MEANT IRONICALLY.
- FOR THOSE WHO DO NOT ENJOY TITLES, PLEASE SIMPLY IGNORE THEM. FOR THOSE WHO DO NOT WANT TO READ EVERYTHING WE SUGGEST TO ONLY READ THE TITLES (THEY ARE A POETIC SUMMARY OF THE PARAGRAPHS).
- THE MORE IMPORTANT ACCOMPANYING VISUALS ARE THE LAST THREE; image references: Team #594-2-barcelona maps 02, 03 and 04.
- IF THE TEXT WITHIN THE IN-LINE EXCEL (comparing the 5 cities as required by the assignment) IS TOO SMALL FOR YOU, PLEASE USE THE TWO OTHER LINKS WE DID PROVIDE (one to FLICKR and one to GOOGLE DRIVE; a "link" is here not only a URL). ALSO, THE ZOOM-IN FUNCTION IS AVAILABLE WITHIN MOST SOFTWARE ENVIRONMENTS.
- FOR THOSE WHO REQUESTED MORE REFERENCES: PLEASE FOLLOW THE PROVIDED LINKS FOR THOSE REFERENCES ASSOCIATED WITH THE EXCEL; PLEASE FOLLOW THE LINKS FOR THOSE REFERENCES ASSOCIATED WITH ASSIGNMENT 1 (i.e. the academic references for "in-between" space can for instance be found via jan's first assignment). ALTHOUGH A FEW MORE REFERENCES ARE PROVIDED HERE BELOW, NEW MEDIA HAS OFFERED US THE POSSIBILITY TO CREATE INTER-TEXTUALITY AMONGST SEVERAL LINKED LOCATIONS. WE DID NOT PUT ALL OF THOSE REFERENCE LISTINGS IN-LINE BECAUSE IT WOULD RESULT IN AN EVEN MORE TEDIOUS TEXT THAT WOULD SEEM EVEN LONGER.

PLANNED CITIES

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PART 1

1.1

INTRODUCTION

Barcelona—Growth Affecting In-between Space.

This assignment focuses on Barcelona (Eixample), Spain. The co-authors decided to associate this historically planned city with one hybrid of two significant details, namely the manner with which growth has influenced in-between space. Before getting to PART 3, the supporting five-hundred word long essay and its associated visual mapping (provided in PART 2), we decided to share some hints of our process in the short PART 1 here below.

1.2

HISTORICAL FRAMEWORK

A Trans-Polis Analysis of Five Historic Cities

The second assignment required of its participants to analyze five (by Leuphana hand-picked) historical/historic city plans/cities:

The conglomerated analysis can be studied in detail via our publicly shared (viewing+non-editing) Google Drive [link](#). In addition we have uploaded the image format of the same excel sheet onto Flickr (within Leuphana's group search for "594") as well as put them here in-line (note: *references can be found within the Google Drive version of this Excel file*):

Notes (please add comments or explanations here)	Team Member	Aleppo	Basle	Leeds	Madrid	Paris
	City	Palmerino, Italy (REF: IT)	Karlruhe, Germany (REF: D)	Leeds, UK (REF: UK)	Barcelona (Eixample), Spain (REF: SP)	Brasilia, Brazil (REF: BR)
1 Core data (and construction highlights)	Design year (and construction highlights)	after 1571	1715	1823 (1864 design approved) 1804 First houses built: Alpha Cottages on Baldock Road 1806 Railway Station opens 1808 Mrs Howard Memorial Hall opens - first public building 1807 The Cloisters, Howells and The Skittles Inn open 1809 Palace Cinema opens, first purpose-built cinema in UK 1825 St. Christopher Theatre 1825 Leedsworth Town Hall opens & Open Air Swimming Pool opens 1836 Broadway Cinema opens 1848 Orange Housing Estate built 1881 Jackmans Housing Estate built 1889 regenerated Spirella Buildings 2010 transformed town centre environment, details: http://www.themexleeds.co.uk/uk_leeds_report	1855 First Design 1855, reviewed by Cerda himself in 1863	1956
2	Foundation year	1583	1715	?	Demolition of City walls 1854-1857, 1860 works begin	1956
3	Completion year	~1806 under Napoleon		residential pre 1907 (detailed verification needed) facilities & public spaces 1835 housing estates, 1861		1960
4	Designer	Giulio Savonarino (1510-1565) Vincenzo Scamozzi (1548-1616)	Karl Wilhelm, Margrave of Baden-Durlach (1678-1738)	Barry Parker, Architect (1867-1947) Sir Raymond Unwin, Architect (1865-1940)	Isidoro Cerda (1815-1876)	Oscar Niemeyer, Architect (1907-2012) Lucio Costa, Urban Planner (1902-1998)
4b	linked files organized in our google drives organized by REF GUIDE: i.e. 594-2-UK-01 (team# Assignment # City's CountryCode-08 IMAGE)	REF IMAGE: 594-2-IT-01 (1800) 594-2-IT-02 (1616) 594-2-IT-04 (current) 594-2-IT-05 (current)	REF IMAGE: 594-2-D-01 (plan) 594-2-D-02 (1843) 594-2-D-03 (current map)	REF IMAGE: 594-2-UK-03 (historical plan)		
4c	What makes the city ideal? Non-functional design intentions (theoretical)	Driving Principles The city follows the idea of humanism of the Renaissance, many architects and planners during that time tried to develop a plan that was radial around a center space REF IMAGE: 594-2-IT-03 (ideal city, Storzma) - human scale - each part within the city has a same (similar) size - based on a mathematical perfection following the principles of Plato, Pythagoras and others	The city, freed from feudal restrictions by the enlightened absolutist ruler, can grow as a harmonious whole without intervention. The fan-shaped layout suggests a potentially unlimited expansion and the unity of the entire town.	Citations: 1/ "The garden city as Howard first imagined and laid it out had both physical and social elements: regionalism, cooperativism, local self-sufficiency, and enclosure, or urban containment." ("Greenbelt Towns" in Christensen, 2003: p568) 2/ " by so laying out a Garden City that, as it grows, the free gifts of Nature-fresh air, sunlight, breathing room and playing room-shall be still retained in all needed abundance" (Howard: 1902: p113) 3/ "Air and space, wood and water, schools and churches, shrubberies and gardens, around pretty self-contained cottages in a group neither too large to deprive it of country character, nor too small to diminish the probabilities of social intercourse." (Edinburgh Magazine: Dec. 1848) Bullet points: 1/ The first "Garden City" — green field Utopia => Garden City+Garden City+Social City (ref image: 594-2-UK-02) 2/ replace the slums (based on the believe in a decentralizing mechanism catalyzed by the shift from coal to electricity) (Christensen, 2003: p564) 3/ (implied in 1/) controlling urban sprawl, "to counter unrestricted growth and to create, instead, cities on a human scale" (Christensen, p522) 4/ garden City = self-governing and co-operative commonwealth = failed 5/ (implied in 1/) "low density development" 6/ combine benefits of town & country Larger contextual driving principles: 1/ "Garden City Planning" was influenced by the "2nd Arts and Crafts architecture" and the "Cooperative Movement"	1/ As an engineer with a wise outlook, Cerda thought a plan as a grid that could grow in the future 2/ With the block size determined with mathematical calculation, all the buildings would be the same, bringing the idea of equilibrium into the design. 3/ Cerda was very keen on social and hygienic aspects. He intended each block to be built only on two sides, leaving green the rest of it and optimizing the sunlight. 4/ Optimized for Circulation in a pre-automobile era (blocks with 45 degrees corners to improve visibility)	1/ Superblocks intended to be small communities in themselves 2/ Roads were planned to have a heavy automobile use, accommodating the idea of Utopia at that time, and not envision pedestrian (Referring to Le Corbusier's City of Tomorrow) 3/ The city was divided into sectors based on its activities (offices, residences, commercial, etc) 4/ Intended to be Brazil's first administrative region. 5/ Incorporation of vast natural spaces, and a street plan whose wide traffic lanes broke with the tradition of narrower streets.
5	"Government", Describe	Actor			Central government of Madrid with Private developers. They complained about the low density and got adjusted in the second version of Cerda's plan	The governor of the Federal District
5b	Commissioned by	Marcantonio Barbaro (1518-1566), an Italian diplomat from the Republic of Venice	Karl Wilhelm	First Garden City Pioneer Company => First Garden City Limited	Central government of Madrid	The country's first republican constitution dating back to 1901 Juscelino Kubitschek, President of Brazil from 1956 to 1961, ordered the construction of Brasilia, fulfilling the promise of the Constitution

