MAKING CITY

5th IABR 2012

ᎅᴎIꓘAM YTIƆ

5th IABR
2012

MAKING CITY

edited by
George Brugmans, Jan Willem Petersen

contributing authors
Ahmed Aboutaleb, Asu Aksoy, Elma van Boxel, George Brugmans, Joan Clos, Joachim Declerck, Elisabete França, Bruce Katz, Kristian Koreman, Regula Lüscher, Fernando de Mello Franco, Henk Ovink, Melanie Schultz van Haegen, Anne Skovbro, Robert Yaro, GRAU

CONTENTS

THE CITY IS THE OPPORTUNITY

5

GEORGE BRUGMANS

We live in interesting times. There is the crisis, of course. At the same time, however, we are confronted by major challenges, deeply rooted and interconnected, such as explosive global population growth, increasing scarcity of natural resources, and massive migration flows.

What stands out amid all this turmoil, and what can give us something to hold on to, is the growing strength of the city.

More and more, it is the city that makes the world. We have overwhelmingly become city dwellers; within a few decades only 20 per cent of humanity will be living in the countryside. Our future is inextricably linked to that of the city, where by far the majority of our wealth is produced, on about 4 percent of the earth's surface.

Urbanization and ecological challenges turn our focus back to the physical living environment, which is undergoing dramatic change. The challenges are manifest in the cities, but it is also there that the opportunities lie for structural solutions. The city can lead the way to a better future, but it will need to be better governed, better designed, and better planned than it is today.

Why? If all challenges manifest themselves spatially, it follows that better and smarter planning and design of the space is an indispensable provision for future development – social, economic, and ecological. From this perspective, 'making city' implies working on the post-crisis world, a world that will look quite different from the world we know today. Making city implies making choices; it implies engaging in politics. We face a common challenge: Shall we make the future of the city the guiding principle of our political, economic, and social actions?

The answer advocated by the IABR is an unequivocal yes. We are convinced that lasting solutions must be sought using a socially motivated, broadly supported agenda for the city. *The city is the opportunity*.

The 5th IABR: *Making City* is therefore issuing a call to all parties involved – administrators, policymakers, politicians, entrepreneurs, designers, and citizens: If making city is the task at hand, we must really go about it differently, with strong alliances, with good design, and from a genuinely urban agenda. The city must no longer be primarily a territory for the accommodation of the market, with the government at a distance and the citizen as consumer, but much more a catalyst, supported by all parties, for social and economic emancipation.

—

The 5th edition of the IABR, *Making City*, concludes a trilogy of biennales focused on the city of tomorrow. In 2007 Power pointed out how major forces like the population explosion and globalization created city at a furious pace and wondered whether ar-

6

chitects could still play a role in this at all. In 2009/2010 *Open City* went a step further and asked what kind of city we wanted in these circumstances. We urged architects and urban designers to reflect on what kind of contribution they could make, through concrete projects with an actual foothold on the ground.

Making City is a logical sequel. This edition poses such questions as: How do we employ making city in finding solutions for socioeconomic issues? How do we build city for its inhabitants? What is making city in the twenty-first century – do we actually know how to go about it? If things have to change, can they change? Can we think, together, about new ways of making city, and can we test these as well? Can we test making city at all – can we make time and room for it?

The 5th IABR: *Making City* is a search for alternative ways of making city. This edition, however, far more than previous editions, claims a role outside the safe world of the culture sector. The IABR wants to get its hands dirty and try out alternative ways of making city – to actually make city.

Since 2009 and in close collaboration with local governments and partners, the IABR has been coordinating three projects in 'Test Sites' in Rotterdam, Istanbul, and São Paulo. A fourth project, *Atelier Making Projects*, was set up in early 2011 in association with the Dutch Ministry of Infrastructure and the Environment.

The IABR then looked for answers from others and from elsewhere. In the spring of 2011 it issued a Call for Projects, a call for submissions of existing projects that place the relationship between (urban) politics, planning and design on the public agenda in new ways. This produced 320 responses from all parts of the world, of which 23 were selected, the 'CounterSites'.

Together with the alliances supported by these 33 projects – three Test Site projects, seven projects in *Atelier Making Projects* and 23 CounterSites – the process of making city has been critically examined against current practice. The IABR gathered all its local and international partners – governments, urban planners, researchers, designers, and other stakeholders involved – in varying combinations to exchange knowledge and expertise and to reflect on the challenges addressed by the projects. This yearlong process of exchange and research, of knowledge development and testing, resulted in the main exhibition 'Making City' and in the call for action that will be formulated at the Urban Summit during the opening weekend.

Eventually, when the 5th IABR is over, the results will find their way back to their places of origin, to the alliances, and to the cities themselves. Because that is the whole point.

That, briefly put, is the IABR Principle: To demonstrate making city in such a way that the demonstration contributes to making city.

—

This catalog includes a detailed description of the main exhibition 'Making City' and of the projects that are part of it. A separate section chronicles the experiences and results of the work on the three Test Sites in Rotterdam, São Paulo, and Istanbul.

Short contributions on making city were written especially for this catalog by Melanie Schultz van Haegen, Ahmed Aboutaleb, Bruce Katz, Elisabete França, Anne Skovbro, Regula Lüscher, Joan Clos, Robert Yaro, and GRAU, essays that express, often in a personal way, the conviction that things have to change and that they can change.

The catalog includes information on the other four exhibitions being organized in Rotterdam: 'I We You Make Rotterdam,' 'Smart Cities - Parallel Cases II,' 'Design as Politics,' and 'Making Douala'; on 'Making Almere,' the exhibition with which the municipality of Almere is joining in with this biennale; on the exhibitions that are set to open later in 2012 in Istanbul and São Paulo, 'Making City Istanbul' and 'Making City São Paulo'; on the conferences, lectures and other activities planned during the opening weeks; and on the continuation of our successful collaboration with the VPRO public broadcasting organization, *The City Forever*: two weeks of television, radio, program guide, and Internet.

—

This 5th edition would not have been possible without the enthusiasm of our partners – the Dutch Ministry of Infrastructure and the Environment; the municipal governments of Rotterdam, São Paulo, Arnavutköy, Istanbul, and Almere; the VPRO; the six Dutch academies of architecture and urban design; the Netherlands Architecture Institute; the Netherlands Fund for Architecture; Delft University of Technology; the businesses in the Rotterdam Central District and many others – to genuinely and enthusiastically join in this adventure.

The 5th IABR: *Making City* was conceived by an International Curator Team that consists of Henk Ovink (Director of Spatial Planning, Ministry of Infrastructure and the Environment, the Netherlands), Joachim Declerck (Architecture Workroom Brussels, Belgium), Elma van Boxel and Kristian Koreman (ZUS, Rotterdam, the Netherlands), Fernando de Mello Franco, Marta Moreira and Milton Braga (MMBB, São Paulo, Brazil), Asu Aksoy (Bilgi University, Istanbul, Turkey). It was an honor and a very great pleasure to chair this inspiring group; they have significantly advanced the ongoing project that is the IABR.

Last but not least, this edition was brought to fruition by the great dedication and energy of the small biennale team in Rotterdam and of all the other alliances and teams all over the world, which we are keen to acknowledge.

George Brugmans
IABR director and 5th IABR Curator Team chairman

ROTTERDAM AND THE IABR
ROTTERDAM'S DNA

8

AHMED ABOUTALEB

Ingrained in Rotterdam's DNA is the city's ability to turn deprivation and depression into new opportunities and possibilities. It happened midway through the nineteenth century, when the port silted up and Rotterdam dug a new canal, linking it directly to the sea. It happened during the reconstruction of the city center after the devastating bombardment of 14 May 1940.

It is still happening, even in this period of decline and economic crisis. We know how to overcome setbacks, by formulating programs, pooling resources, and getting down to work. With the business community and civil society in the lead and a (local) government providing support. My philosophy is that we can best support people when we have confidence in their abilities. When we complement rather than confront. That is how we reinforce their self-confidence. That is the first step toward cooperation. This is of crucial importance, for confidence is what keeps society together. This is equally true, incidentally, of the relationship between the national government and local governments like cities and regions. The state stipulates the parameters and the local authorities interpret these in effective consultation with motivated residents, organizations, and businesses. This results in reliable public governance, a powerful instrument to address today's challenges.

The challenge in Rotterdam is massive: we are dealing with an accumulation of arrears in housing quality, employment and income, and education. Many children are growing up in an environment plagued with numerous problems. In the Netherlands as a whole, 13 percent of primary school children have parents with very little education. In Rotterdam this applies to 34 percent of children and in some parts of the city that figure rises to 60 percent. Many of these parents are unemployed. These children are therefore growing up in a climate in which learning and employment cannot be taken for granted. This is why the way we build and organize our city is so important. The issue of how designers can organize the physical space so that the city functions better for its inhabitants is not an academic question in Rotterdam. For many people in deprived situations, the answer to this question is literally of vital significance.

This is also true of the question of how to make our city sustainable. To achieve this we are pooling resources and banking on synergy. In the port, for instance, we are developing chains of raw materials, waste materials, and residual heat. One example is CO_2, a raw material for the greenhouses of the Westland region. The plants there thrive on it. We store the excess in the porous rock layers of the sea floor from which natural gas was once extracted. We use the residual heat from the coal-fired power stations to vaporize LNG (Liquefied Natural Gas). That is how the Rotterdam Climate Initiative works. Demonstrating that synergy brings profit.

A second example, but closer to home, can be seen in the approach to the old housing stock. Rotterdam's oldest neighborhoods include residential complexes of poor quality. For many years the tried and true approach was to fix them up and rent them out again. We have now found a new way: We are giving away the dwellings, for nothing. We do, however, make an agreement with the new owner that he will refurbish the dwelling within a specified time. According to his own design and with his own resources, in cooperation with other residents in

9

the case of a residential complex. Usually these are young people for whom this is a chance to build their own home. They get their dream house and the neighborhood benefits.

Different issues prevail in the inner city. The center of Rotterdam was largely rebuilt after the Second World War. The urban design choices made at the time in regard to distribution and separation of functions (housing and work) have led to a lack of exterior space of adequate quality today. Under the aegis of the 5th IABR: *Making City*, the city is exploring how to improve the quality of the public space in the inner city on the one hand and create housing space for 30,000 extra residents on the other. Can compactness and sustainable urban development coexist? The biennale provides an occasion to examine this question and to exchange experiences with other cities in the Netherlands and abroad. Improving the quality of the city is a complex undertaking, and not just for Rotterdam. By sharing our knowledge, experience and ideas with other cities around the world that are crucial to our future, like Istanbul, Mumbai, São Paulo, and Shanghai, we help one another. That is why we are delighted to host the IABR. It provides us with an ideal platform to exchange ideas with other cities about our shared future. How we, as major cities, can remain the engine of the global economy.

Internationally, power lies in urban regions. The dynamics of economic and social development are playing out primarily at the level of the metropolis. How does Rotterdam take part in this? How do we ensure our policies establish an effective link between physical development – the built environment and the public space – and an optimum socioeconomic development? Designers can help find answers to these questions. I see the ability to formulate the task for the future as a vital function of architecture. Several years ago, for instance, there was a study by young designers into various responses to rising sea levels. Their conclusions signified a breakthrough in awareness of the problem. This has led to a new system of water management in the city. With green roofs that store rainwater longer, with water reservoirs in playgrounds, city squares, and under parking garages. In 2005, the IABR and the municipal Urban Planning and Housing department developed the project *Rotterdam Water City – 2035.* This is how we are re-learning to live with water and sharing the knowledge with other cities. This is how architecture contributes solutions to social, economic and sustainability issues.

We are going through a time of change. Today's citizen makes up his own mind. He designs and builds for himself and in the process comes up with ideas about the city in which he lives. This calls for a different kind of government, particularly in Rotterdam. A government that makes room, even when it comes to literally making city. We look forward to the results of the initiative undertaken by the design practice ZUS [Zones Urbaines Sensibles] under the aegis of the upcoming biennale. With 'I We You Make Rotterdam' ZUS is challenging everyone to take part in building the Luchtsingel (an elevated promenade) in the Central District. The plan to finance the construction through crowd funding underscores the fact that we need not be discouraged in times of decline. Everyone can purchase a piece of the bridge from ZUS in order to contribute to an intervention that will greatly benefit the eastern section of the Central District in particular. This is how the creative and innovative ideas of designers and new alliances between residents, businesses, and (local) governments can help us move forward.

From the Dam in the Rotte River to its plans to form a metropolitan region with The Hague and other cities, Rotterdam as a city is working on its future with conviction. Our DNA connects perfectly with the issues raised by the 5th IABR: *Making City.*

Ahmed Aboutaleb
Mayor of Rotterdam

MAKING CITY
CURATOR STATEMENT

NO CITIES, NO FUTURE

11

GEORGE BRUGMANS, JOACHIM DECLERCK, HENK OVINK

1.
When we started off on the adventure of the 5th IABR: *Making City* in 2009, our premise was our conviction that in an era of extreme worldwide urbanization, 'making city' is a project that belongs at the center of the societal and political debate about the future.

Making city is not purely a matter for architects, urban designers or planners, a question of more or better plans. The city affects us all. The city is what makes co-existence possible in a physical sense. It accommodates the various actors and their conflicting or coinciding individual aspirations and projects. Guiding and governing the city is the art of manipulating this physical carrier actively and with feeling, so that it can become the catalyst for emancipation for all these different, diverse and constantly changing social, cultural, and economic interests.

Yet making city is not at the center of political thinking and action. The transformation of the city is too rarely regarded as an instrument to facilitate the aspirations of its residents and to address societal challenges. As a result, today the practice of designing, of planning, of organizing the living environment remains far removed from the governance of our cities.

The 5th IABR was therefore developed as a search for a new relationship between the governance and the transformation of the city, between politics and design. How do we go about making city?

2.
We began by focusing on three intertwined issues: the role of design and of the set of tools of planning; the role of the alliances of actors actively operating in the process of making city; and the role of good governance.

The existing set of tools available to planners is open yet adaptive. It is circumscribed by legislation and regulation and top-down master planning and is therefore difficult to bend to specific circumstances. We operated from the premise that the generic approach that dominates the current practice of urban design is not sufficient. It must be possible to develop a set of tools with which we can address, with greater sensitivity to the unique nature of a site and with better results, the challenges that are accumulating in our cities. And design can and must play a crucial role in this. Design should not be employed at the end of the process, to give a three-dimensional shape to what has already been decided. Design should be employed as one of the elements that drive the decision-making process and the alliance that follows from it.

Alliances are necessary, but they do not drop out of thin air. They are the product of a communally experienced and articulated sense of urgency. A true, purposeful alliance can only emerge when parties surmount their mutual differences and feel compelled, temporarily or not, to work together because they recognize the common goal and the importance of doing so. Far more often than a government, it is those directly concerned – private or public parties, citizens or corporations, societal or cultural organizations – who have a direct and individual interest in addressing an urban challenge, in the actual implementation of the transformation.

Such alliances are flexible; they are often formed spontaneously and sometimes dissolve just as quickly. But they are essential in terms of guaranteeing the acuity and the

purposefulness of the transformation process. A strong alliance of committed stake-holders at the helm drives a process forward and does not lose sight of the relationship between the cause, the urban urgency, and the result, the urban transformation.