	Government structure and inhabitants participation			Central to the Company's ethos was a commitment to repatriate all profits back into the Estate. Garden City Association (1895) Garden City Pioneer Company (1902) First Garden City Ltd. (1903) citizens participatory: Board of Trustees Investors. (1903) Letchworth Garden City Corporation (1906) First Garden City Ltd becomes Letchworth Garden City Corporation (1962) Letchworth Garden City Heritage Foundation (major landowner) (1966) Letchworth Garden City Corporation becomes Letchworth Garden City Heritage Foundation (1966) "In 1962 an Act of Parliament transferred the assets, role and responsibilities of First Garden City Ltd to a public sector organisation - Letchworth Garden City Corporation. 33 years later, a further Act of Parliament wound up the Corporation passing the £56 million Estate to Letchworth Garden City Heritage Foundation." 1903: 1600 hectares (almost 4000 acres) of agricultural land 1903: The Letchworth Garden City Estate covers over 5,500 acres."	The government was progressive and this made possible the choice of Cerdà Plan against the one design by Riviera Trias (more bourgeois and traditional)	Open government partnership incorporating high-level government officials, civil society, private sector and multilateral actors.	
6	ha or km2 etc	Size (Planned)	Roughly 13.32 sqm		747 ha		
7		Size (Today)	13.32 sqm	173 km2	747 ha	5,802 km2	
7a		Size (Tomorrow)	13.32 sqm	continuous expansion	?		
7b	number	Inhabitants (Planned)	20 000 residents	2000 residents in 1719, 2500 in 1750	?	Will expand in forms of satellite cities	
7c		Inhabitants (Today)	5415 residents in 2011	29748	269185 (2009)	500 000 inhabitants	
7d		Inhabitants (Tomorrow)		constantly growing population up to today	?	over 2,000,000 inhabitants Predicted to continually grow	
8		Density (Planned)	Roughly 1500/sqm	low density, around three quarters of the original plan is reserved for the park of the palace	1715/km2	Roughly half of the current one in terms of building masses Roughly a quarter of today's density	
9		Density (Today)	407/sqm	high, plan includes the park on the north of the palace	357 to 500 inhabitants/ha	448/km2	
10		Green Ratio (Planned)	green was not part of the plan	high (but compromised compared to the palace)	In Cerdà's vision each block ('manzana') should be built for only 50% leaving the rest for green public space The related plan, however, pushed the build density up to 70%.	Half of the city was planned to be open green space	
11		Green Ratio (Today)	today the citywall is a green belt around the whole city	high green ratio remains due to the park became part of the city	See above	These open spaces remain unbuild	
12	at the time of the planning, or relevant events during its history	Historical context	just after the War between the Republic of Venice and the Ottoman Empire, as a fort against a new invasion of the Ottomans	after the peace of Westphalia (1648) the Holy Roman Empire becomes fragmented into numerous independent states, including Baden-Durlach	pre-WW1 Victorian concept In general, cities influenced by industrial revolution inter-war and post-war housing developments 1914 World War I: Letchworth welcomes Belgian refugees	Early twentieth century emphasized economic growth (after the First World War). The government promoted the construction of a metro system and the improvement in the port. However, the crisis of 26, which hit Spain and then the start of the Spanish Civil War halted all growth for a decade.	Late twentieth century, there was indication that the capital should be moved from Rio de Janeiro to a place close to the center of the country.
12b	textual/or other root of or influence on the design(er)	theoretical/literary context/influence	plans of Ideal City from Leon Battista Alberti (1404-1472) and Antonio di Pietro Averino (1400-1469). The plan from Averino (Slozina) is one of the basis for Palmirona	the layout of Versailles built by Louis XIV might have influenced the plan	Letchworth Architects were influenced by period designers such as John Ruskin and William Morris and the architectural Arts and Crafts Movement. The concept of Garden Cities was taken from Sir Ebenezer Howard (1850-1928) Howard, Ebenezer (1988). "Tomorrow: A Peaceful Path to Real Reform." REPRINT (1902). Garden Cities of Tomorrow. image ref 594-2-UK-01 Bellamy, E. (1888). Looking Backwards Howard, Ebenezer's diagrams were supposedly influenced by James Silk Buckingham's plan for his 1849 "victorian" 1) Wat Disney's EPCC01 (Experimental Prototype Community of Tomorrow) 2) Welwyn Garden City, UK 3) Hellerau Garden City, Germany (1908) 4) Stevenage, Hertfordshire, UK 5) Milton Keynes, Buckinghamshire, UK 6) numerous other executions of plans within the UK and across Europe	Cerdà's "social philosophy" (Cerdà, 1844, 1867) focused on his "urbanisation ideas". In order to conceptualise urbanism, he studied the origins of urban forms and wrote up his findings in two volumes (Cerdà, 1849). He produced various documents on "scientific" urbanisation, which included statistics about the working class, his 1866 map and the First-Draft Document for Barcelona's Expansion (Spain). Memoria del Ante-proyecto del Ensanche de Barce-lona)	1) Italian saint Don Bosco in 1883 dreamt a futuristic city that roughly filled Brasilia's location. Many references of Bosco, who founded the Salesian order, are found throughout the city and one church parish in the city bears his name. 2) Ebenezer Howard's Garden Cities of Tomorrow 3) Le Corbusier's City of Tomorrow
12c	did the city vision / plan design create 'offspring' or spin-offs?	influences and followers		influence on the masterplan of Washington D.C. (1791)		Historical studies of town planning do not show an agreement on the nature of town planning in the nineteenth century (de Soete-Morales 1992). Some authors adopt a rather standard technological determinism and see town planning as merely an organizational response to the new imperatives and constraints offered by new technologies (Gieddon 1941), others embrace a social form of determinism, emphasizing socioeconomic rather than technological forces (Mumford 1938, 1961). When ideological shapings was analysed, town plans came to be classified along the reformist-utopian dimension (Piccato 1973). Finally, some authors stressed the autonomous development of the "technical" core of town planning and argued that the physical shaping of space cannot be fully explained by appealing to any set of external social economic or political factors (Toness 1989). Such a technical core of city planning is not considered to be legitimate subject matter for sociological inquiry. The walled city of Barcelona clearly needed to expand beyond its gates. Being located on the mediterranean sea, the expansion was obviously in the opposite direction of the beach.	
13		Geographical context	at the border of Venice and the Ottoman empire, Palmirona was designed to defend Venice after the Italian-Ottoman war	Western area of the city is located near the Rhine valley, the eastern parts belong to the landscape of Kracigals, on the northern foothills of Black Forest. Proximity of French border	"... agricultural land in the three adjacent villages of Letchworth, Wilian and Norton. The site met the need for good communication: it is close to the old Great North Road (now the A1 motorway) and on the London Kings Cross to Cambridge rail route (now electrified)." "The town was based either side of the railway, which separates it into a northern and southern half. Residential and industrial zones were carefully separated, the latter to the east of the town, so that the prevailing winds would take smoke away from housing." "The Garden City is located in North Hertfordshire, 25 miles north of London - self-regulating and self-sustaining system on economic and political level. This was rather opposing the larger context of centralized or larger socio-political and economic dynamics of that time.	Located in the centre of Brazil, on the Brazilian highlands	
14		Economical context	the idea was a self-sustaining city, where craftsmans and merchants settle down to support the army witting the fort.			Governmental rather than an industrial center	