One of the greatest barriers to the effective functioning of an alliance is the way governments normally plan. The generic system of rules does not enable governments to respond adequately to the specific qualities of a place, the varying urban conditions and the ever-changing configuration of alliances. The government is far too generic a process manager, ignoring individual objectives and individual visions and only able to respond reactively to challenges and coalitions. Its reflex is to cling to legislation and regulation, resulting in an ever greater gap between bureaucracy and reality.

This reality is complex, because it involves a constantly evolving dynamic of urban urgencies and actors' needs. It is imperative for all governments, local to national, to engage actively in making city. A reconsideration of what governance is in response to this complex urban reality is a crucial element of the *Making City* project. How can we rethink the functioning of municipal and national governments in such a way that design-based research can contribute to a planning process that is goal-oriented and at the same time provide maximum room for reflection and debate? How can such a planning process lead to an effective long-term policy paired with clear administrative decisions in the short term?

Good governance would call on a government to create the conditions in which flexible alliances and specific, individual practices can thrive, but it would also prod it to become an active partner itself in specific alliances.

3.
Those are the principles with which we began the *Making City* project. We did not, however, want this to be merely theoretical. A biennale about making city must actually submit ideas and practices to specific places and the concrete ambitions of actors. It must actually test the roles of and the relationships between planning, design, and politics, in search of alternatives for the way city is made. We were determined, even more than in previous editions, to have the 5th IABR play a role beyond the safe world of the culture sector, take on the role of the societal entrepreneur who gets his hands dirty and takes up a central position in the process of making city. This fifth edition of the IABR was not to be a biennale about 'making city' as a theme, produced from a safe distance. The IABR as a cultural institution had to be explicitly an active partner in making city. This would also enable it to test the role that a cultural actor can play in that process. In addition to curators, therefore, the 5th IABR needed local curators; in addition to an international platform the IABR had to become a project developer as well. 'Walk the talk' was the motto.

With this aim in mind we looked for partners with whom we could form alliances based on locally urgent challenges for the purpose of actively and actually making city. We found these partners in our base of Rotterdam, in São Paulo and in Istanbul, and in the Dutch government.

In Rotterdam, an old European city that is dealing with contraction and social problems, and which like many such cities is facing a transformation challenge in difficult economic times, we joined forces with ZUS [Zones Urbaines Sensibles], run by Elma van Boxel and Kristian Koreman, landscape architects who are very active in the public debate about the city. On the Test Site Rotterdam they confront the existing set of tools for making city with the principles of transience.

São Paulo, the engine of the booming Brazilian economy, with over 20 million inhabitants in one metropolitan area, is also facing a transformation challenge. The city was built on its production-oriented infrastructure and has now entered a new phase: How can a set of tools be developed with which the city can finally become a city for its inhabitants? We formed an alliance with Elisabete França, director of the city's social housing department, and appointed Fernando de Mello Franco and his partners at MMBB Arquitetos as local curator, two parties who have participated intensively in previous editions of the IABR.

Of the three cities, Istanbul is by far the oldest, but also the youngest. Unlike the other two cities it is still growing rapidly, and its challenge is to maintain a proper balance between its extremely high rate of expansion and its ecological interests, to make urbanization, landscape, and water work for instead of against one another. How can a set of tools be developed here that can break away from the rigid existing practice, with its extreme emphasis on mass housing construction? In Istanbul we found committed and professional partners in Mayor Ahmet Haşim Baltacı and his team of the Municipality of Arnavutköy, while Asu Aksoy of Istanbul Bilgi University was named local curator.

We formed a fourth alliance with the Dutch Ministry of Infrastructure and the Environment. Together we set up *Atelier Making Projects*, focusing on seven major national spatial planning projects in the Netherlands: Zuidas City Centre, The City of Rotterdam South, The Metropolitan Landscape, Rhine-Meuse Delta, 100,000 Jobs for Almere, Creating Nodes, and Making Olympic Cities. Under the direction of atelier masters Paul Gerretsen and Elien Wierenga, each project got its own 'treatment,' specifically targeted at recalibrating or reinforcing the relationship between the substantive agenda of the national government and the implementation of the projects themselves, including the process and performance of (political) decision making.

Based on a call for entries, we selected another 23 projects supported by actors and cities in which experiments were and are being conducted that fit in well with the objectives of the *Making City* project. Ongoing planning projects and experiments from cities and regions like Groningen and Delhi, Bordeaux and The Hague, Flanders, the Veneto and the Nile Delta, Paris and Zurich, Eindhoven and Brussels, New York, Guatemala City, Diyarbakir, Batam and Kentucky became participants in the joint search to transform territory in a way that responds to the societal urgencies that come together in our cities.

The *Urban Meetings* organized in Rotterdam, Istanbul and São Paulo brought together the questions, the knowledge, and the insights of all the cities and actors taking part in the *Making City* project. This produced, through exchange and collaboration, a more precise and shared insight into the initial premise, and a clearer overview of the aspects that needed to be fundamentally reconsidered. In the process a number of shared insights and working methods also emerged as a series of alternative, more pertinent ways of making city.

　　Working with our partners strengthened, substantiated and brought up to date our original premise, that the current circumstances, made more acute by the financial crisis, present an ideal opportunity to give new impetus to the process of making city through a multidisciplinary and proactive approach that pairs new planning strategies with new alliances rooted in specific knowledge and local conditions. The city is too

often seen as a territory for the accommodation of the market, with the government at a distance and the inhabitant as a consumer, and hardly if at all as a catalyst for social and economic emancipation. It is high time for a change in thinking about city making, because something extraordinary is happening.

4.
In what is historically speaking an improbably short period of only 200 years, the world's population will have grown from less than a billion in the first half of the nineteenth century to about 9 billion by the middle of this century. And in what historically speaking really is the blink of an eye, a period of less than 100 years, the urban population will have grown from half a billion to over 7 billion in 2050.

These extraordinarily intense developments of mutually reinforcing expansion and densification are unprecedented in human history, and we remarkably fail to understand them; we are in the very midst of these developments yet usually treat these numbers as mere information. The city is the most complex artefact ever produced by human civilization; people settle there by the billions, yet they actually know too little about building, planning, designing, and governing their cities.

Yet while the big cities of the world, especially, are often in a poor state, they continue to exert a powerful attraction. Every year, tens of millions of people leave the countryside, and we have to assume they know what they are doing. Even if the city does not turn out to be a paradise for them, it might be for their children or grandchildren. Apparently it is better to be poor in the city than in the countryside.
The future and the city blur, that is the great myth of our time; that is the driving force for dramatic changes: *the city equals opportunity.*

The main reasons for this lie in what the city, as a generator of wealth and innovation, delivers. Education, services, health care, food, water, energy – everything is cheaper on a per capita basis in the concentrated city. The closer to each other people live and work, the more creativity, commerce and wealth is generated, and the better life becomes for the individual. Families therefore become smaller. While having many children is an advantage in the countryside, in the city children are a risk and cost factor. Birth rates are dropping in the city, which is the main reason the world's population is expected to stabilize around 2050. This in turn reinforces the position of women, who participate in the economic process more easily in the city.

Cities are efficient, also in an ecological sense. Not only are cities smarter, more adaptive and more transformative, but densification is also to the city dweller's advantage: he uses less land, less energy, less water and produces less pollution than someone who lives in a less densely populated area. The per capita ecological footprint is smaller in the city than in the countryside, and it gets smaller as the city becomes denser and larger. Even environmental activists are now embracing the city because they understand that our greatest challenge, striking a balance between demographic explosion, ecological equilibrium and economic performance, in other words enabling billions of people to continue to produce sufficient wealth in a sustainable way, must and can be resolved in and by the city.

We also know that the bigger a city is, the better it performs for its inhabitants in an economic sense. In other words, the socioeconomic performance of a city grows

faster than a purely linear relationship to the number of its inhabitants would suggest. The precise turning point (if there is one) is unclear, but for the time being it is true that, in the case of the city, *'...it pays to be bigger.'* Bigger not just in the sense of massiveness, of the megacity, but also in the sense of accessibility and proximity, of the urban region in which the network of proximities creates the mass. The more mass a city has within its reach, the better it performs for its inhabitants in a socioeconomic sense.

The future of mankind is therefore inextricably linked to the future of the city, involving a relationship between the level of scale of the city, its ecological performance and the quality of the housing, working and living conditions of its inhabitants. Cities, and especially large urban regions, create wealth and stimulate innovation and creativity, and they do this in a relatively sustainable way. This, clearly, presents us with a challenge: Should we make the future of the city the guiding principle of our political, economic and social action?

There is no choice! Our future, after all, depends on the way we govern, plan, and design our cities. This applies to Rotterdam, to the Netherlands and to Europe as much as it does to the rest of the world. In Europe, however, it is also true that cities are no longer growing, and the dividends of urbanization have largely been consumed even as worldwide competition is intensifying. The old continent, once the crisis is over, will have a lot of catching up to do. Its future lies more than ever in its cities. That is where it will have to make a difference and where the big issues and challenges play out: globalization, economic transformation, migration, demographic changes, urban poverty, and the social challenges connected with it; sustainability and climate change; scale expansion, (inner-city) transformation, densification, contraction, and intensification.

   The European innovation agenda can only be successful if countries in their collaboration, therefore as the European Union, allow this agenda to be guided (at least in part) by the economic strength and creative innovation potential of the cities, of the urban regions and their capacity to make a difference on an international scale. The Europe of its citizens is the Europe of its cities.

Spatial planning should support and spur future development: social, economic and ecological. The city can no longer be a territory for the accommodation of the market, but how then can it be far better positioned as a catalyst for social and economic emancipation? There lies the challenge. Can we take on this challenge? Are we ready for it?

5.
All challenges come together in the city – that was our premise. But the existing set of tools, the 'physical' answer of the planners, designers, and administrators, is no longer equal to the scale, the diversity, and the dynamism of the city, to the power with which the urban system has developed. Reactivity reigns, and this makes a sustainable development process almost impossible. We have created a machinery of obstruction that carries us further and further away from the essence of the task at hand. With our blind faith in the existing institutional parameters, we get bogged down in the process, in the pre-determined division of responsibilities, in a culture of negotiation, and a planning based on compromise. We are stuck on the wrong course.

   We must therefore make room and time, dare to believe in transience, in detours, in trial and error. We have to dare to test things literally in the reality of the city. Such an approach can lead to a different way of working, thinking, and operating, together with all stakeholders. But we must also dare to allow this approach to become consequen-

tial within the existing institutions and within the existing frameworks of regulations, consultation, and investments. We must not forget that the existing frameworks and institutions themselves have to change. That requires all the parties involved, individually, to make a very conscious choice and to reconsider very thoroughly what their own responsibilities are in terms of the transformation task. Without a genuine commitment from the actors involved, the existing practice will not change, and testing will then be merely a pastime in times of crisis.

How then do we get the most out of these detours for reflection, the extra time and room to try out ideas and plans? More specifically, how do we make consequential the lessons we learn in the temporary test zones set up by the IABR and how do we implement them in real-life practice? How do we create conditions in which alliances are given a chance? How can our politics be grafted fundamentally onto the making of city?

Things have to change, and they can change. More and more parties in more and more places are making time and room for new approaches, and these are steps in the right direction. New instruments are beginning to find their way into investment strategies, planning regulations, and development plans; there are increased signs of a sustainable development perspective. But how to imbed a new, open approach, consistently and constructively, in the transformation strategies that are still the norm in the institutional world of governments, market parties, business, education, researchers, and societal organizations – that is still an open question.

Bringing adaptability and flexibility, and the appreciation of the potency and the effect of the process of transformation itself back into the institutions – that is the trump card this 5th IABR is laying on the table.

It is time for the next step. We must seek to make explicit not only what is at stake, but also how we want to proceed. On 20 April, during the *Urban Summit* on the day after the opening of the 5th IABR, we will make a concrete start on this together with the alliances that have contributed to the *Making City* project. There are opportunities for a transformation agenda for the city, an agenda that calls for action, for actual transformation and institutional change; an urban agenda that is driven by the dynamism and the potencies of the cities themselves. We must grab these opportunities. No cities, no future.

George Brugmans, Joachim Declerck, Henk Ovink

MAKING CITY
MAIN EXHIBITION

19

MAKING CITY

There is a phenomenon that spares no region on earth: all over the world people are migrating *en masse* to the cities, in search of happiness and the chance of a better future. Yet we seldom reflect on the radical consequences of the fact that 80 percent of the world's population will be living in cities in 2050. Our attention is focused on three other, more visible societal challenges: the economic crisis, ecological degradation, and the rise in population growth and international migration. These issues concern our survival, our prosperity, and the welfare of our planet. In light of these three crises we tend to view urbanization as a marginal phenomenon.

But we are wrong. It is precisely in cities that these three challenges manifest themselves in combination: from unemployment to poverty, from pollution to violence, from traffic jams to food and water shortages. This does not mean, however, that the city is the problem. Now already more than 80 percent of our wealth is created in cities. People find opportunities for development in the city. Global population growth will be manifested primarily in cities, and it is in cities that we can sustainably address environmental problems. The city is the ideal sphere of action to combat contemporary problems and shape our future in a sustainable way. Only by building on the strength and potential of the people who come together and work together in cities can we formulate an answer to our societal challenges. *Making City* is the fulcrum to convert the crises that converge in the city into opportunities.

We have to learn to think in terms of an urban world. We can no longer put off this evolution. In order to respond to economic, ecological, and demographic crises we need new expertise. In the main exhibition of the 5th International Architecture Biennale Rotterdam, this new know-how has been assembled in order to use the city as the basis to work on future prosperity, on the adaptation of our habitat to the ecosystem and on developing high-quality living environments in times of major demographic upheavals. The 33 projects demonstrate that, simultaneously and in diverse places around the world, people are experimenting with innovative collaborative ventures with energy and conviction. Citizens, politicians, designers, administrators, and investors are working closely together to respond to the most important challenges facing us. They are doing this by shaping the future of the city.

The 5th IABR: *Making City* brings a variety of experiences and expertises together, which are distributed in the main exhibition in a sequence of nine spaces, each with its own urban challenges. The collections of projects demonstrate how we can provide an answer to today's sweeping economic, ecological,

and demographic challenges. All through this narrative, however, we can distinguish a second layer: that of the diverse methods and techniques used by the various actors to implement change. Each participant fulfils a vital role in the planning process: citizens, politicians, governments, administrations, designers, and investors. In each of the projects it becomes clear that one or more of these actors is the basis for the urban transformation and then draws the other parties into the decision-making and transformation process. Making city is not the task of designers, policymakers, or private partners alone. The various examples show that the key to addressing the different challenges in an integral and sustainable way lies precisely in the interaction among the different actors.

ECONOMY
BUSINESS DISTRICTS: BRIDGE TO THE GLOBAL ECONOMY

The most typical image we have of the city is that of a skyline of skyscrapers. These skyscrapers are usually office buildings that demarcate the Central Business District of the metropolis. The image of the skyline of skyscrapers has evolved into the icon of the prosperous and flourishing cosmopolitan city. Yet these business districts often have a limited cultural and historic connection with the city in which they are located. Everything here is about doing business, not about housing, living, tourism, culture, or leisure. The Central Business District is an island in the territory of the city, as it were. It has scarcely any links to the fabric of the classical city, yet it forms the primary bridge to the global economy. Little wonder that these business districts look so much alike all around the world. They have more of a connection to other metropolises than to the city of which they are a part.