15	Social context	Since the city was planned as a military bastion everything was designed according to this purpose: 1. grand center plaza 2. only 3 radial streets that are leading into the city 3. from inside to outside buildings for officers to normal soldiers	The foundation of the city is linked to the construction of the new palace by the absolutist monarch Karl Wilhelm. The city remained a center of political power, became capital of Baden-Durlach in 1771 gave place to the first parliament building in a German state.	growth of slums, poverty and pollution created in regular industrialized centers. Victorian perceptions in regards to towns/cities Closing out of nature. Social opportunity Isolation of crowds. Places of amusement. Distance from work. High money wages High rents & prices. Chances of employment Excessive hours. Army of unemployed Fogs and droughts. Coffy drainage Foul air. Murky sky. Well-lit streets. Slums & gin palaces. Palatial edifices. Victorian perceptions in regards to country (side). Lack of society. Beauty of nature. Land lying idle. Trespassers beware. Wood meadow, forest Long hours, low wages. Fresh air. Low rents Lack of drainage. Abundance of water. Lack of amusement. Bright sunshine. No public spirit. Need for reform Crowded dwellings. Disbanded villages.	Proliferation of new ideologies embraced by large sections of the population, especially the working class	As the city was designed as the capital city as well as center for government, it's marked by axial configuration as well as monumental buildings	
16	Social Target (description)		Representation of absolutist power of the ruler by creating a layout centered on the palace, with a hierarchical structure of streets	REF IMAGE: 594-2-UK-01 1/ "a vision of towns that would take the best of the Victorian city - good employment prospects, relative wealth for its inhabitants and good communications - and merge it with the healthiness of the countryside." 2/ "In Howard's words, "... a third alternative, in which all the advantages of the most energetic and active town life with all the beauty and delight of the country, may be secured in perfect combination. Human society and the beauty of nature are meant to be enjoyed together." ?	Cerdà's vision was encouraging equality for the inhabitants, to be pursued with wide houses and equal street scale (no bourgeois boulevard)	Functionalism's vision to incorporate social equality (super-quadrads as public housing for the inhabitants are identical) According to Niemeyer's vision, Brasilia should be built for "free, fortunate man without racial or social discrimination" Super-quadrads, low-rise housing blocks, he hoped to produce a non-hierarchical oval life.	
17	Technology Achievements						
18	Innovation Factors			self-governing green belt	1/Foresight of a private owned, self locomotion system before car invention 2/Set back on top level of the buildings for a better sunlight penetration in the streets		
19	Transportation system (Planned)		Small scale of the city fitted for pedestrian traffic, the radial-circular geometry suggests a straightforward circulation system, though most probably the representational objective was the primary criterion for this layout	pedestrian distances have seemingly been maintained (further verification might be needed)	By the distances between the center lines of the streets and the actual width of these tracks, so that when establishing a standard width of the tracks in 20 m, the blocks are formed by quadrilaterals 113,3 m with chamfered corners truncated at 15 m. The blocks were originally organized in groups, in order to give the common green areas the feeling of a wider space. Block depth was planned at 15 to 20 m, but grew to 24 due to speculative demands. The building ratio of each block changed a lot and it is now far from the 50% planned. Building heights stays between 20 to 30 meters, with a set back on the attic floors	The city was intended to provide ease for car users. The scale of avenues and blocks in the city did not entice pedestrians. Original plan was to have a bus station as near as possible to every corner of Brasilia Metro system (24 stations on two lines) Today, the bus station is the hub of urban buses only, some running within Brasilia and others connecting Brasilia to the satellite cities. Buses serving inner city and satellite cities. Private vehicles are still the main mean of transportation	
	Within the city and with the regional context	Transportation system (Today)	The City never really underwent big changes since its foundation it remained constant in size and design. The streets that were used in historic times by horses are nowadays used by cars. Due to its tiny scale it doesn't need a special transportation system. The military approach of the Renaissance is still apparent today.	Well developed public transport with 7 train routes and bus network operating 24/7. "Stadtbahn" rail system serves the agglomeration, the trams are operating on the train tracks too, being a pioneering solution	Car traffic is affecting Cerdà's vision heavily. The thoughtfully designed grid cannot accommodate the contemporary needs, therefore noise and traffic are the most problematic issue. Apartments cost varies if windows are facing the streets or not. A multi-layered infrastructure system exists today, with bus, metro and trams, making it an example of the most accessible areas within the city.		
20	Anatomy of the city	Standard Building Typologies	Three story high buildings along the streets, creating a small courtyard within each plot surrounded by building, typical north Italian roofs and Renaissance facades.	Structured around the palace, from where 32 streets are radiating out, connected by circular avenues. The layout is influenced by baroque city planning. The main axis of the fan, the Via Triumphalis (today Karl-Friedrich Strasse) gives place to a series of neoclassical squares (Marktplatz, Rondellplatz, Eisinger Tor), which remain focal points of the city until today. Friedrich Wembeler architect had a great influence on the city's architecture, designing baroque buildings in neoclassical style after 1800. The architecture of Via Triumphalis is influencing new developments since then	Structured around gardens, connected parks and habitations were kept within manageable boundaries. Although work and habitation were kept within manageable boundaries they were kept separate (see above)	The dimensions of the blocks are given by the distances between the center lines of the streets and the actual width of these tracks, so that when establishing a standard width of the tracks in 20 m, the blocks are formed by quadrilaterals 113,3 m with chamfered corners truncated at 15 m. The blocks were originally organized in groups, in order to give the common green areas the feeling of a wider space. Block depth was planned at 15 to 20 m, but grew to 24 due to speculative demands. The building ratio of each block changed a lot and it is now far from the 50% planned. Building heights stays between 20 to 30 meters, with a set back on the attic floors	Incorporation of vast natural spaces, and a street plan whose wide traffic lanes broke with the tradition of narrower streets. Buildings are typically volumetric and scattered along the axis, with empty spaces in between.