To achieve this international connection, business districts are highly dependent on a good infrastructure network. Even in today's digital age the opportunities for face-to-face contact are still of essential importance in the selection of business locations. We therefore see business districts developing primarily in the vicinity of major transportation hubs, like airports, train stations, and highway exits. Amsterdam's **Zuidas**, for instance, was erected on a piece of no-man's-land south of the city around 1980, connected to the outside world by a new rail link and a southern ring highway to Schiphol Airport. Thanks to good accessibility, land prices in such business districts are very high. A niche market is created for big corporations looking for an easily accessible location with allure. Developers dive eagerly into this market, for the construction of office buildings always brings in good money. To make efficient use of every square meter of land, we see developers compelled to build upward. This generates the greatest profit – as well as the greatest visibility and prestige. This interaction between a location's attractiveness and

Zuidas City Centre

accessibility on the one hand and the economic logic of the real estate sector on the other is the basis for the iconic skyline as we know it today.

However beautiful the image of this skyline may be from the outside, the spatial quality of a Central Business District leaves a great deal to be desired due to a lack of diversity. A business district, as the economic heart of the city, affords little room for housing or for 'normal' urban life. In the **Zuidas** in Amsterdam only 4 percent of the total floor space is used for housing. The vast majority of the buildings are used as offices, which means large numbers of people come and go mostly during business hours. At night and during the weekend, however, the streets are virtually empty. A master plan drawn up in the 1990s nevertheless aimed to turn the **Zuidas** into a bustling urban district by 2035. Nearly half of its square footage would have to be used for dwellings in 2035, and the ring highway and the railway line that now cut through the business district would be built underground. The economic crisis, however, threw a spanner in the works. Development lagged to the point that we are still very far removed from the 2035 scenario. Today, the national government is working with three leading international academic institutions (the Architectural Association in London, Yale School of Architecture, and Delft University of Technology) on strategies to turn the **Zuidas** into a livelier district immediately, rather than wait until 2035 or later. The proposals take advantage of the current situation and qualities of the **Zuidas** in a realistic and pragmatic way, without fixating on the as yet unattainable objectives of an idealized future scenario.

While a business district is reliant, for its international accessibility, on massive transport infrastructure like highways and railway lines, these traffic arteries entail some significant problems. Infrastructure often forms an insurmountable fracture in the city. Reconciling the growing need for efficient transport infrastructure with a high-quality urban living environment is emerging as one of the major challenges for the city throughout the world. In the area surrounding the business district of **La Défense** in Paris, the bridging of traffic arteries is now one of the most pressing items on the

La Défense Seine Arche 'Le Faisceau'

agenda. **La Défense** was developed starting in 1958 as a satellite town, but it has now been completely swallowed up by the rapidly expanding French capital. In spite of the success of the business district, the neighborhoods around **La Défense** are fragmented by infrastructure and are lagging behind, underdeveloped. As part of Grand-Paris, an ambitious project of President Sarkozy's for the whole of the Paris metropolis, **La Défense** is to become a vital junction in a new metropolitan metro system. This potential and opportunity for development make it imperative to address the fragmentation of the surrounding areas. The public organization EPADESA, originally founded to coordinate the development of the area, therefore launched a broad consultation in 2008 to harmonize the interests and wishes of the business district with those of the surrounding neighborhoods. In this process EPADESA is

attempting to stimulate the economy of the entire area. Just as the city as a whole benefits from a successful business district, **La Défense** benefits from the vitality of the city in which it is imbedded. This creates a mutual dependency between the business district and the surrounding neighborhoods.

TRANSFORMATION OF THE EXISTING CITY

Cities are uniquely dynamic areas. Their development runs parallel with economic changes in society. The city gives birth to new economies, and new economic activities transform the city. As a result of this constant interaction, we will have to continue adapting the space of the city to the new challenges of society. To transform the city we often tend to start by demolishing buildings and then redevelop the area that has been opened up. The void created by the demolition offers a significant degree of flexibility for the design and for its implementation. It is the dream of every architect and every developer. Moreover, this tabula rasa is also very appealing to politicians and administrators, as it gives them the opportunity to come out with their own innovative urban projects.

In the past, constructing office buildings was a good way to make money. As long as demand for new offices rose, developers continued to invest in the construction of new buildings. Sometimes the supply outpaced the actual demand. This created a speculative market marked by intense competition among different locations and types of workspaces. In times of economic growth this even led us to build when there really was no demand. That could result in a small (and healthy) surplus in buildings, but also to unhealthy speculation and lack of occupancy. When the economic crisis struck, business and government demand for new offices collapsed. Today in the Netherlands, for example, 6 million m² of office space stand vacant.

There is now a realization that building all these empty boxes does not in itself contribute to a high-quality urban living environment. For vitality and bustle in the city comes not from the physical buildings themselves, but from their residents and users. Moreover, in the current economic situation, the development method of demolition and totally new construction has become not only undesirable but also simply unaffordable. We must therefore look for a new and affordable method of planning. Instead of continuously constructing new buildings, we can gradually transform the city. To find support for this in times of financial crisis, we will have to bring all parties involved to the negotiating table. Only in this way can we better harmonize the realistic demand for built space with the existing city and the desired urban quality. Several developments around the world demonstrate this new practice.

Elma van Boxel and Kristian Koreman of ZUS [Zones Urbaines Sensibles], for example, launched a local initiative in the **Rotterdam Central District** to create more vitality and bustle, through small interventions, in this area where office buildings

Test Site Rotterdam
> page 38

23

have long stood empty. An ambitious plan exists for the area, but because of the economic crisis it is unlikely to be implemented any time soon. The two architects, who have their office in the area, campaigned with IABR and other small stakeholders to save the Schieblock, a vacant building, from demolition. The block has now been renovated and offers provisional workspace for creative enterprises, including the IABR. This principle, which starts with the development of a new dynamic from the bottom up and then transforms the existing city, is now being tested across the entire **Rotterdam Central District.** In collaboration with the IABR a long-term project was launched here in early 2010, the Test Site Rotterdam, to test these ideas about making city in practice. The many existing regulations and plans for the **Central District** were studied. Strategies were then developed that coupled the city's ambitions with the investment capacity of existing and future users of the Test Site. Thanks to this approach, the project is now being supported by the Rotterdam municipal authorities as well. A transformation that was set in motion by the dedication of two residents of the **Rotterdam Central District** has created a dynamic that has already given the area a new image.

High Line
> page 52

We can see a similar local initiative in the development of **High Line** in New York. The **High Line** is an old elevated industrial railway that runs through several Manhattan neighborhoods. A train last ran over it in 1980, with just three loads of frozen turkeys. In the years that followed, the owners of the land under the railway were keen to see the structure disappear, because they wanted to erect buildings there, up to the allowed five stories. In 1999, however, two residents of the area founded the 'Friends of the High Line' foundation, the goal of which was to preserve the railway structure and come up with a new function for it. Five years later the New York City Planning Department embraced the plan to turn it into an elevated park, and set aside $150 million to support it. This funding gave developers the security they needed to invest in the development of the area. In addition, a solution was found for the owners of the land under the **High Line**. They were able to sell their development rights to nearby 'donor areas,' and several striking tall buildings were erected as a result. The New York City Planning Department brought property owners, investors, and citizens to the drawing board. The interaction among the various parties led to a transformation of the neighborhoods in the immediate vicinity of **High Line**. The development of the old, unused industrial railway line served as a catalyst for the redevelopment of large areas of New York.

Haagse Havens
> page 53

'Catalysts' are also being employed in an effort to gradually transform the **Haagse Havens** area in The Hague. The city's urban planning department is working on this together with art and architecture center Stroom Den Haag and Delft University of Technology. Three trial projects have been launched to provide a solution to the impossibility

of implementing previous master plans, as these existing plans had come to naught due to a lack of money and an overambitious approach. For the municipal authorities in The Hague, therefore, the **Haagse Havens** are the testing ground for the development of a form of urban planning and urban development that is adapted to the current economic and social climate. The three trial projects are exploring alternative development models in an interdisciplinary way, breaking open the regulatory regime and testing the capacity of existing activities, property owners, and citizens to jointly bring about a decisive dynamic.

NEW ECONOMIES AS ALTERNATIVES FOR THE TERTIARY SECTOR

The city is the place where different economies come together. Whereas today the tall skyscrapers of the business districts provide employment in the tertiary sector, in the past great factories converted raw materials into a varied arsenal of products. And before the Industrial Revolution, market squares in the city were the place where farmers from the surrounding countryside could sell their produce. We can still find the physical remnants of the preceding economies in the modern postindustrial city. Nineteenth-century industrialization in particular had an enormous impact on the city, as it signaled the beginning of the urbanization that continues to this day. People migrated to the city in search of employment in the docklands and factories. In the city, industries also created a market for their mass-production products. Residents of the city therefore found not only work, but also a selection of goods and products that gave them an opportunity to raise their living standards.

In the latter half of the twentieth century Western countries underwent a transition to an economy increasingly dominated by the service sector. Prognoses say that in 2040 80 percent of the population of the Netherlands will be working exclusively on providing services. More and more factories are being moved from Western countries to countries with low wages. As a result, so-called economically developed countries are increasingly reliant today on know-how and innovation alone. Yet as more and more countries undergo a similar economic transition, we need to ask ourselves whether this exclusive dependency on services is desirable. More and more patent applications, for example, are being submitted outside the Western world, and in some sectors the West is already being overtaken in the area of know-how and innovation.

We will need to take better advantage of the qualities of cities – paradoxically enough – both by stimulating a more diverse selection of employment and by further specializing the economy based on available know-how and expertise. We certainly cannot achieve this by erecting more empty, single-function office buildings. At the end of the twentieth century, many docklands and industrial areas were demolished and filled with offices. In the process we slowly but surely erased our industrial history from the city. Moreover, this form of making city does not take advantage

of the unique knowledge and skills left behind by the various industries. Along with the redevelopment of old factories, therefore, we now see that various projects are endeavoring to build on the economic dynamism and knowledge that is already present.

Eindhoven has been wrestling with precisely this challenge ever since the gradual exodus of Philips' operations from the city got underway. The company set up in an abandoned factory in Eindhoven in 1891 and thereafter had a major influence on the city's development. Philips not only provided many jobs, but also facilities such as schools to improve the living conditions of its workers. The factories have since been abandoned, but many of the company's employees still live in the city. **Brainport Eindhoven** attempts to take advantage of this employment potential and readily available know-how by establishing a profile as a creative and innovative city. To accomplish this, a triumvirate has been formed among government, business and education. Together they are actively working on a strategy that makes targeted use of the available people and knowledge, as well as of the existing buildings and facilities. For instance, **Brainport Eindhoven** takes advantage of the presence of young designers in the city, and there is an effort not only to preserve its industrial heritage but also to further develop this creative group.

We see a similar decline in an industrial sector that defined the prosperity of an area for a long period in the **Kentucky River Cities** region in the United States. For years, the coal industry provided employment. Now that many small power stations have closed, however, unemployment has risen dramatically. Today there is a search for an alternative economy that takes the available facilities and knowledge within the energy sector as its starting point. Rather than focus on coal and nuclear energy, a strategy for sustainable energy production is being developed. This sort of approach takes full advantage of the existing opportunities and current potential of a region. The College of Design of the University of Kentucky initiated research into this development and uses design as a means to facilitate cooperation with local parties. This has led to several future scenarios to bring economic revival to the region.

The same method is being employed for the transformation of the abandoned **DRU Industrial Park** near Ulft in the east of the Netherlands. The old DRU steel factories closed down, leading to an exodus of residents from the region. The municipality of Ulft, like the towns along the Kentucky River, is simply too small to finance a complete newbuild project for the site. The existing buildings are therefore serving as a springboard to stimulate a diverse economy that builds on the old metalworking artisanal skills for which the area is so famous.

Brainport Eindhoven
> page 54

Kentucky River Cities
> page 55

Gebiedsvisie DRU Industriepark
> page 56

THE CITY AS SOCIAL LADDER

All over the world people are migrating from the countryside to the city. For the first time in history, more people live in cities than in the countryside. Global urbanization will continue over the next century. Yet all of our urban areas put together will still account for less than 5 percent of the earth's total land area in 2050, so this migration is becoming increasingly diverse and therefore more complex. People who live in slums and find it difficult to make ends meet may live cheek to jowl with the wealthiest people on earth. It is precisely in the city that such sharp social divisions are clearly exposed.

Since we encounter so much poverty in cities all across the world, we tend to think that the city is responsible for this. Yet nothing could be further from the truth. The reasons masses of people migrate to the city is the high level of prosperity the urban area generates. At this moment, more than 80 percent of the gross national product in the world is already generated in cities. People come to the city because they can earn money there and dream of a better future. We also see that the power of this urban economic engine increases as cities get larger. When a city's population doubles, average per capita income rises by 15 percent. London already generates 2 percent of global wealth, New York 2.5 percent and Tokyo no less than 3.5 percent. A metropolis gives people the opportunity to climb the social ladder.

This does not happen by itself, however. Cities will need to work on the social problems created by this overwhelming migration and poverty. Problems emerge primarily in the districts where migrants first settle. We immediately think of the slums of large cities like São Paulo, but such problem areas can also be found in European cities. The area of **Rotterdam South**, for instance, recently received funding from the Dutch state to regenerate former suburbs that have expanded so much that together they now have as many inhabitants as the city of Eindhoven. Education levels are low, homes are often small and in poor condition, and there are few jobs, for most employment opportunities are found north of the Meuse River. In short, city authorities see that

The City of Rotterdam South

something needs to be done, but they are often unsure how to address this challenge. Renovating the cheap housing would shift the problem rather than solve it, since low rents are what attracted people in the first place. In **Rotterdam South**, the proposed alternative is to invest significantly in better access to the economic activities of the port, rather than focus solely on the link with the city center on the other side of the river. A series of interventions and a more intricate public transportation network are improving access to work and education. This is a more indirect way of raising the quality of the housing environment in order to improve development opportunities for residents over the long term.

Under the aegis of the 5th IABR: *Making City*, experiences and insights are being exchanged between institutions in

Rotterdam South and **São Paulo,** which faces a comparable challenge, though on a much larger scale. Now that São Paulo's explosive population growth has come to an end, the city is looking at how to integrate the districts full of informal dwellings, fragmented by infrastructure but filled with bustling activity, into the existing city. It is taking on the challenge of stimulating the fragile, informal economies and making them part of the metropolitan economy. To this end, the Atelier **São Paulo**, set up as a collaborative venture between the city's public housing department SEHAB and the IABR, has developed a strategic development framework for the step-by-step transformation of Cabuçu de Cima, an area in the northeast of the city. The new urban plan and the construction of dwellings are being employed here as powerful instruments to support social and economic programs for residents.

Although **Brussels** is the fourth-most prosperous region in Europe, unemployment figures in the European capital have reached about 20 percent. Social disparity is significant, and every year brings another 25,000 new residents. Many of these migrants and low-income people have settled in the old industrial Canal Zone. Even today dockland activities and a concentration of industry can be found there. Yet the engine of Brussels' prosperity is not the industrial economy but the service sector. Whereas the residents of the **Brussels Canal Zone** often have limited access to jobs in the service sector, pressure on the real estate market is increasing. In close collaboration with various public and societal actors, the Brussels government has therefore launched a project to address the socioeconomic and urban challenges in this area, in order to reinforce social cohesion in the capital of Europe in a pragmatic way, step by step. Problem areas like the **Brussels Canal Zone** or **Rotterdam South** cannot be tackled in isolation; they have to be placed in a broader context. They are part of a regional or metropolitan society and economy.