21	(e) public buildings, facilities etc)	Special Buildings	1. three monumental gates designed by Vincenzo Scamozzi (1548-1616) 2. the still existing fortress 3. three churches built between 1600 and 1680 4. Theater "Giustavo da Modena" (1941)	Karlshuhe Palace, Pyramid shaped tomb of Karl Wilhelm Federal constitutional court of Germany, Federal court of Justice of Germany	1/ The Cloisters (an open-air schooling facility) (designed by Cowlishaw) 2/ The Broadway Cinema (Art Deco) 3/ The Spirella Building 4/ The Skittles Inn	1/ Exo Monumental (The rectangular lawn is surrounded by two eight-line avenues where many government buildings, monuments and memorials are located) 2/ National Congress Building 3/ Palácio da Alvorada (House of the President) 4/ Palácio do Planalto (Office of the President)	
21a	At least two typical street section	Street Sections	There is only one important street section where all three main roads meet radially within Palmanova's center	Karl Friedrich Strasse - main axis, Adressstrasse - typical radial street	most streets were designed as spacious avenues. ... home to the UK's first roundabout... at the junction of the Broadways, Solerstrasse and Spring Road - originally named Solerstrasse green space, pedestrian-sized and communal CPULUS = Continuous Productive Urban Landscapes	Typically 6-lanes roads	
21a		Sustainable Aspects	The park of the palace remains extensive green area, the scale of the city center is convenient for pedestrian circulation	engagement with local community, present-day citizen and government initiatives consider sustainability within the Garden City of today and tomorrow (i.e. Harrington Place) Details: http://www.letchworth.com/sites/default/files/attachments/sustainable for instance: 650 trees were planted over the past 3 years aiming to sustain the perception of "green space" http://www.letchworth.com/sites/default/files/attachments/sustainable	The scale is pedestrian friendly, with (today) high access to public transport	City's big scale creates social and environmental dysfunction.	
21b	comparing vision with present-day facts	Success (rate)	Failure: from the beginning onwards this city failed to obtain its purpose. The city was built to defend the Republic of Venice against the Ottoman Empire. It was designed to house about 20,000 residents. 1. the Ottomans never came 2. nobody wanted to live so far away in the countryside, in a fortress the city never reached its intended number of inhabitants (i.e. 20,000). Today there are about 5000 Residents in Palmanova	Industrialization and fast urbanization ended the romantic vision of growing in the planned strict geometrical layout (Baker?), but the original structure has been well integrated, the garden of the palace stayed green area in the center, squares on the main axis are functioning as focal points and well working public spaces (success)	1/ failure: seen from the fact that Howard's vision to evolve Garden Cities into Social Cities did not come to fruition 2/ success: seen from the fact that Howard's vision in regards to "... a permanent grid of open and agricultural land around the town, became part of British planning doctrine... 3/ success: seen from the fact that even today the city is inhabited and managed. Spaces and architectural structures are maintained, regenerated/revaluated and even transformed (i.e. central square). 4/ success: in 2003 this first Garden City celebrated its first 100 years	Success: It's today indeed a special place in the city, with residents happy to live in and just complaining about traffic. Facilities and amenities are in the area. High estate value. Unique feeling and strong identity Contemporary traffic can not fit, but this couldn't be planned in 1850	1/ The city, initially designed to accommodate government authorities attracted migrants and in order to accommodate them, small villages were built in the vicinities of the Pilot Plan. As more and more migrants were attracted by the opportunities of the growing capital, these villages grew and became the Coladas Satélites (Satellite cities) of Brasilia. 2/ Intersection of two axes where initially designed to be the centre of the city life didn't promote street life and thus did not successful as a public space. 3/ Division of the city into sectors promote unnecessary travel from one part of the city to the others.
	A general comment about the city today and how it relates to similar sized environment in the same (or not) area. Suggestions about how to connect to the "significant detail" of assignment 1	Conclusions	One point in my first assignment was the failed city of Lingang within the Shanghai border. Both cities were designed around an oversized Center with radial streets and both cities are too far away from the fact people in each historic period/moment wanted to live	The 1st assignment's theme was "growth" the growth of the planned new town to a industrialized city could be explored, regarding how the original layout - inspired by visions hardly compatible with current standards - was successfully integrated into the future planning practices, in order to meet very different needs, while keeping the original structure.	The significant detail of my first assignment focused on the dynamics of territorialization of in-between spaces. This could be associated to this particular case study as in that this urban city plan tried to limit wild-growth, while it also considered spaces in-between certain nexuses of labor and habitation (i.e. green, trees, greenbelt, possibilities for social interactions, etc) Thirdly, it also clearly deteriorating in nature as it claimed "idle" land in-between existing urbanized zones.	Significant detail of team 334 (Matteo, Pabli, Balint) can simply be synthesized as a personal view of the city, we are currently living in (Shanghai, Jakarta, Beijing). As a growing metropolis in the east they present some common issues due to the fast growth. Speculative estate market, increasing difference between rich and poor, pollution, traffic congestion designed on axis with monumental and heroic structures scattered on empty spaces. Both suggest that public and social life will eventually move to the indoors that inside these monumental super-buildings, and no longer on narrow streets.	

Key-visual resources (entitled with team code: #594) can be linked to here below (or can be found within the Leuphana Flickr group):

- "Palmanova, Italy (REF: IT)"
 - IT-01 [image reference: 594-2-IT-01-Palmanova1600.jpg]
 - IT-02 [image reference: 594-2-IT-02- .jpg]

- "Karlsruhe, Germany (REF: D)"
 - D-01 [image reference: 594-2-D-01-Karlsruhe-plan-1715.jpg]
 - D-02 [image reference: 594-2-D-02-Karlsruhe_1843.jpg]
- "Letchworth, UK (REF: UK)"
 - UK-01 [image reference: 594-2-UK-01-3_magnets.jpg]
 - UK-02 [image reference: 594-2-UK-02-Ebenezer Howard's vision of social cities, 1898.jpg]
 - UK-03 [image reference: 594-2-UK-03-leitchworth_map_1910.jpg]
- "Barcelona (Eixample), Spain (REF: SP)"
 - SP-01 [image reference: 594-2-SP-01-PlaCerde1859b.jpg]
 - SP-02 [image reference: 594-2-SP-02-Eixample_aire.jpg]
 - SP-03 [image reference: 594-2-SP-03-_____]
- "Brasilia, Brasil (REF: BR)"
 - BR-01 [image reference: 594-02-BR-05-BR-4451.jpg]
 - BR-02 [image reference: 594-02-BR-06-Montagem_Brasilia.jpg]

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PART 2

2.1

ANACHRONISTIC ASSOCIATION?

Linking One Assignment-One Significant Detail with One Assignment-Two City

Based on the assignment's guidelines, on our group analysis, and on our interaction we concluded to handpick one "significant detail" and map it onto one "historic planned city." Here are the five city names again:

- "Palmanova, Italy (REF: IT)" analyzed by *asmus ziegler*
- "Karlsruhe, Germany (REF: D)" analyzed by *balint halasz*
- "Letchworth, UK (REF: UK)" analyzed by *jan hauters*
- "Barcelona (Eixample), Spain (REF: SP)" analyzed by *matteo bettoni*
- "Brasilia, Brasil (REF: BR)" analyzed by *putri haniman*

The created and available categories and attributes (as can be found under the above-mentioned PART 1) were enriched by the resources we could dip into from our shared Assignment One. The main keywords derived from our individual significant details were decided to be the following:

- *asmus*: city centers & radial street patterns [*please find team's 335's entire Assignment One text here*]
- *putri*: growth, mega blocks & in-between space [*please find team 334's entire Assignment One text here*]
- *matteo*: growth [*please find team 334's entire Assignment One text here*]
- *ballint*: growth (planned vs fact) [*please find team 334's entire Assignment One text here*]
- *jan*: in-between space (and its dynamics of territorialization) [*please find team 339's entire Assignment One text here*]

From these categories and attributes we collectively decided to associate "*in-between space*"

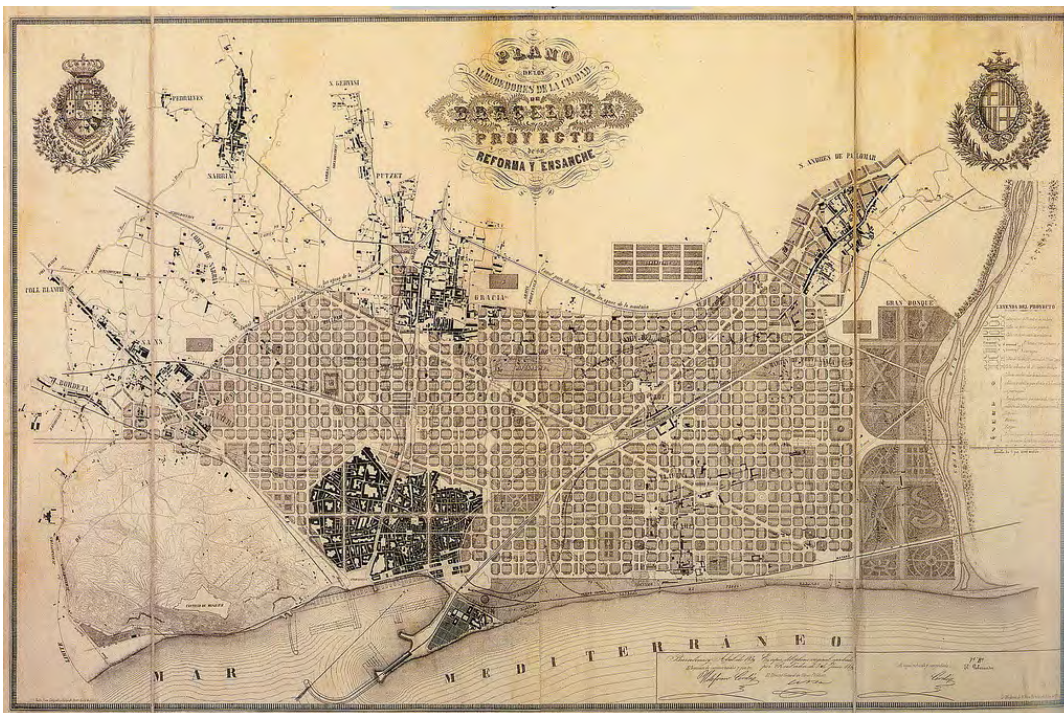
influenced by growth" with the city of Barcelona (Eixample), Spain.