Similarly, the project in **Diyarbakir** in Turkey is endeavoring to bring about change in the city's urban planning approach. Pilot projects involve working in close collaboration with both the local and central government on problems created by unemployment and the considerable flows of migrants into the city. Although it used to be a wealthy region, political unrest in the eastern part of Turkey has made it impossible to sustain its prosperity. Not only are large numbers of people migrating to the city, but many are also using **Diyarbakir** as a stepping stone for an eventual migration to the larger cities of Istanbul and Ankara. The unemployment level of more than 40 percent indicates that many inhabitants are working in the informal economy.

Test Site São Paulo
> page 39

Brussels Canal
> page 57

Diyarbakir
> page 58

As in São Paulo, an effort is being made in **Diyarbakir**, though strategic urban transformation, to provide a place for these informal and fragile economic activities, in order to stimulate them and make them viable.

ECOLOGY
INTEGRAL APPROACH TO COASTAL AREAS

It is worth noting that cities are often located near the sea. Half of the world's population lives within 200 km of a coast, a third within 100 km. Not only do many people live there, but population growth along the coast is also greater than inland. Seven of the world's ten megacities are located in coastal areas. Think of such metropolises as Tokyo, New York, and London. These are the three cities in the world that generate the most wealth, and all three are located in river deltas connected to the sea. This originally had to do with the available supply of drinking water and the ability to irrigate land. In addition, the nearby seas and rivers have given them a strategic trading position with the rest of the world for centuries, a position that virtually compels them to embrace creativity and innovation and makes it possible to transport large quantities of goods in an affordable and sustainable way.

However dependent we are on water, we cannot forget that it can also represent a significant threat to urban coastal and delta areas. In the coming decades we will have to deal with rising sea levels and increasing intensity in rainfall and river flow. Indeed, we have experienced the tragic impact tidal waves can have on coastal areas. In spite of precautionary measures like the construction of dikes and dams, metropolises and urban regions remain vulnerable to the water. When the worst happens, this can be so destabilizing for the economy of a major city that it leads to global consequences.

Rhine-Meuse Delta
> page 45

We will therefore have to find new ways of dealing with water. The **Rhine-Meuse Delta** project in the Netherlands is a good example of this. The Netherlands has a deeply rooted culture in terms of flood protection and the regulation of water management. This project encompasses the entire delta region, from Lobith, where the Rhine enters the Netherlands, to the sea. Protection from the water used to be a purely engineering and technological issue, the preserve of hydraulic engineers. The **Rhine-Meuse Delta** project, however, is exploring the possibilities of integrating the safety and security challenge with a spatial vision for the region as a whole. There are, after all, other ways of combating flooding. By allowing land to flood when the water reaches a critical level, for instance, we can reduce pressure on the dikes.

Living with water in the Veneto region
> page 59

The project in the **Veneto Region** goes one step further. Here too water plays a highly significant role, including for agriculture. In the **Veneto**
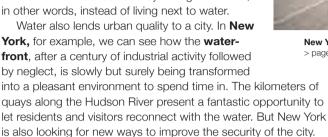
29

Region the idea is not simply to try to guarantee the safety of the inhabitants of the entire region through engineering and technological solutions. The region is far too big for this. As an alternative, anthropological research is being employed to explore how people can live with the threat of the water in a more conscious way. Living with water, in other words, instead of living next to water.

Water also lends urban quality to a city. In **New York,** for example, we can see how the **waterfront**, after a century of industrial activity followed by neglect, is slowly but surely being transformed into a pleasant environment to spend time in. The kilometers of quays along the Hudson River present a fantastic opportunity to let residents and visitors reconnect with the water. But New York is also looking for new ways to improve the security of the city. There are plans, for instance, to create a natural buffer around the island of Manhattan, to protect it from storm surges. The city is choosing to harness the development potential of the former industrial docklands to address ecological problems.

New York City Waterfront
> page 60

The water problems in **Cantinho do Céu** in **São Paulo** are of a different order entirely. In this Brazilian *favela* the focus is on maintaining water quality. In past decades numerous informal residential areas grew around the large drinking-water reservoirs south of the city. Houses were built facing away from the water, because the polluted lakes provided no incentive to waterside accommodations. In addition, this water pollution formed a threat to the entire city's supply of drinking water. Small spatial interventions are now helping to re-establish the relationship of residents to the water. Developing a line of façades and a public space along the water, instead of tearing down the whole slum, is allowing **Cantinho do Céu** to acquire a unique quality. At the same time, the city authorities are gaining control of the discharge of polluted sewage water, enabling them to protect the drinking-water reservoir. This is an example of how a very local project can have a positive effect on a metropolitan area of no less than 20 million people.

Cantinho do Céu
> page 61

PRODUCTIVE LANDSCAPE: DOING MORE WITH LESS LAND

Not only does the city have a strong connection with water, it also has a significant link with the agrarian hinterlands. This is where cities usually obtain their drinking water, food and other resources. Without these basic provisions from the countryside, we would not be able to maintain our standard of living in the city. The average North American, for example, needs 9 ha of land to maintain his lifestyle, when there are less than 2 ha available per person on earth. In addition, the global population is still rising rapidly. This means that we will have to produce more in total,

even as we have less land available per person. In other words, we will have to do more with less land.

This is a daunting challenge. We are often prone to think that we must defend the natural landscape energetically against the urbanization process. In doing so, however, we merely postpone the issue, for the defense of the landscape is often no match for raging urbanization. Of greater importance is the question of how we can put the full potential of the landscape to use as productive land within an urban system. This productivity involves more than just farming. Amenities like nature and recreation also have a significant function for the surrounding cities. By making full use of the potential of the open landscape, we can ensure that it will not be built up. We will have to view city and country as a single integrated system and guide urbanization around these places as the landscape allows.

In some areas of the world the scarcity of land and water is so significant that a proper harmonization between urbanization and the countryside are a question of survival. In the **Nile City** project, for instance, there is a significant increase in population along the only source of water: the Nile. The population explosion leads to a need to cultivate more land, which necessitates even more water. The result is that water has virtually ceased to flow from the Nile into the Mediterranean Sea. All of it is being used for production. The **Nile City** project analyzes how future demographic and urban growth in the region can take place in a sustainable way. More intensive use of agricultural lands and highly compact urbanization around them, a totally new housing quality and a very direct relationship between agriculture and city are created.

A comparable plan is being developed in **Istanbul**, a metropolis undergoing spectacular economic and demographic expansion. As in São Paulo, the IABR has set up an Atelier here in association with the municipal authorities in Arnavutköy, an area of Istanbul located in the north of the European peninsula. The municipality's territory is primarily covered by woodland, farmland and drinking-water reservoirs. Over the past 15 years Arnavutköy's population has grown by 400 percent. **Istanbul's** population explosion represents an acute threat to the supply of drinking water for the entire metropolis and is putting pressure on the remaining agrarian landscape. Moreover, the Turkish government is planning various economic and infrastructure projects in the northern area, aimed at further developing Istanbul as the economic hub between Europe and Asia. The IABR Atelier **Istanbul** presents an alternative vision that transcends the conflict between urban expansion and the protection of natural supply channels. In this design, urbanization, economic development, infrastructure, agriculture, and water management no longer represent opposing interests – they form a single, integrated system.

900 km Nile City
> page 62

Test Site Istanbul
> page 40

The Netherlands is also looking for a way to make the landscape productive. For years the Netherlands has tried to protect the Green Heart, a relatively open area in the middle of the Randstad, the urban conglomeration in the west of the country, from expanding urbanization. In **The Metropolitan Landscape** project, the relationship between the Green Heart's agrarian and recreational function and the cities around it is being redefined. By making the area more accessible for people from the surrounding cities, the value of the open space can be used to combat urbanization.

The Metropolitan Landscape
> page 46

The approach to the area of **Paris-Saclay** is completely different. Here a 10-km-long urban campus is being prepared as a strategic component of the development of the Parisian metropolis along a new metro line. The area is to become an international knowledge center for technology and science. Today it is a plateau mostly covered in farmland. The development vision created in consultation with national, metropolitan, and local authorities and stakeholders strives to actively integrate the landscape's nature and agriculture into the plan. The farmland and the agricultural activities are determining factors for the implantation of the campus, but also for its special public spaces.

Cluster Paris-Saclay
> page 63

In The Hague the project **Working City** is searching for a new way to create a neighborhood of 750 dwellings. It is to be 'the world's most sustainable neighborhood,' generating more energy than it consumes. Rather than start by designing the neighborhood as a blueprint and then move on to construction, a more gradual way of making city has been chosen. Long before any construction activity began, the future residents were brought together to set up a utility association. In collaboration with the art and architecture center Stroom Den Haag, the residents have explored the ways in which the food chain (production, distribution, preparation, consumption, waste disposal) can be integrated in the future planning of the Erasmusveld in order to attain its sustainability objectives.

Foodprint Erasmusveld
> page 64

DEMOGRAPHICS
CROSSING ADMINISTRATIVE BOUNDARIES

As they have continued to expand, cities have slowly but surely outgrown their administrative straitjackets. Today, governments find it increasingly difficult to identify the boundaries of the complex city or of urban regions. City walls once formed a seemingly clear division between city and countryside. Gradually this apparent clarity has been lost. Thanks to the development of highways and public transportation, the city's influence now reaches much

further than before. Commuters travel many kilometers back and forth to work in the city, for example, while they live in small towns and villages in quieter locations around the city. These commuters, however, feel a strong bond with the city in which they work. There, after all, is where most amenities are found. The city and the surrounding villages and towns gradually become a single urban system. Whereas the economic and social dynamics in the urban regions or metropolises ignore administrative boundaries, city authorities are often insufficiently adapted to this agglomeration. This often makes it very difficult to formulate a coherent strategy for the area as a whole.

This evolution calls for a new approach to making city. Cooperation between various municipalities and cities is imperative in order to be able to implement a policy on the scale of the agglomerations. For many agglomerations this 'public-public' cooperation can build on a common identity. But this identity is not always there. Sometimes different cities, each with its own identity, physically grow together into one large urban area. They are drawn to one another, at times even across national boundaries, because they take mutual advantage of one another's unique qualities. Developing a strategy for this kind of 'conurbation' requires a very different approach. What needs to be found is not a common denominator, but rather the reciprocal benefits that can be derived from cooperation. While the municipalities in an agglomeration can merge, in conurbations we are more likely to see new platforms being set up to facilitate cooperation among different governmental authorities.
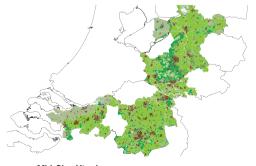
The opening of borders has had a major impact on the Indonesian city of **Batam**. **Batam** is located on an island a mere 20 km from the metropolis of Singapore. A cooperation agreement between these two totally different cities has created a Free Trade Zone, allowing workers from **Batam** to work in the much wealthier city of Singapore. This has had an enormous impact on **Batam's** urban development, to which many Indonesians are now migrating in search of work in Singapore.

New collaborative ventures are also emerging in the Netherlands. The Randstad, for example, can be seen as one large conurbation of cities and towns. Because of the dominance of this urban area, however, cities and towns outside the Randstad are forced to reposition themselves. The **Mid-Size Utopia** project analyzed the dynamics of the urban regions around Arnhem and Nijmegen and around Eindhoven. By positioning themselves as gateways to the Randstad, these urban regions can acquire a specific development dynamic. To take advantage of this opportunity, they – like the Randstad but on a smaller scale – must initiate collaboration at the urban region level between the urban cores and the surrounding villages and towns.

Open City Batam
> page 65

Mid-Size Utopia
> page 66

On a far greater scale, the project **Making Olympic Cities** presents a number of strategies to optimize synergy among various Dutch cities. A comparison with the bids of other metropolises for the organization of the Olympic Games shows that the Games in the Netherlands can be matched to the specific qualities and the existing network of cities and towns in the Randstad.

While at first glance Batam seems to have little in common with **Almere**, interesting similarities do exist. Batam has entered into a symbiosis with Singapore; the same is true of **Almere** and Amsterdam. Many inhabitants of **Almere** commute to work in Amsterdam every day. Today the government wants to develop **Almere** as a full-fledged city. This approach differs dramatically from the planning techniques used in the twentieth century to build Almere from scratch. In the transition from **Almere 1.0** to **Almere 2.0**, deregulation takes center stage and the free market is being given greater scope. One of the projects, for example, focuses on setting up a Special Economic Zone like the one in Batam. The aim is to give the labor market a boost and create 100,000 new jobs.

Making Olympic Cities
> page 47

100,000 jobs for Almere
> page 48

HOUSING ENVIRONMENTS OF THE FUTURE

Every one of all these people migrating to the city will be looking for a job and a place to live. And they are many. The average of the various prognoses suggests that we must therefore prepare, worldwide, for more than 3 billion more city dwellers. In addition, the number of people per household in cities in economically developed countries is shrinking. In other words, not only will more dwellings have to be built, but a more diversified housing selection is becoming imperative in order to accommodate the variety of household compositions. In light of the current financial crisis, national and city governments are no longer in a position to finance the construction of new residential areas of such volume. If the government is unable to steer the development of these new residential areas, however, and leaves this up to the market or the free initiative of new residents, there is a danger that cities will become unsustainable and incohesive places lacking necessary public spaces; cities built for the urban haves, where the urban have-nots will have to make city themselves.
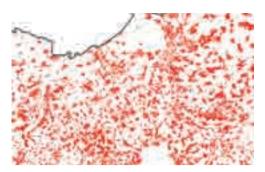
City governments must therefore look for strategies to steer the accumulation of housing toward high-quality housing environments for everyone. For it takes more than basic infrastructure to introduce vitality into a city. The appeal of the living environment and its urban quality are also determined by the public space, public transportation, amenities as a whole (including commercial, cultural and health care amenities), the proximity of the landscape, etcetera. A number of projects from

across the world present us with several methods to provide housing for the explosive growth in population and to improve urban or metropolitan quality at the same time.

In **Flanders** the connection between housing and infrastructure is particularly visible. For years Flanders was marked by an uncontrolled growth of low-rise construction along roadways. Today the entire territory is at risk of being filled with proliferating ribbon towns. As a result, Belgians are highly dependent on the automobile to commute to work. Calculations indicate that 330,000 new dwellings will need to be built in the Flemish region over the next 30 years. To find a more sustainable alternative, pilot projects are being used to explore possibilities to develop new residential developments. The regional government hopes to use the lessons learned to draw up new regulations to ensure that future housing growth takes place in a more desirable way.

Population growth in **Delhi**, India, is even more dramatic. Over the coming decades the city will absorb millions of new residents. Current plans cannot keep up with this shock wave. In an effort to nonetheless steer this explosive growth efficiently, the **Delhi 2050** project is relying on the development of a spatial strategy for the city's infrastructure. In close collaboration between universities, governmental authorities, and design firms from the Netherlands and India, a multidisciplinary and international atelier has been set up to work on a sustainable development of the city. An atelier has also been set up in **Guatemala City**, to address the enormous growth in population in recent years. Since the end of the civil war in 1996, its population has tripled. This 'Postconflicto Laboratory' is trying to find an answer to the massive demand for housing, but at the same time it goes beyond simply answering the purely quantitative question. The dwellings also provide scope for future development on an economic and commercial level, in addition to their pure housing function. This represents an attempt to use the architecture of the dwellings to increase opportunities for the most vulnerable members of urban society.