2.2

MAPPING ACROSS TIME

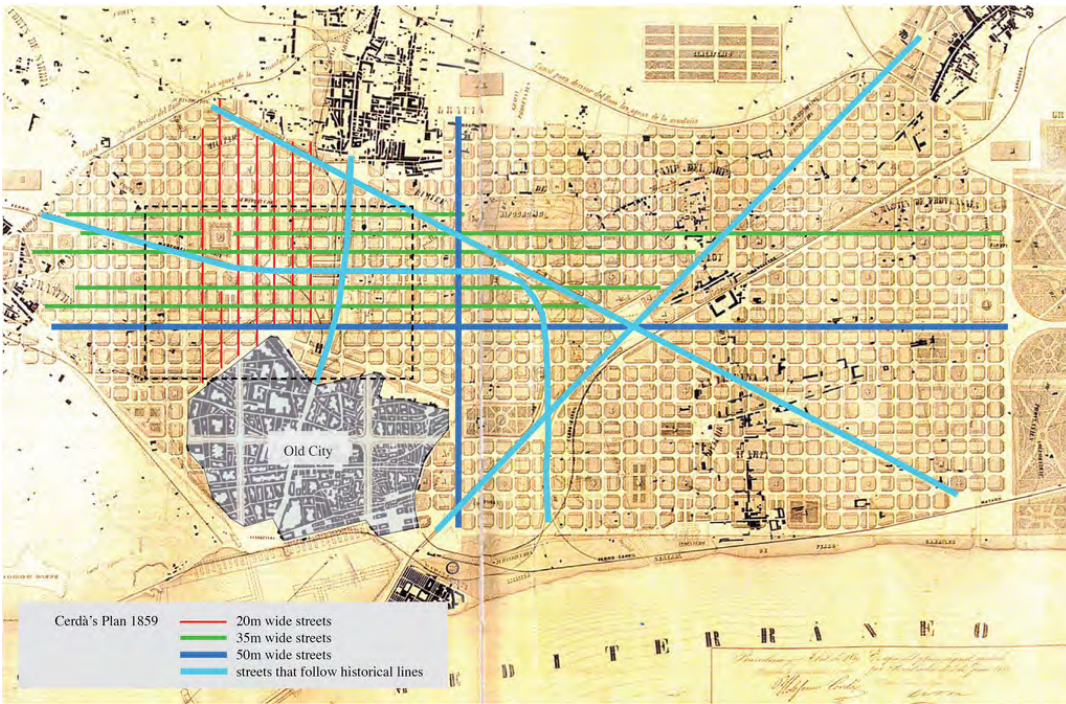
Visualization of The Significant Detail onto The Historic City's Map

For the mapping stage of this assignment we decided to use the following map [image reference: 594-2-SP-00-Eixample.jpg]

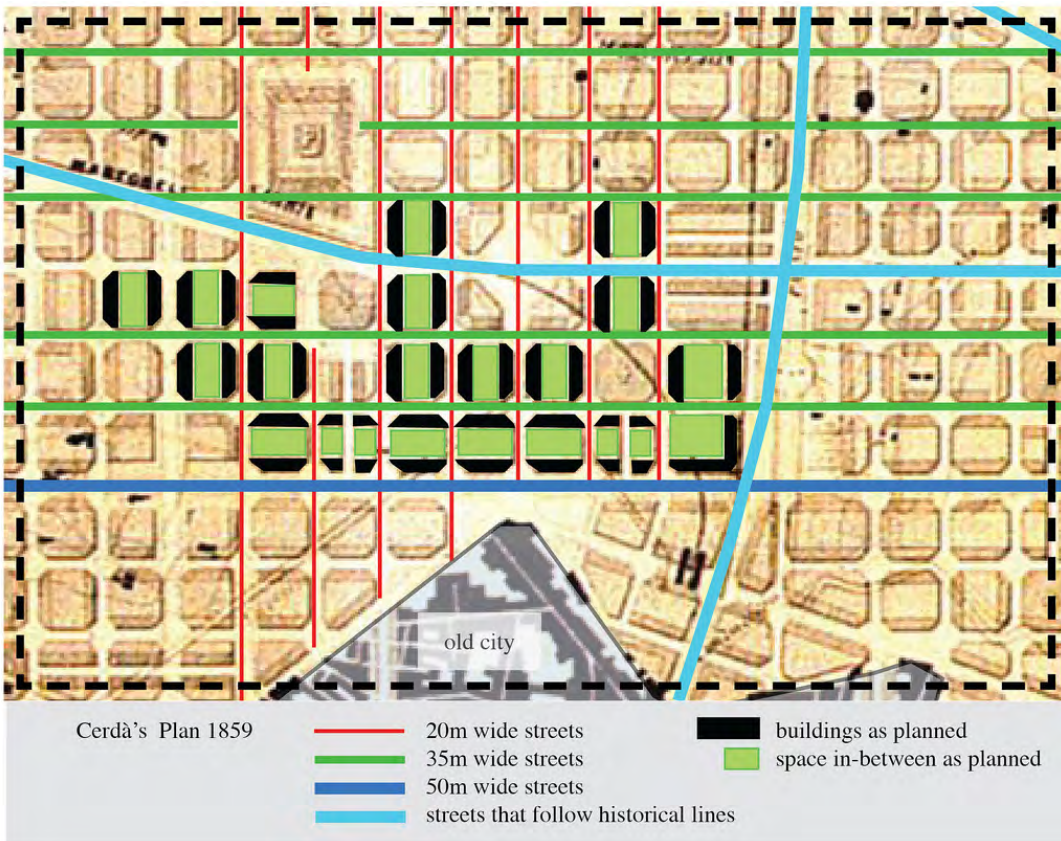


The mapping resulted into the following augmented map(s) found via the following Google Drive links or via Leuphana's Flickr group:

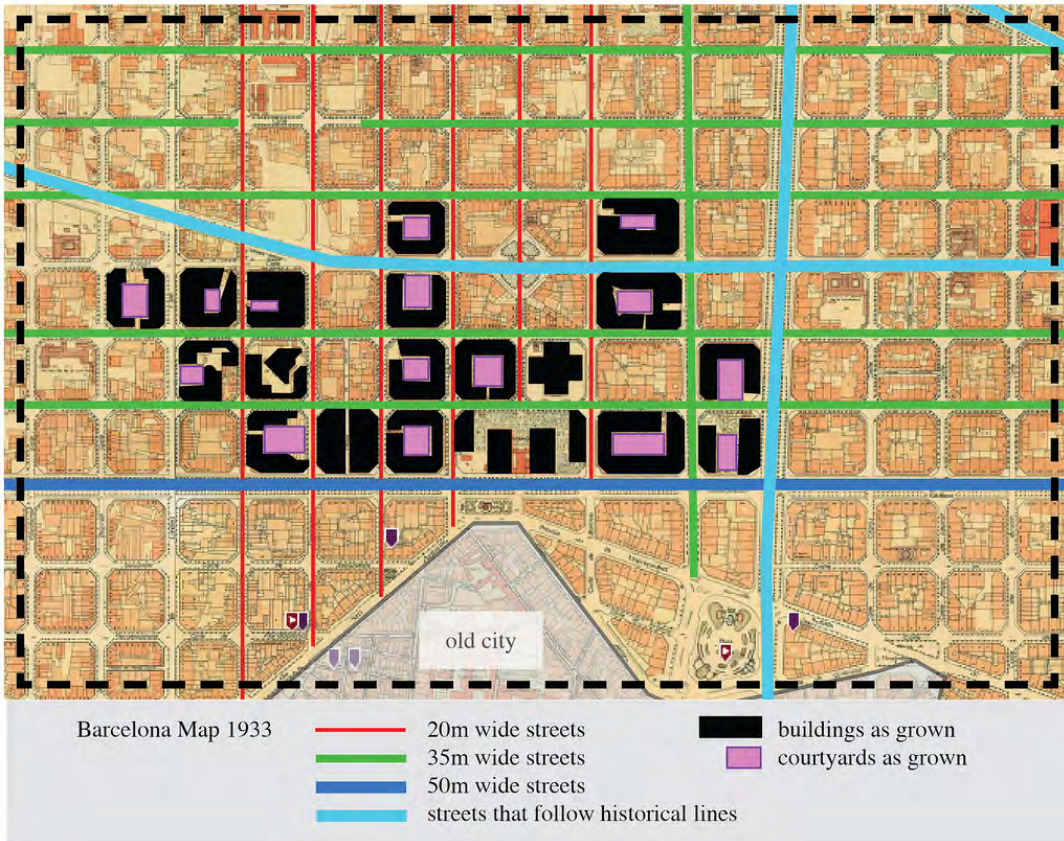
- [image reference: Team #594-2-barcelona-map_01.jpg]



- [image reference: Team #594-2-barcelona-map_02.jpg]



- [image reference: [image reference: Team #594-2-barcelona-map_03.jpg]



• [image reference: Team #594-2-barcelona-map_04.jpg]

TRANSFORMATION OF IN-BETWEEN SPACE

Carrer Anibau (planned as 20 m wide SE-NW street)

Carrer Diputació (planned as 35m wide SW-NE street, realized 20 m wide)

Gran via Corts Catalanes (planned 50 meter wide SW-NE street)

Plaza Catalunya

Interior of the block

Avinguda Diagonal (street planned to follow historical pattern)

Passaig de Sant Joan (planned as 50 m wide SE-NW street)

PART 3

3.1

A SUPPORTIVE ESSAY

Content

Introduction

i. "In-between" Space

i.i Blocks & Public Space

i.ii Streets & Public Space

ii. Reversing a Trend: In-between Dynamics as an Urban Catalyst

ii.i Tangible and Present-Day Strategies.

ii.ii Intangible and Near-Future Strategies.

iii. Mapping In-between Spaces

Introduction

In this Essay we shall provide three main elements. Firstly, a short contextualization of the "significant detail:" in-between space (and the potential dynamics influencing in-between space due to such variables as "growth"). This shall be provided in sections 1 and 2.1. These two sections shall showcase a tension or shift over time since planning, execution to present-day iteration. Secondly, identified points of attention shall be visualized within section 3 as augmentations on a provided map of Barcelona's Eixample in Spain. Thirdly, the argumentation surrounding the "significant detail" onto the map shall be identified and briefly discussed. We aim to allude where future growth (or possibly other dynamics as well) from the point of vision and planning could alter such in-between space. That can be found in section 2.2. The goal is to identify and imply potential areas of future attention in planning; perhaps towards an attention beyond a stage of planning.

i. "In-between" Space

i.i. Blocks & Public Space

To increase density—for instance, in light of potential growth in financial returns—the blocks' planned public courtyards were progressively privatized, thereby reducing the public realm to the streets. Buildings were constructed on all four sides of the block, rather than only two. Instead of 16 metres, the average height went up to over 24 metres. And, all of the planned private and public gardens in the interiors behind the building blocks were deterritorialized by single-storey structures. The result was an extremely densely-built neighbourhood claimed by structures for purposes beyond or besides social/communal/user maximization. [See the table below, comparing Eixample's with Barcelona's density (Fernandez, 2006. p77).]