The Netherlands is not facing this kind of explosive growth. Now that population growth is set to stabilize over the next decades, the more relevant question is how to make better use of the present network of infrastructure and public spaces. The **Creating Nodes** project explores the qualities and potential of various types of nodes within this network, indicates development potential and identifies where urban development is desirable.

Atelier Vlaanderen 2030
> page 67

Delhi 2050
> page 68

Posconflicto Laboratory
> page 69

Creating Nodes
> page 49

Bordeaux has opted for a comparable approach. The city has conceived a plan to build 50,000 new dwellings. There is strong political will in greater Bordeaux, where 800,000 people currently live, to expand the city into a metropolis of 1 million inhabitants. The regional government launched a competition for designers to explore how this ideal could be achieved. Through intense collaboration with local authorities in the urban agglomeration as well as public and private investors, five design teams have presented the regional government with a palette of instruments and visions to realize the 50,000 dwellings. Here too the objective is to find types of dwellings and public spaces that can be woven into the existing urban system around public transportation hubs.

Bordeaux Métropole
> page 70

COMPACT INNER CITIES AS A SUSTAINABLE SOLUTION

As of 2008, as a result of the process of ongoing urbanization once set in motion by the Industrial Revolution, more people live in the city than in the countryside. This evolution is continuing in many countries, and cities will have to erect new buildings and dwellings. Cities often opt to expand their territory by launching developments on vacant land or by adding density to the sparsely built up urban fringe. In some countries, including the Netherlands, population growth and urbanization are stagnant and there is an increasing need to restore value to the existing urban area. This involves looking for ways to reinforce the qualities of the city as a housing environment. A more diverse selection of dwellings, for example, can ensure that people are able to satisfy their highly divergent housing requirements in the city center. Residing in the densely populated city center, after all, is not always popular. The suburbs, with their low-rise dwellings, offer more space, while the city center remains accessible thanks to good infrastructure facilities. Due to the intensive use of land and the significant dependency on the automobile to cover the distances to work and school, however, the far-flung suburbs prove to be less than consistently sustainable. City centers are far more sustainable living environments, as efficient use can be made of available facilities. Public transportation in city centers also means that the automobile plays a less significant role. People are increasingly beginning to realize these benefits. Many city centers indeed adopt these principles in order to reinforce their position within the greater urban agglomeration. They look for new ways to add density to the city center and simultaneously raise the quality of the living environment in a substantial way.

Making Inner City Rotterdam
> page 71

Although **Rotterdam** is the largest city in the Netherlands after Amsterdam, its center still features a relatively low density. The city has tried to remedy this, but this has proved unusually dif-

ficult, in part due to a lack of financial resources. **Rotterdam** has therefore been compelled to revolutionize its urban development principles and has come up with alternative ways of increasing the selection of diverse dwellings in the center and developing more green spaces in the city. In addition, in consultation with potential residents, it has looked into which qualities are currently lacking in the city and it has stimulated local initiatives for construction or renovation. In the process the city hopes to gradually transform its center into a compact but high-quality and sustainable living environment that will once again attract people to **Rotterdam's** city center.

Whereas the project in Rotterdam primarily focuses on the local residents, **Zurich** is conducting research into various international dwelling typologies in order to add density to its city center. The research focuses on 140 different kinds of buildings in cities like Hong Kong, New York, Buenos Aires, and Rome. In Switzerland, the dream of an individually owned home still defines developments in urban areas. As a result, cities have mostly expanded horizontally, and there is reluctance toward striving for a compact city. The Swiss Federal Institute of Technology Zurich, the ETH, in collaboration with the city's spatial planning department, has developed potential densification scenarios for the city, to be subsequently tested in the market. International dwelling types are projected onto **Zurich's** inner city in order to demonstrate that densification can also offer a Swiss quality of life.

The city of **Groningen** is also endeavoring to work on the densification of the city and the diversification of its housing stock through the exploration of different dwelling types. A number of proposals have been developed as part of three public programs, each led by a renowned architect. Some of these have already been implemented. One of the programs, Bouwjong!, looked into potential developments for student housing. Bouwjong! attempted to fill in under-developed gaps in the city, to achieve not only higher density but also better cohesion in the city center.

Remaking Zurich
> page 72

Intense Stad, Intense Laagbouw, Bouwjong!
> page 73

MAKING CITY
PROJECTS MAIN EXHIBITION

TEST SITE ROTTERDAM
PERMANENT TRANSIENCE

39

Opportunistic and sometimes reckless real estate speculation has produced an enormous amount of square meters of floor space over the last several decades. As a result our cities are now full of vacant buildings. In the Netherlands alone 7,000,000 m² of office and commercial space stand empty. Interdisciplinary design practice ZUS argues that while these buildings may have mostly been built in a city, they have never engaged in a relationship with the city. They have been both served and isolated by infrastructure hubs, have been deserted at night, and have blocked any form of function mixing and with it any revitalization of the city itself. ZUS wanted to analyze and combat the economic structures and typological preconceptions that underpin this model of making city, particularly in the Rotterdam Central District, and therefore started the pilot project known as the Schieblock, a former office building that was saved from demolition and gradually turned into a temporary epicenter of cultural and architectural debate.

For ZUS and the IABR this jump-started the Test Site Rotterdam, the aim of which is to test new planning, design and financial instruments needed to combat further decline. In the effort to bring out the potential of the declining district, concrete, but transient, spatial and economic projects are therefore being initiated. The campaign 'I Make Rotterdam' was launched to optimize involvement from civil society: a bridge financed by crowd-funding will literally break through spatial and economic barriers.

Initiating parties
ZUS [Zones Urbaines Sensibles], IABR

TEST SITE SÃO PAULO
CONNECTING SOCIAL NETWORKS WITH LOCAL SUSTAINABLE
FORMS OF PRODUCTION AS A WAY TO MAKE CITY

40

After decades of steady increase in population São Paulo, the largest and most economically important city in South America, has stopped growing. Its strong economic development produced an infrastructure network that has outpaced and even overwhelmed urban development. New investments were used to expand the infrastructure network; urbanization would follow. In most cases, this took place through individual, spontaneous and often informal initiatives, resulting in a fragmented and uneven urban fabric.

The investment cycle now taking place is ushering in a new period of metropolitan urbanization. Brazil has finally attained sustainable economic growth, and the rapidly expanding middle class is demanding new modes of housing, employment, and consumption. São Paulo has to reinvent itself: no longer an industrial city, it is on its way to becoming a twenty-first-century city. Planning strategies need to focus on changing and improving the current precarious situation. The paradigm of the infrastructure network must be revised, existing elements must be reconfigured and brought within the urban fabric, inequality must

be addressed, and there must be investment in the development of the population, so that the urban fabric and social networks can be reinforced and the many different parts and layers of the city can reconnect.

To this end, the city's social housing department, SEHAB, and the IABR have joined in setting up the *Atelier São Paulo*, with 5th IABR Curator Team member Fernando de Mello Franco (MMBB Arquitetos) as Atelier Master. The Atelier concentrated on the Cabuçu de Cima area, in the northeast of the city, and the objective was, in parallel and in synergy with the urban plan developed by SEHAB, to identify opportunities and possibilities to connect existing social networks with local, new and sustainable forms of production.

Initiating parties
Secretariá da Habitaçao Social (SEHAB) São Paulo, IABR

TEST SITE ISTANBUL

41

THE ALLIANCE OF THE REALMS: CITY – WATER – AGRICULTURE.
STRATEGIC VISION FOR THE SUSTAINABLE DEVELOPMENT OF THE
MUNICIPALITY OF ARNAVUTKÖY IN ISTANBUL

As the city of Istanbul continues to grow and political decisions reside in so-called *çılgın proje* or 'crazy plans,' the metropolitan fabric is spreading further and further: to the east, west and now north along the Bosporus and the Black Sea coast. Areas like Arnavutköy that used to be on the periphery of the city have undergone an explosive population growth of over 400 per cent in less than 20 years. Projects such as the third bridge over the Bosporus and the recent economic development make it clear that even greater changes can be projected upon the future size, shape and fabric of Istanbul. However, as the city expands it eats into the productive landscape that has been its lifeline. Watersheds, agricultural land, forests and ecological areas are threatened by the sprawling city. Growth and sustainability seem to be headed toward an unviable relationship.

Arnavutköy is at the heart of this dilemma, as this municipality contains and borders several lakes and basins needed for the constant supply of drinking water for the city. The IABR and the Municipality of Arnavutköy set up the *Atelier Istanbul* to take on these challenges, inviting

Belgian office 51N4E and the Dutch H+N+S Landscape Architects to develop a master plan for the area, in association with the local municipality and relevant stakeholders, taking into account the many different developments that shape the area and the multilayered government structures in place. Asu Aksoy, IABR's local curator in Istanbul, and Joachim Declerck, member of the 5th IABR Curator Team, were appointed as Atelier Masters.

The aim has been to work out a logic for the city in which urban development and productive landscapes are able to contribute to one another in achieving a sustainable and well-functioning urban environment.

Initiating parties
IABR, Municipality of Arnavutköy Istanbul

ATELIER MAKING PROJECTS

42

In *Atelier Making Projects* seven Dutch national spatial projects are brought under the roof of the International Architecture Biennale Rotterdam. The seven projects are highly complex, of great size and of long duration, often decades: Zuidas City Centre, 100,000 Jobs for Almere, The City of Rotterdam South, Rhine-Meuse Delta, The Metropolitan Landscape, Creating Nodes, and Making Olympic Cities. Each is a project that encompasses a major spatial issue and in which countless parties besides the state are involved as stakeholders. In most cases these are lower-level government authorities, while often it is the alliances with the market and civic society that make (or are meant to make) the project possible.

The projects vary widely in terms of scale and the phases they have reached. Whereas Zuidas City Centre concerns Amsterdam's new business district, the Rhine-Meuse Delta project encompasses the whole basin of the Rhine and Meuse Rivers and their mouth in the southwest delta of the Netherlands. And while the Making Olympic Cities project may run beyond 2028, The Metropolitan Landscape is part of the devolution of responsibilities to parties other than the state. For all the projects, the contribution of Atelier Making Projects represents a brief moment in a much lengthier process.

However brief, the contribution is intensive and, hopefully, meaningful. Within the atelier, 15 design practices and three design schools conducted design research for each project. It was deemed essential that the design research make a concrete contribution to the on-going project. In addition, the study also had to produce results fit for an exhibition for a broad audience. It is precisely this dual agenda that runs as the guiding thread through Atelier Making Projects.

It is the duality of the agenda that makes it possible to create new room for thought within a project with major stakes, many participants,

43

and an often highly political and sometimes emotionally charged context. Joining the IABR's international research program creates room for knowledge exchange, experimentation, debate, and reflection on the undertaking – room often lacking in a project's own dynamic. Comparisons with projects abroad provide a broadening and deepening of the substantive context. At the same time, the fact that the projects will be exhibited requires an innovative, perhaps provocative presentation of the research, the design, and the projects themselves in the breadth and complexity of substance and alliance. This contributes to the expansion of the room for thought. And it is precisely this freedom of thought that is of crucial importance in working on such large-scale projects. Without, of course, losing sight of political accountability. On the contrary, it is in the very heart of the political arena that the design is employed to achieve depth, sharper focus, and reflection.

The two-fold objective of project and biennale also led to manifold commissioning of the design studies. For the spatial projects the commissioning clients are the project managers and their organizations: always a government ministry – sometimes there was already a shared commission with a municipality, for instance. But the biennale curators, via the atelier supervisors, are commissioning clients as well, of course. The projects are meant to contribute to the 5th IABR as a research trajectory: What can we learn from *Making City* in the everyday practice of the Netherlands? How can we communicate this in a persuasive way? A result that cannot be explained to a broader audience, after all, is useless for an exhibition. What's more, one of the curators is also acting director-general of spatial planning at the Ministry of Infrastructure and the Environment (and from this position, of course, an initiator of Atelier Making Projects). So not just double commissions, but also – deliberately – double hats. Welcome to the world of *Making Projects*, because this will increasingly be the way things are done. Fewer and fewer projects will exist just because they have been started; we can no longer afford to do so. Changing coalitions, connecting interests and joining forces are all part of making a project.

A third consequence of this dual agenda is the focus on the present as well as on the future. The design studies within the atelier primarily contribute to a goal in the sometimes distant future. The projects at this level of scale, after all, are not about 'immediate implementation' but rather about 'implementability 10 or 20 years down the line.' 'Project' is also often 'program' and as such directly linked to (spatial) policy, which is intrinsically predicated on long-term effects. At the same time, however, the design practices did have the task of producing immediate results for the exhibition. Results that were therefore not just of value in a process spanning several years, but would also inform, present, confront, and stimulate public debate in the here and now. Atelier Making Projects was an exercise in making a long-term contribution to a project in a short period of time, and with a concrete product promptly accessible to a broad audience.

Finally, but in fact the primary objective of Atelier Making Projects, these projects explore and test the role of design in the planning process. Therefore this is not only an experiment in 'making project' but also in 'making process.' Processes in which design definitely does not always have a self-evident or leading role, and in which a multitude of societal forces, varying in time, often determine the direction and outcome. Design can, however, fulfill a key role in this, and in many different ways, it turns out. Be it by outlining possible futures, by developing knowledge and making it sharable, by demystifying problems or placing them on the public agenda, by providing razor-sharp analysis through the interests and tasks, by broadening the perception of reality with new interpretations, or by telling a new story with which other parties can be brought into the project and new alliances forged.

Initiating parties
Ministrie of Infrastructure and the Environment, Ministriy of Economic Affairs, Ministriy of Agriculture and Innovation, Ministriy of Interior and Kingdom Relations

ZUIDAS CITY CENTRE

The Zuidas was once supposed to become the international financial center of the Netherlands. For years, therefore, the Zuidas has not only been one of Amsterdam's biggest municipal projects, but also a project of national importance. Although the financial crisis put an end to its status as a future financial district, the crisis changed nothing about the Zuidas as an international business center, located 6 minutes from Schiphol Airport, with high-speed rail connections, a university around the corner, and a location close to the center of Amsterdam. Still, now that many developments are being delayed, there are more uncertainties than ever at the core of the planning process. This highlights the necessity, but also the opportunity, to reconsider, to analyze, and to decipher what is actually being worked on. For the Zuidas is also a living part of the city, even if it is young and provisional in its development. This is almost the opposite of the way the Zuidas is so often described and represented: as a project under construction, based on a vision that extends to 2040. This unilateral view of a place – merely underway, still to be completed – ignores the experiences of those who live, work, and play in the Zuidas. For they experience the place as it is now, not as it might be one day.

In the project *Zuidas City Centre*, students from three internationally renowned architecture schools were asked to reconcile the current reality and possibilities on the ground with the ambitions of the long-term plans. What does this position as an international center mean for the quality of life in the area, for its connection to other parts of the city, the region, and beyond? How can the Zuidas be developed into a genuine piece of the city, allowing it to accommodate housing, work, and recreation, linked to its environs? The results of the *Zuidas Winter School* were subjected to reality checks, in order to test the possibilities and the steering instruments for their actual development.

Initiating parties
Dutch Ministry of Infrastructure and the Environment, Municipality of Amsterdam

THE CITY OF ROTTERDAM SOUTH

45

With a population of 200,000, Rotterdam South is in itself one of the largest cities in the Netherlands, but it is not doing all that well. Employment, the housing stock, accessibility, and the quality of the everyday living environment are all below par. The various problems have been identified and addressed often and from many different angles over the past years. The national government has recently acknowledged the extent of the challenges and the need for a coordinated approach. For however much attention is devoted to the various issues, the problems will not be resolved until it is recognized that they are interconnected.