	Eixample	Barcelona
Population 1996	248.777	1.508.805
Population 2004	260.237	1.578.546
area in km2	7.46	100.95
density (people / km2) 1996	33,348.12	14,946.06
density (people / km2) 2004	34,884.32	15,636.91
Density Growth	5%	5%
Difference vs. average 1996	2.23x	
Difference vs. average 2004	2.23x	

Fig. 83 : compares the density between the Eixample and Barcelona, indicating not only the way both have grown but also how the Eixample is 2.23 more dense. Surprisingly, this number has not changed from 1996 to 2004, which also indicates that Barcelona has experienced a population growth.

i.ii Streets & Public Space

Not just the courtyards became denser and more occupied. The street itself, as an in-between space, suffered of the rapid growth and territorialization of an automobile-based society. This dynamic grew far beyond Cerda's intuitions: the chamfered corners of building blocks became parking space, as well as some of the wide sidewalks, affecting the Eixample not only with traffic and noise but also with a shift in (ideal? and intentional) character.

ii. Reversing a Trend: In-between Dynamics as an Urban Catalyst

ii.i Tangible and Present-Day Strategies.

The process of densifying was reversed in 1986 by a new law promoting the recuperation of the courtyards for public space. One could argue this specific legislation instigated the deterritorialization of previously claimed in-between space. Both the public and private sectors were involved in this process and it was decided to create a mixed economy company to act as a catalyst and promoter of the revitalization of the city centre: "ProEixample" was created, with public and private financial backing. This project reasserts Cerdà's agenda for a diverse public realm forming a fluid network through streets and reclaimed courtyards while creating unique localities. The re-introduction of public space in the block's interior transgresses the current dichotomy of the public-private realm and requires a particular attention to the privacy condition of the surrounding programs. It could perhaps be interpreted as a moderating shift away from forces accentuating market (i.e. privatization) and technology (i.e. in-between spaces catered towards motorized vehicles) somewhat back towards a social vision-in-praxis. However, the recovery of the block interiors is not only a benefit to citizens. The value of block interior units are revalued up to 20%. Thus, builders have joined the initiative and are investing in recovering these interiors. The ultimate goal is to create one patio-garden for every nine blocks. But in order to achieve that another 20 inner courtyards must be recovered. It is unlikely that so many will become available in the near future. The patio-gardens contribute only modestly to the increase of public space in the Eixample. From 1.6 m² per resident the number has gone up to 1.7 m².

ii.ii Intangible and Near-Future Strategies.

Space and time in relation to this essay do not truly allow a serious consideration, but ideally the co-authors would have liked to explore the present-day towards near-future conditions of Eixample's in-between space and how new technologies are or could be mapped onto these (i.e. Eixample's in-between spaces maximized by digital signage, new media or augmented reality, Eixample's spaces co-existing as virtual realities, Eixample's in-between spaces enriched or altered due to shifts in forms of community from the tangible into the realm of cyberspace, etc). Questions such as whether the original plan generated unused, empty spaces, and if yes, what happened to these spaces, how are they used today (anomalies in the grid), how could they be used tomorrow? Besides strategies implementing new media one could surely consider other scenarios and mechanisms as well. If technologies were to be considered, what would be the effect on these spaces, how would it affect the citizens, or in general, how did and would major changes in technology (for example usage of hand-held devices) modify functionality?

iii. Mapping In-between Spaces

In this paragraph the above maps and their content shall be summarized. For the mapping stage of this assignment we decided to use the 1859 map of Cerdà's Eixample. As can be seen from the details provided on the edited map we augmented the first [image reference: Team #594-2-barcelona-map_01.jpg] by highlighting the most obvious of in-between spaces; the streets. In Cerdà's design there were 3 widths planned and a fourth set followed the historical lines. The following augmentation [image reference: Team #594-2-barcelona-map_02.jpg] showcasing the blocks and how their associated in-between public spaces were planned. These in-between spaces altered over time; The third illustration visualizes such "growth" [image reference: Team #594-2-barcelona-map_03.jpg]. Finally, in the last image [image reference: Team #594-2-barcelona-map_04.jpg] we contrast past with present in regards to the dynamics influencing these same in-between spaces.

3.2

BEYOND THE ESSAY; BEYOND THE PLAN

an afterthought

The transition from territorialization to the reterritorialization of in-between space supported by means of public dynamics (i.e. legislation and most likely its preceding communal pressure of sorts) create questions in regards to the "ideal" of what Eixample was planned to be, was iterated to be and was shifted to become. Who's ideal should a planner and citizen take into consideration, how and to which degrees should various ideals be coexisting or in struggle? By which vantage point or with what priority shall one plan? Who is catered?

A shift—as we found here in the Barcelona case study— that takes the planner's design of in-between space yet again into consideration; revives it or better yet, brings it finally from paper architecture into physical form, is a development towards an ideal. However is this too growth, or rather progress or perhaps reactionism? In the essay such questions were not answered but rather the essay created a platform (at least for its co-authors) to enable critical analysis of past, present and future via a case study and a controlling idea (i.e. Barcelona and the dynamics influencing its in-between space).

3.3

KEY REFERENCES

[STYLESHEET: *please follow the style sheet: familyname, first name's initial letter. (publication year). title in italics. publisher's city: publisher's name.*]

- *Carrer Aribau*; current situation Retrieved February 11, 2013 from Google streetview; the historical photo retrieved February 11, 2013 from <http://www.barcelonarutas.com/imag/carrer-aribau-500x200.jpg>
- *Carrer Diputacio*; current situation Retrieved February 11, 2013 from Google streetview; the historical photo retrieved February 11, 2013 from <http://3.bp.blogspot.com/-brg30mydlg/TxG08qdsmbI/AAAAAAAAVb4/yGQcp8l8RQY/s1600/CARRER+DIPUTACIO.jpg>
- Fernandez, V. (2006). *Cerda and Barcelona: Research and Plan*. Boston: Massachusetts Institute of Technology (Master of Science thesis in Architecture Studies).
- *Passaig Sant Joan*; the current situation Retrieved February 11, 2013 from Google streetview; the historical photo retrieved February 11, 2013 from <http://mdc.cbuc.cat/cdm/singleitem/collection/fffmompou/id/169/rec/210>