Over the next few years, all parties involved will work together as part of the *Nationaal Programma Kwaliteitssprong Zuid* (the 'national "quality leap" program for Rotterdam South') to raise Rotterdam South to a higher level. What has been largely ignored so far, however, is the need for a change in perception. From a focus on South as the problematic part of Rotterdam to an awareness of the area's own strength, with its own connections on a greater, regional scale. For Rotterdam South is a big city with a young population in an aging country. Better access to work and education at the local *and* regional scale can be the engine for the development of *The City of Rotterdam South*. An approach based on better accessibility in the broadest sense of the word also implies the potential to combine many agendas and ambitions (such as economy, education, housing stock) in a positive way. Moreover, this approach is grafted on the potential of the city as a social ladder. In The City of Rotterdam South, this hypothesis is tested on various scales, using readily available urban programs with great potential for the future such as mid-tech, health care, and education.

Initiating parties
Dutch Ministry of the Interior and Kingdom Relations, Municipality of Rotterdam

RHINE-MEUSE DELTA

The area of the Rhine-Meuse Delta stretches from Germany and Belgium to Rotterdam and on to the North Sea. After the 1953 North Sea Flood, the Delta Plan was drawn up, involving a new system of dikes to protect the country from future flooding. The construction of this system went on for decades, with the Delta Works as the project's icon. The work, however, is never really done. Rising sea levels, subsiding soil and more extreme weather with wetter periods present us with new challenges. The Delta Program, the successor to the Delta Plan of the 1950s, has identified two central objectives: protection against flooding as well as the security of the freshwater supply for agriculture, nature, and industry. But these objectives can still be achieved in different ways. In a few years, political leaders will have to decide on the strategy to follow for the coming decades.

One of the options is 'continuing on the current course.' This strategy demands the continuation of the current principles of seaside defenses, a focus on safety (over ecology, for instance) and prevention as the primary means of meeting safety and security standards over the coming decades. These principles, however, still

allow for many different solutions and present many different opportunities. These solutions and opportunities are made most evident when design takes place on the small scale, in the margins between land and water. Of course 'staying on course' does not mean nothing changes. For in some cases the aforementioned rise in sea levels and the more extreme weather, with more rainwater having to be discharged by the rivers, necessitate drastic measures.

The Rhine-Meuse Delta project examines the spatial possibilities, limitations, and opportunities of the 'current strategy' for five different areas in the delta. It explores the synergy between the challenges presented by the water and the spatial developments in the area. Based on site-specific design and the relationship between water and spatial development, the results are translated back into a strategy on the scale of the entire delta.

Initiating party
Dutch Ministry of Infrastructure and the Environment

46

THE METROPOLITAN LANDSCAPE

47

Over the past 60 years, the landscape of the Netherlands has undergone dramatic transformations. From separate cities and towns in a ring around an open landscape, the 'Randstad' has evolved into a highly urbanized and mostly continuous area, turning the former Green Heart into a component of an urban territory. The result is a metropolis of 8 million inhabitants with the quality of a house with a garden: the landscape as an item for everyday use within immediate reach. Because of this urbanized condition, the territory is also expanding, which is why the concept of the Green Heart was recently replaced by that of *The Metropolitan Landscape*, now including the rivers and the IJsselmeer: the front *and* back gardens of the urbanized portion of the Netherlands. Along with the 'mainports', these green lungs are what make the Netherlands a competitive region. The advantages and opportunities for food production, recreation, energy, fresh water, and a strong cultural identity can hardly be underestimated.

Amazingly, however, it is primarily the government that cares for this landscape, develops, protects and pays for it, be it local, provincial, state, or European government. But this will soon be a thing of the past. The government cannot and will not shoulder the cost of financing the landscape alone any longer. At the same time, the dramatic transformation of this landscape, the fact that it has become part of a greater urban system, has enormous consequences for the way we use it. The Metropolitan Landscape seeks new ways to define and appraise this landscape. New actors and new alliances are sought and challenged to take charge of the metropolitan landscape.

Initiating parties
Dutch Ministry of Economic Affairs, Agriculture and Innovation

MAKING OLYMPIC CITIES

Exactly 100 years on from 1928, the Netherlands is once again keen to host the Olympic Games. Feasibility studies are being conducted, all aspects required for the organization of such a unique event are being examined; countless new facilities, accommodations, and infrastructure will have to be built in order to raise the Netherlands to the Olympic level. Another aspect of a possible bid for the Games, however, separate from the technical requirements, is the image of the hosting country around the world. Why should the Games be awarded to the Netherlands? What would 'our message' to the world be in 2028? How can the Netherlands distinguish itself from the other countries making bids for the Olympics? Such bids tend to highlight and reinforce the existing characteristics and traditions of a country, region, or city and then to translate these into opportunities for development and innovation.

Making Olympic Cities focuses on the way in which the international image, the narrative of the hosting city, can be connected to the actual city. How is this being done in other cities? How do the gigantic investments in infrastructure and accommodations come together in city making? And what does this suggest for new opportunities in the Netherlands?

Initiating parties
Dutch Ministry of Infrastructure and the Environment, Dutch Ministry of Health, Welfare and Sport, Alliantie Olympisch Vuur, Province of North-Holland, Province of South-Holland, Municipality of Amsterdam, Municipality of Rotterdam

48

100,000 JOBS FOR ALMERE

49

In only a few decades Almere grew from nothing into a city of 190,000 people. The city aims to double this figure with the construction of 60,000 new homes between now and 2030. In light of this, Almere's dual position in the urbanized region of the Netherlands is becoming increasingly significant. On the one hand, Almere is still the satellite town of Amsterdam, the historical capital of the Netherlands. Commuter traffic and limited local amenities make this clear. The perception of Almere as a 'solution' for absorbing growth in the Amsterdam metropolitan region confirms that position. On the other hand, Almere, with its new city center and future growth, is also increasingly turning into a city in itself.

For Almere to develop into this 'full-fledged city,' it needs more than just inhabitants: it needs a strong economy and its own labor market. To achieve this, the province of Flevoland, the municipal authorities of Almere and the national government have joined forces and made the creation of 100,000 jobs part of Almere's growth strategy. Various potential strategies are examined in *100,000 Jobs for Almere*. What are the promising sectors, who are the actors

involved and what is their potential role? But also: What are the spatial consequences of the various strategies and what opportunities come to the fore as a result of the spatial conditions of Almere within the untouched polder of Flevoland?

Initiating parties
Dutch Ministry of Infrastructure and the Environment, Province of Flevoland, Municipality of Almere

CREATING NODES

50

The Netherlands is one of the most urbanized countries in the world, and yet it has no truly large cities. A history of independent towns along the river, followed by post-Second World War planning, has produced a pattern of numerous, relatively small towns and cities, more or less distinct, connected by a network of roads and railways. This has led to a highly efficient use of the land, but also to enormous mobility, especially by car. And the wanderlust of the Dutch continues to grow, to the point that the system is bursting at the seams. In most urban regions, with congested roads and trains approaching a metro frequency, the turning point is being reached.

A new urban pattern is emerging, in which rail links form the support structure of a network city that is gradually replacing the fragmented model of separate cities. When this new structure is linked to the road network by a system of nodes, the result is the 'best of both worlds'. The development of these nodes, however, requires a specific approach, based on their specific position in the network. Since the 1990s, massive investments have been made and many new strategies have been developed.

And the completion of the new major stations has now also given a face to the sometimes hidden transformation. Yet there is still no integral strategy.

The *Creating Nodes* project examines the development of the network in relation to the urban development that surrounds it: What role can the different kinds of nodes play in a better use of the network, but also of the city? The project investigates the scale – national, regional, or local – on which strategies should be formulated in order to truly take advantage of new opportunities. And what are the opportunities that emerge from the development of this network: What kinds of places are made possible in the city by new places within the network? And finally, be it new methods of funding, regulation or actors and alliances: What is needed to make this possible?

Initiating party
Dutch Ministry of Infrastructure and the Environment

51 **COUNTERSITES**

LA DÉFENSE SEINE ARCHE 'LE FAISCEAU'
URBAN REQUALIFICATION OF A DUAL TRANSPORT
INFRASTRUCTURE

52

La Défense Seine Arche is a 560-ha national-level development operation located to the west of Paris. The French government and local authorities commissioned the La Défense Seine Arche Public Development Authority to plan and foster new urban development. Located in the city of Nanterre, Le Faisceau covers an area of 100 ha. Nestled in the urban fringe of the Central Business District of La Défense, it is at the same time located in the heart of the urban development areas on the west side of Paris.

Because of its central position, the goal of this area is to stitch together larger projects within the region of *La Défense Seine Arche*. However, the presence of infrastructure barriers – such as major rail and road transport links – have isolated this territory and fragmented it into artificial patches of land. At the same time, the specific infrastructure presence has produced a unique topography of landscapes. The emergence of a new transportation hub and projects (the suburban and Greater Paris transport

lines) has triggered discussions and created an opportunity to restructure this visible infrastructure locally, while also considering its strategic metropolitan position within the Greater Paris project.

Initiating party
L'Établissement Public d'Aménagement de La Défense Seine Arche (EPADESA).

HIGH LINE

On 23 June 2005, the New York City Council approved the Department of City Planning's proposals for zoning text and map amendments affecting the West Chelsea area in Community District 4 in Manhattan. The area encompasses the High Line, an elevated rail structure constructed between 1929 and 1934 to serve the industrial and manufacturing districts along the west side of Manhattan. The High Line, contain approximately 3 ha of elevated space in the heart of the neighborhood, had not been used for rail transport since 1980.

The proposal created the Special West Chelsea District to provide opportunities for new residential and commercial development, facilitate the reuse of the High Line elevated rail line as a unique linear open space, and enhance the neighborhood's thriving art gallery district. To encourage preservation of the *High Line* and the light and air around it, the proposal allowed development rights to be transferred from High Line properties to designated receiving sites within the Special West Chelsea District.

The Special District Rezoning has been a success. To date, more than 7 million people worldwide have visited the new High Line park, and the rezoning mechanism has facilitated over 30 new development projects in the West Chelsea District totaling $2 billion in private investment, attracting some of the most distinguished architects in the world to build there and making the district one of New York's most vibrant neighborhoods.

Initiating parties
Friends of the High Line, New York City Department of City Planning, New York City Economic Development Corporation, New York City Department of Parks and Recreation

HAAGSE HAVENS
A NEW EARNING CAPACITY FOR THE CITY

In the wake of the city's boom in the 1960s, The Hague invested large amounts of care, attention, and money in its inner city. After 40 years of planning and development the city is vibrant and diverse. Today, however, the priorities of planning strategies have shifted: from full completion of certain districts the city is redirecting its efforts toward the revaluation of the existing city as a starting point for development. This means a different way of looking, thinking, working, valuating, planning and designing. One area in The Hague where this change in method will be demonstrated is Haagse Havens (the industrial areas of Binckhorst and Laakhaven), for which the department of urbanism in The Hague and the art and architecture center Stroom Den Haag started the program *Haagse Havens.*

This program explores new methods of making city, confronting urbanism with other practices by architects, artists, inhabitants, entrepreneurs, and different researchers, as well as looking for investors (with money, time, energy, love, care) needed to develop this area. In three case studies – about the existing culture, the public domain as catalyst, and living as adventure – a mix of research, experiment, and reflection will be applied to find new answers to the question of how to make city.

Initiating parties
Department of Urbanism The Hague, Art and Architecture Center Stroom Den Haag

BRAINPORT EINDHOVEN
MAKING WORLD CLASS

After Amsterdam and Rotterdam proclaimed themselves to be the two 'mainports' of the Netherlands, Eindhoven is presenting itself as the 'brainport' of the country. Eindhoven has a growing concentration of top technologies and knowledge industries. These concentrations of top-tech firms and research institutions are usually found just outside the city. The concept of *brainport* is hardly geographically definable; it constructs the notion and the understanding of a network economy and connections crossing regional and even national borders. By emphasizing and reinforcing this field of forces, which often manifests itself virtually, Eindhoven wants to create the image of being the smartest region in the world. This platform and ambition will steer urban development in and around Eindhoven. But in what way?

Eindhoven's aim is to acknowledge, define, and research this network in order to reinforce it, to use it to make city. An exciting journey, with unlimited interaction among universities, industries, and citizens, and with an unpredicta-

ble outcome. This methodology bypasses traditional urban planning by not immediately trying to envision the built future, but by embracing the forces that will build the future environment.

Initiating parties
City of Eindhoven, Samenwerkingsverband Regio
Eindhoven (SRE)

KENTUCKY RIVER CITIES
LOUISVILLE, PADUCAH, HENDERSON

56

Kentucky River Cities focuses on the role design can and should play in the redevelopment of ten Kentucky cities located on the Ohio River. From the late eighteenth to the mid-twentieth century, shipping, manufacturing, and cheap energy made these cities, and the Ohio River that connects them, some of the most important drivers in the US national economy. Driven by global economic restructuring that commenced in the late 1970s, these *Kentucky River Cities* have since witnessed a period of decline that has only worsened with the economic downturn of 2008. This has resulted in record unemployment, smaller budgets for county and city government, and increased youth flight to larger metropolitan areas.

To address these and related problems, the University of Kentucky College of Design has developed partnerships with local municipalities, industry, small businesses, and non-profit organizations. Working in Henderson, Paducah and Louisville with these partners, the College of Design has produced strategic and scenario planning studies as well as architecture and infrastructure proposals focused on economic redevelopment. These proposals have helped to focus local, state and national interest on the problems facing these cities and the region and in Henderson and Paducah have triggered new development projects that are the focus of this exhibition.

Initiating party
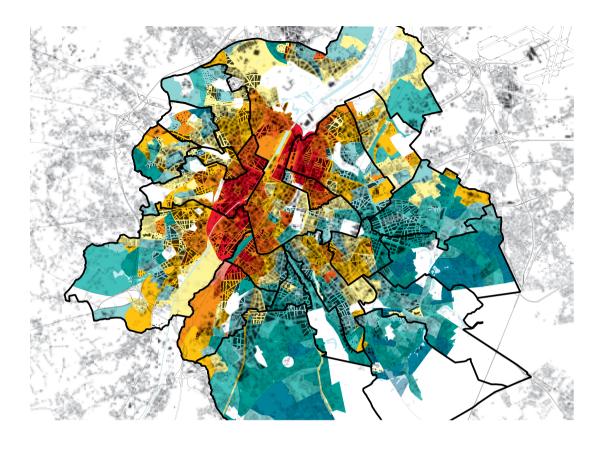University of Kentucky College of Design

GEBIEDSVISIE DRU INDUSTRIEPARK

The Netherlands' iron industry is rooted in Ulft, in the municipality of Oude IJsselstreek. This former industrial site, which housed the companies DRU and ETNA, was one of the largest in the Netherlands. Always a place of innovation, the industrial heritage site and its monuments are being transformed to suit and embrace a new economic context. The development ambitions go beyond what the municipality can handle on its own, so alliances on various levels – municipal, regional, national – and with different actors – politicians, developers – were necessary to construct a firm foundation for far-reaching development.

Recent changes in society have compelled these alliances to revise the plans drawn up in 2000: a more vital and more layered mode of planning is necessary to proactively withstand the rapid changes in today's society. This has led to a new and sustainable plan, which engages strongly with the past and the area's industrial character, reusing and restoring its existing industrial legacy

Initiating party
Municipality of Oude IJsselstreek

BRUSSELS CANAL
DEVELOPMENT OF A GUIDE PLAN FOR THE CANAL ZONE OF THE
BRUSSELS CAPITAL REGION

58

Like many cities, the Brussels Capital Region faces many challenges. Massive immigration is one of them, with 60,000 to 82,000 new inhabitants predicted each year over the course of the coming decades, but there are also economic, social, and environmental challenges. All these challenges are an opportunity for the region to rethink its territory in a global way, initiating an ambitious and coherent planning policy.

The culturally diverse Canal Zone, which bisects the region from north to south, has more than its share of problems. This formerly industrial area is also at the center of attention, with many projects in preparation, both on a governmental and public level and by the private sector. Thus there is an opportunity to engage the full potential of the area and develop a territorial vision, an innovative approach, and a flexible methodology in which design is crucial to addressing the area's multiple issues. *The Brussels Canal Guide Plan* aims – through a competition among multidisciplinary teams – to

produce a document to guide this transformation, focusing not just on empty land but on the existing urban fabric and its qualities and potential for transformation. While avoiding the addition of another layer to the set of already existing planning tools in the area, the government is seeking to develop an instrument with which to develop this large territory more coherently.

Initiating parties
Brussels Capital Region: Cabinet of the Minister-President, Architecture Workroom Brussel

DIYARBAKIR
ACCOMMODATING DIFFERENCES, BRIDGING FISSURES

59

Diyarbakir, situated in the southeast of Turkey, was historically the richest and most important city of the region. In the last decades, due to the political and social conflict that has afflicted the area – with its Kurdish majority – it has evolved into a large, poor and rather under-equipped metropolis. The migrations of rural citizens to the city, who settled either in illegal settlements or in the main historic districts (Surici and Baglar), have reinforced the image of a divided city.

Diyarbakir is a city divided between wealth and poverty, between the intricacy of the older districts and the modern image of its recent residential sectors, between extreme control and illegality, between modernity and tradition. The alarming urban growth and expansion is revealed on the one hand by the extreme level of urban density of the old neighborhoods and on the other by the unabated consumption of land for the construction of speculative apartment blocks toward the northwest. The city's current master plan fails to tackle the imbal-

ances and asymmetries of this urban condition. The project, funded by the Matra program of the Dutch Ministry of Foreign Affairs, engages different parties to complement existing plans and trajectories through architectural and urban design, ranging from a large-scale strategy in which new development is organized according to the logic of a new public transportation system, to specific architectural and urban design interventions for three sites injecting production facilities, houses, and supporting structures in order to favor coexistence and cooperation among different communities.

Initiating parties
Berlage Institute Rotterdam, Institute for Housing and Urban Development Studies (IHS), Erasmus University Rotterdam Diyarbakir Metropolitan Municipality, Development Centre Association Diyarbakir, Diyarbakir Chamber of Architects, Engineers and Urban Planners of Diyarbakir

LIVING WITH WATER IN THE VENETO REGION

While the global process of urbanization continues, global climate change results in more frequent and more intense flooding and drought. These two phenomena clash as urbanization continues, especially in former floodplains, near rivers and coastal areas, and water use is increasing. The Veneto region in Italy is no exception, because of its high density and the high productivity of its water-sensitive landscape. In this area, due to the disperse character of its urbanization – *città diffusa* – urban patterns integrate diverse programs and water uses that result in widespread episodes of flooding, drought and pollution. While all these issues are becoming increasingly urgent, the current planning system seems to be inadequate to tackle these vulnerabilities.

Latitude is a platform that is coordinating an investigation aimed at constructing a new set of planning tools, using case studies in the Veneto region. In doing so, they underline the importance of local stakeholders and the social aspects that influence the region's vulnerability. This research and design exploration consists of an experimental methodology and will focus on three cases. Urban planners will work together with anthropologists and graphic designers to survey the cases and to build alternative scenarios to make city. Thus, spatial and ethnographic surveys will sustain three investigations that involve universities, experts from various fields, and local actors who are all asked to constructively share their points of view. *Latitude* intends to use the knowledge gained from this process to trigger a debate regarding current urban planning practice in water management.

Initiating party
Latitude Platform

NEW YORK CITY WATERFRONT
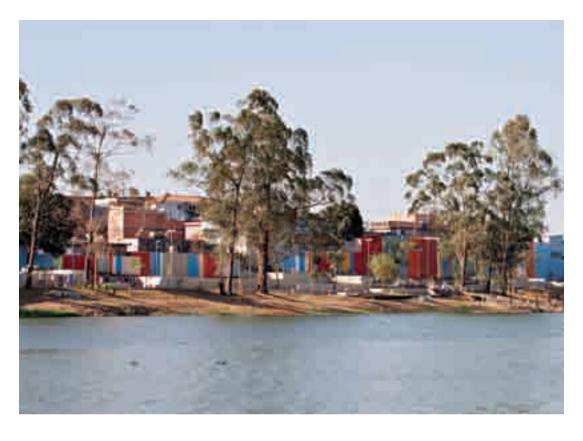## THE MAKING OF A COMPREHENSIVE SHORELINE APPROACH

61

New York City is famous for its dazzling skyline, iconic bridges, glorious parks, and grand avenues. But our global city possesses two other extraordinary physical assets: our waterfront and waterways. Four of New York's five boroughs are on islands, and the fifth is a peninsula. That translates into 800 km of shoreline bordering ocean, river, inlet, and bay. This expansive and diverse network of water bodies is one of the city's greatest resources – in a way, our 'sixth borough.' Over the past several decades, the City has made great strides in connecting New Yorkers with the water's edge. During the Bloomberg Administration the City has created over 140 ha of new waterfront parkland, and rezoned more than 280 ha of underutilized waterfront land into active, vibrant, and economically productive locations.

Vision 2020: The New York City Comprehensive Waterfront Plan, released in March 2011, builds on these accomplishments and establishes a new, sustainable framework for the next ten years and beyond. The plan includes site-specific recommendations for every stretch of waterfront throughout the five boroughs as well as citywide policies and initiatives. Together these recommendations establish a framework for strengthening New York as a world-class harbor city and for making the water a more integral part of every New Yorker's life. With unprecedented commitment, the City is shifting the focus from the land to the water – from fully integrating the city with our waterways, to advancing the ecological vitality of the waterfront, and making the city more climate resilient.

Initiating parties
Department of City Planning, Economic Development Corporation, Department of Parks and Recreation, Department of Environmental Protection, Department of Housing Preservation and Development, Office of Emergency Management, New York State Department of Environmental Preservation

CANTINHO DO CÉU
BETWEEN HOUSE AND WATER

The city of São Paulo has 11 million inhabitants, 3 million of which live in precarious conditions. New action plans attempt to go beyond formalizing *favelas* or irregular settlements and link urban renewal to geographical and environmental improvement. The Municipal Housing Plan prescribes general criteria to prioritize and determine investments and interventions across the city, while the actual intervention in each area deals with the specific context and characteristics.

The Cantinho do Céu project is an example of this methodology. The area became segregated from the city by informal settlement, marginalized due to the lack of infrastructure and the physical presence of a power line corridor. Located on the shore of the 'Billings' reservoir – which is of high value to the city – the precarious conditions of Cantinho do Céu threatened the whole metropolitan area of São Paulo. Alliances and structures were set up to take control of the sanitation of the reservoir's banks, guaranteeing high-quality water for the whole city, and at the same time restoring and improving the precarious state of the neighborhood and re-establishing its connection to the rest of the city.

Initiating party
Secretaria Municipal de Habitação (SEHAB), São Paulo

900 KM NILE CITY

63

The Nile Valley, stretching 900 km from Aswan to Cairo, has an average width of 10 to 15 km and is defined by limestone cliffs, 300 m high, that frame the landscape on both sides. The whole area has a population of roughly 26 million, with an average density of about 2,100 inhabitants per km². Such density allows this otherwise rural environment to be considered a city. *Nile City* is the series of settlements located in the Nile Valley. The term 'city' is used here for lack of a better label.

Unlike urban development based on industrial growth, immigration is not at the origin of Nile City. Growth here comes from repetition, not from change. Like single-cell organisms, Nile City grows by gemmation. Its logic is: *the same, the same again, and again the same...*

Nile City grows without reaching a new level of organization; it grows without establishing a new hierarchy. The farmer becomes a metropolitan inhabitant of a city made of an endless repetition of the same village. An accumulation of housing and fields 900 km long, without a single cinema. No longer countryside, and yet still countryside. Nile City needs to integrate a productive landscape and urbanization, become an identifiable entity to its own inhabitants, and become a conscious *form* that citizens can name, recognize and design.

Initiating parties
Baukuh, AtelierKempeThill, Assiut University

CLUSTER PARIS-SACLAY 2010-2016
'ENHANCED GEOGRAPHY': BUILDING UPON A TERRITORY'S RECOGNIZABLE FRAMEWORK

64

Paris-Saclay houses about 10 per cent of French public research and corporate R&D, on the last major agricultural plateau of the region, located 30 minutes south of the center of Paris. As part of the 'Grand Paris' project, it is on the brink of becoming one of the most promising scientific and technological clusters in Europe. The goal here is not to urbanize the plateau but to invent an appropriate response to an unprecedented situation: from the existing isolated buildings, the project is to create dense and compact urban forms encouraging interaction.

Today, the territory's unity is fragile. Only its geography is obvious: hills alternate with tree-filled glens and open plateaus. The proposal is to develop an 'enhanced geography' by adding to the strong elements already in place, parks and public spaces including infrastructures. This landscape framework will host 'park campuses': delimited and multifunctional neighborhoods.

The Paris-Saclay Cluster is therefore not another city, but a hierarchized archipelago of 'park campuses' linked by a chain of public spaces and parks. Time management is an essential component of the transformation process. To avoid becoming an ongoing construction site, the project makes use of a gradually evolving artificial landscape, an ecological engineering that anticipates the different limits and public spaces.

Initiating parties
French Ministry of Urban Affairs in charge of Grand Paris, French Ministry of Higher Education and Research

FOODPRINT ERASMUSVELD
'WORKING CITY: THE SOCIETY OF ENGAGEMENT'

The city of The Hague aims to build a new residential area called Erasmusveld, 'the most sustainable neighborhood in the world.' This urban district should 'give more than it takes' and would include 750 dwellings. Stroom Den Haag proposed to the city council, as part of its Foodprint program, to investigate in what way the food cycle (production, distribution, preparation, consumption, waste management) can be integrated in the future plans for Erasmusveld to help it realize its sustainability objectives.

Studio Makkink & Bey designed a number of sustainable public utilities under the title *City Bonds Erasmusveld*. The aim of this project is to closely examine and test in reality how, in a period of economic decline, a sustainable living area like Erasmusveld can be developed from the bottom up. The basic idea is that future inhabitants of Erasmusveld and their neighbors organize themselves even before building activities commence, form private initiatives, and start up sustainable public utilities in the planning area on a temporary basis. Three of these

public services are planned so far: Energy Path, Composting and Water Purification. Property owners in the planning area will be asked to put plots at the disposal of the associations for a limited period (3 to 5 years).

The underlying question of the architectural study by Makkink & Bey, in collaboration with Stroom Den Haag, is whether bottom-up strategies like *City Bonds Erasmusveld* can put an end to the stagnation in urban development as a result of the financial crisis.

Initiating party
Stroom Den Haag

OPEN CITY BATAM
PLANNING A TRANS-NATIONAL URBAN REGION

In 1989 Singapore, Johor, and Riau formed a trans-national Growth Triangle, establishing a three-way profitable situation. Forty minutes away by ferry, Singapore found what it lacked: access to cheap labor and land for industrial or agricultural cultivation. Batam, Indonesia's Free Trade Zone, in turn, benefited from economic investment, knowledge management, and technical expertise from Singapore. While they share this economic prosperity, the two are very different in terms of urban form. Profiting from the free trade zone, Singapore continues to establish its reputation as one of the most sophisticated and best-planned global cities, while Batam is turning into an unruly frontier town where rampant speculative development is barely controlled by weak frameworks.

Rooted in the previous IABR, *Open City*, and by invitation of the Regional City Planning Authority of Batam, KRUPUC was commissioned to produce a plan for an urban system that transcends national borders and expectations. Dapur12 on the main island of Batam

is the pilot site for creating an incremental, semi-guided neighborhood for the industrial workers as an alternative to the city's existing unregulated settlements, subsidized flats, and subsidized ready-built lots, which have their limitations. The proposal begins with providing a semi-built neighborhood with housing plots of 6 x 6 m and 6 x 9 m, where low-income residents can add units, transforming houses, courtyards, open spaces, common facilities in an incremental manner. The nature of the proposal is ever-changing and it always adapts to new situations directed by the city makers: government, industrial workers, NGO, natives, immigrants, and developers.

Initiating party
KRUPUC (Knowledge for Rural and Urban Projects Under Construction)
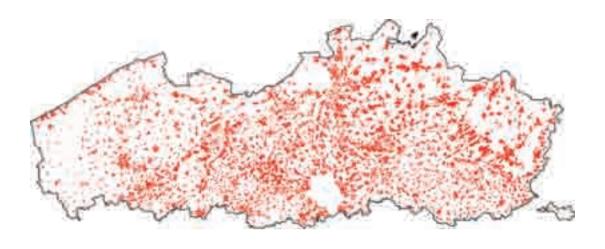
MID-SIZE UTOPIA
BEST OF BOTH WORLDS

67

Zandbelt&vandenBerg has initiated a design research proposal for the emerging dynamic regions at the fringes of the Randstad. *Mid-Size Utopia* studies the relationship between mobility and regional development. The Mid-Size Utopias are the cities and villages that are situated in a ring around the Randstad. These were once ideal Dutch cities of 100,000 residents each that offered everything one needed in a pleasant, peaceful and safe environment, forming a central city within an open landscape. But this is no longer reality. These cities have become part of a larger urban region in which they are no longer the only center. Fragmentation and incoherent development threaten the core quality of these regions.

These emerging dynamic regions may use growth to reorganize and increase their quality level. That allows the region to become more coherent and comprehensive while remaining attractive. To improve regional and spatial coherence, three regional networks need to be established, for roads, public transportation

and slow-moving traffic. The improvement of existing structures is addressed in ten typical projects, established according to prototypical designs in all MSU-regions that integrated mobility and regional development. The designs also show the different relationships between infrastructure, urban program, and appearance. This way the Mid-Size Utopias stay compact and reinforce their existing qualities. For the regional context two perspectives for each region were developed. These perspectives guide administrative decisions on urban development. The strategic position of the Mid-Size Utopia within the ABC (Amsterdam-Brussels-Cologne) delta is explicated in two perspectives on a national scale.

Initiating party
Zandbelt&vandenBerg

ATELIER VLAANDEREN 2030
OPPORTUNITIES AND FRAMEWORKS FOR THE FLEMISH HOUSING PRODUCTION

68

By 2030 an additional 330,000 households will have to be accommodated in Flanders. Within the traditional Flemish planning model, dwellings for these households will most probably take the form of detached single-family houses, a typology that consumes too much space and energy and is responsible for gradually urbanizing the whole of Flanders, wasting scarce qualities and resources.

Initiated by the Flemish Government Architect, this study questions this traditional method of planning and tries to develop a new growth model for Flanders. This trajectory aims to gradually test, adjust, and improve existing planning tools and processes trough a collective effort, passing through different strata of design and policy, from a local to a regional scale. The study will eventually produce an adapted set of contexts and typologies, which will serve as a basis for a series of exemplary and innovative pilot projects in social housing.

Initiating party
Flemish Government Architect's Team, Flemish Government

DELHI 2050
EXPLORING ALTERNATIVE URBAN FUTURES

69

Delhi 2050 is a collaborative exploratory exercise that seeks to inform the planning process for the long-term future in the regional urban context of Delhi, through collective inputs of Indian and Dutch expertise. The Indian capital of Delhi currently has almost 19 million inhabitants, the total urban region around 46 million. Due to the rapid growth of the economy and the population – which will possibly double over the coming decades – the city and the region are facing enormous challenges. By making choices now, spatial development problems in the fields of traffic and transport, health and (drinking) water provision can be anticipated, valuable green areas spared and potentials for development and new urbanization utilized.

Initiating party
The steering group of Delhi 2050

POSCONFLICTO LABORATORY
MAKING CITY + PRODUCTIVE HOUSING PROGRAM IN GUATEMALA
AND CENTRAL AMERICA

Since the peace accords between the Government of Guatemala and the URNG were signed in 1996, Central America has not established a clear housing policy. In a post-conflict political situation, the Productive Housing Program combines dwelling and the space of production, linked to urban and rural emerging economies and is directed toward the construction of a Guatemalan and Central American housing policy. The program calls for the urgent need of a project to rethink architecture, the city, the territory and the idea of the political, and guarantee housing access to all – especially the most disfavored and vulnerable.

Starting from architecture, the program formulates an archetypal system capable of adapting to the different territorial scales, redefining the idea of urban and rural living. It incorporates a strategic urban project, exemplary in the strengthening of common urban centralities and cooperative agricultural production as social development.

Fundamentally, the Productive Housing Program reinstalls the principle of subsidiarity integrated into a renewed post-conflict political pact. A cross-subsidy model, self-sustaining in terms of the generation of wealth and social justice, the program is supported by a legal and financial agenda to promote local housing policy at a national and regional level. As a real-time laboratory project, with a pilot operation in Guatemala City, architecture becomes the foreground and proactive, providing the structure for the urgent provision of housing and the possibility of making city in Central America.

Initiating party
URBANÍSTICA – Taller del Espacio Público of the Municipality of Guatemala Asociación Centroamericana Taller de Arquitectura (a-c-t-a)

BORDEAUX MÉTROPOLE
50,000 NEW HOUSING UNITS ALONG PUBLIC TRANSPORT ROUTES

71

The recent development of the Garonne quay-sides and the construction of a tram network reflect the ongoing growth of the Greater Bordeaux area, which is steadily headed toward a population of 1 million. In 2010, the Communauté Urbaine de Bordeaux (Greater Bordeaux Council) launched a competition to foster this growth, entitled *50,000 New Housing Units along Public Transport Routes*. The figure cited in the title reflects the need for a clear, wide-ranging solution on a metropolitan scale, focusing on housing and defined by public transportation infrastructures.

It shows that greater Bordeaux is eager to provide timely responses to urgent social and environmental issues, that it is willing to challenge and rethink familiar models and standards for the development of urban space, and to re-examine the role of private and public investment. Giving carte blanche to private investors in the name of cost-efficiency is not the answer. This project aims to use competitive dialogue to invent a new model that combines a robust

political project, rapid implementation, and the ability to form constructive partnerships with the private sector, all in the context of a decline in public spending.

Initiating party
Communauté Urbaine de Bordeaux

MAKING INNER CITY ROTTERDAM

After the Second World War Rotterdam came a long way in rebuilding itself. Due to planning trends dominated by the separation of functions and non-densification, however, the city still lacks high-quality public space. Applying the motto 'from 'blueprint' to 'greenprint,'' the city of Rotterdam is examining the possibility of improving the quality of the inner city in combination with the provision of housing for 30,000 additional inhabitants. Using the 30,000 figure as a starting point, Rotterdam is aiming to achieve multiple objectives: the improvement of the general quality of life, based on a greener – that is more sustainable – city. This perspective relates directly to the principle of *Making City*: a denser city is a more sustainable city.

The process will investigate the existing methods of planning (blueprint) in order to set up new structures/alliances (greenprint) and how these can function in more efficient ways. The Biennale is the perfect opportunity to link increased density to sustainable urban development, on a local and international level.

Initiating party
City of Rotterdam

REMAKING ZÜRICH

73 CITY RENEWAL THROUGH TYPOLOGY TRANSFER: THE ZURICH – LETZI LABORATORY

By examining the existing architectural legacy in four successfully densified cities (Hong Kong, Rome, New York, and Buenos Aires) and distilling their most important and interesting dense building typologies, Christ & Gantenbein Architects, their Design Chair at the ETH Zurich and Zurich's Planning Department (Amt für Städtebau) have constructed a research trajectory that provides the starting point for a conceptual densification of the city of Zurich. Based on the conviction that the dense city is a model for sustainability, the most important components – specific building typologies – are essential in city construction. Given this understanding, the ongoing project explores and speculates on the possibility of a denser and more urban city of Zurich.

The methodology is based on the combination of a visionary architectural approach and an official planning strategy, testing the implementation of existing building typologies in the context and climate of 'un-urban' Zurich.

Areas defined as having 'densification potential' are currently being analyzed and tested. They could produce supplementary square meters, so that the city would not have to acquire any new building land.

The project thus focuses on precisely defined urban renewal, ranging from incidental to large-scale interventions. This prospect challenges the current building, infrastructure, and building regime through architectural design.

Initiating parties
ETH Zürich, Christ & Gantenbein Architects , Amt für Städtebau, Zurich

INTENSE STAD, INTENSE LAAGBOUW, BOUWJONG!
EVENTS AS INSTRUMENTS FOR URBAN DEVELOPMENT

74

Bouwjong! (Build Young!) is the third housing campaign in seven years to promote building and living in the city of Groningen. The two previous campaigns, *De Intense Stad* (The Intense City) and *Intense Laagbouw* (Intense Low-Rise), focused on the transformation and intensification of the existing city. The projects show Groningen's ambition to keep its urban spaces and functions concrete and compact. The aim to create and maintain an 'intense' city originates not only from a desire to keep the city compact, but also from the necessity to continuously develop new urban forms of living and building, as well as new types of public space.

Bouwjong! targets Groningen's growing population of youngsters and students. As the previous projects have proved, the strength and tradition of these campaigns rest in the strong setup of alliances and the great amount of time invested in them. More specifically, the projects concentrate on the creation of compact cities that relate in a clear way to their surrounding landscape. Therefore most efforts focus on the

so-called 'fringe areas': the aim is to incorporate these 'no-man's-lands' into the urban fabric.

The investment in research and the involvement of many parties result in a solid platform of specific knowledge and expertise, but even more importantly in the construction of new alliances among all actors; constructing long-term trajectories that cross-breed among professions and engage parties in the Netherlands and abroad.

Initiating parties
Department of Urban Planning Groningen, Department of Economic Affairs Groningen

75

MAKING CITY

TEST SITE CHRONICLES

THE IABR TEST SITES: ROTTERDAM, ISTANBUL AND SÃO PAULO

Over the past several years, the IABR has developed an enduring working method: each edition seeks a new point of view and a new perspective while building on the work of the preceding edition(s). Nothing is needlessly discarded; knowledge and results accumulate. The IABR is continually working on clarifying and presenting the challenges of tomorrow, pairing thinking with acting, fresh research with concrete undertakings and existing projects.

As a result, the IABR is more than a series of incidental events. Its working model links the event itself to long-running research and cooperation projects spanning several years, paired where possible with actual implementation trajectories. In this process one cannot survive without the other; they reinforce each other. Event and R&D are like Siamese twins: knowledge has to be expressed, and there is no expression without knowledge; the work on the city is exhibited, and the exhibition contributes to the work on the city.

In the course of the 4th IABR: *Open City*, the IABR first made this working model concrete in a close collaboration with SEHAB, São Paulo's Social Housing department and its unwavering director, Elisabete França. One result of this collaboration was the IABR's formal inception of the working model of the *sabbatical detour*, a methodology that links location, research, exchange, presentation, and implementation to one another and makes it possible for urban planning projects to literally make a detour by way of an international exhibition.

The location was Paraisópolis, one of São Paulo's largest favelas with over 70,000 inhabitants. The research team, coordinated from the Netherlands and Brazil, worked with its inhabitants, conducted design research and developed plans during workshops in Rotterdam, São Paulo and at the Swiss Federal Institute of Technology (ETH) Zurich – plans that were publicly discussed, presented at the Rotterdam biennale, exhibited in April and May 2010 in São Paulo and then in Rio de Janeiro, Recife, London, Milan, and Berlin, and subsequently implemented.

The living environment of over 70,000 people is actually being improved, increasing their access opportunities to the formal economy in the process. Maria Teresa Diniz, Paraisópolis project manager at SEHAB, put it this way: *The collaboration with the IABR proved to be much more intensive and productive than a mere exchange of ideas. We discussed the role of architects and urban designers, how their work might contribute to a better life in the city, to an Open City, a much broader perspective, in other words. In the beginning we were not at all familiar with the IABR's working model: a test site where the work is already in progress? How can you discuss a design that is in such an advanced stage of completion? When Paraisópolis became a laboratory for the Open City, however, it proved extremely fruitful to discuss the way we work with experts from other parts of the world. Our methods were examined, and this forced us to reconsider and adjust them.*

What the IABR has to offer a city with this working method is, literally, time and space: a *sabbatical detour*, a qualitative diversion during which the formation of alliances,

research, knowledge exchange, reflection, public debate and exhibition – all in an international setting – contribute added value to the usual way of approaching an urban design challenge. Collaboration with the IABR can result in greater quality because the *sabbatical detour* provides conditions that allow for broader reflection, a collaborative search with an international network of experts for alternatives, for new alliances, new perspectives, and unexpected solutions.

This working method is being tested in practice under the guidance of the 5th IABR at three *Test Sites*, in (again) São Paulo, in Rotterdam, and in Istanbul. In 2009 alliances were forged in these three places among municipal authorities, local stakeholders and the IABR, each based on a concrete urban challenge. All partners share a commitment that goes beyond *Making City* as an event in 2012. The goal is to arrive, via the trajectory of research and development, at (a form of) implementation in the years to follow.

For the Municipality of Arnavutköy in Istanbul the IABR Atelier Istanbul developed a Strategic Vision and Action Plan that has since been accepted and was presented to the mayor of Istanbul on 8 December 2011. The next phase is to develop design proposals based on this plan for pilot projects to be carried out in 2014.

Test Site Rotterdam, a project that concentrates on Rotterdam Central District, will continue until at least 2014 and will be one of the forces driving the further development of the area, as well as the content and performance of the 6th IABR in 2014.

The IABR-SEHAB Atelier São Paulo is contributing concrete input for the urban plan for the district of Cabuçu de Cima and the housing projects to be developed there.

The advantage of collaboration between a city and a cultural organization like the IABR is therefore the relatively free space that is created, with the aim of making city differently and better. Event, knowledge development and knowledge exchange, advice, and implementation are riveted together in this model. That is what the IABR as a biennale is testing at the Test Sites: How to present making city in such a way that the presentation contributes to making city.

TEST SITE
SÃO PAULO

As the projects developed by the IABR and São Paulo's Secretariá Munici-pal de Habitação (SEHAB) under the aegis of the 4th IABR: *Open City* for the Paraisópolis favela progressed from drawing board to exhibition – on their *sabbatical detour* toward implementation – the two parties decided to prolong their collaboration. Their primary objective, in the words of Elisabete França, SEHAB's director, was '...to place the emphasis on the importance of urbani-zation projects for the "informal city," whereby the latter should be seen not as an exception but as an area that should be integrated into the total urban fabric. Architects and planners are challenged to engage in a new relationship with the inhabitants of these less privileged areas and to find creative solu-tions that meet the demands of the twenty-first-century city.' An outlook that fits in perfectly with that of the IABR.

The IABR appointed architect Fernando de Mello Franco, along with his partners at MMBB Arquitetos, Marta Moreira and Milton Braga, as local curator. De Mello's work focuses on the relationship between the way São Paulo's infrastructure, primarily oriented toward industrial production, has evolved over the past century and the role this has played and continues to play in the functioning of the city for its residents. At De Mello's initiative, the area of Cabuçu de Cima, on the north side of São Paulo, was selected as the Test Site. The area is representative, in the sense that it combines many typical urban problems and challenges – like informal urban development, seri-ous water management problems, threatened ecological systems such as the Serra da Cantareira, the largest rainforest within an urban area in the world, and a deficient mo-bility network – even as it is positioned at the intersection of significant future develop-ments. The Rodoanel, the new ring road, and its strategic position near the Guarhulos international airport mean that Cabuçu will become, even more than at present, the primary distribution centre for the northeast side of São Paulo, the side that connects this economic powerhouse with two other important players, Rio de Janeiro and Belo Horizonte.

How can the threats, the problems, the interests of the inhabitants and the socio-economic opportunities be translated into one integral strategy? How can existing conditions serve as a strong basis for such a strategy? For as França puts it: 'The idea that solutions come from the city itself is at the core of every intervention.'

The first results of this collaborative project are being presented in Rotterdam in and during the main exhibition, Making City, and subsequently in a second exhibition, Fazendo Cidade, in São Paulo, in the summer of 2012.

THE CITY AS THE SOLUTION: MAKING SÃO PAULO

There are many ways to make city. Which then would be best for São Paulo, the Latin American metropolis that ranks as the seventh most populated on the planet and that is part of a country with a Gross Domestic Product that ranks sixth in the world, but that places eighty-fourth on the Human Development Index?

São Paulo is rich, pulsates with an intense rhythm, and exercises a strong attraction. But what was once the largest industrial city in the southern hemisphere is now obviously a metropolis in transformation. Keeping its production pace up has been a hard task, but historical investments have assured its economic strength. However, these investments have never been able to realize what should be a city's principal aspiration: the creation of decent living and working conditions for the great majority of its population. Therefore, any scenario for making city in São Paulo has to confront the existing conditions of inequality and to provide for the advancement of all of the city's people.

Life in São Paulo is tough. The low quality of the environment, security issues, and the lack of a well functioning mobility network cause chronic and systemic challenges that affect all social classes. Spatial segregation has fragmented the urban tissue and public spaces fail to meet the standards that any large metropolis would want to meet. São Paulo is in dire need of a more thoughtful consideration of the multiplicities of spaces in which its urban life unfolds. But, as there are always conflicts on how to use its territory, it is necessary for the city to first improve the tools to negotiate these conflicts. Design should be an important tool in such a process.

PARTIAL MODERNIZATION

São Paulo is the strong motor that drives Brazil's development, despite its apparent lack of order. How can urban design and planning be given their rightful due when the pace of demographic growth has always been higher than the government's capacity to invest in facilitating and accommodating such growth?

São Paulo's urbanization process has been aggressive. Between 1893 and 2000 its population increased by 8,000 percent, mainly as the result of foreign immigration and the influx of people from rural areas. Most of these new *paulistanos* migrated to the city without any prior city experience. What sense of community, which concepts, if any, of being urbanites, did they bring with them?

In the twentieth century monetary instability was a recurring plague characterized by periods in which inflation reached as high as 82 percent per month. How could any culture of planning, necessarily long term, be developed under circumstances in which the passage of literally almost no time at all would most certainly result in strong financial losses? Nevertheless, São Paulo has become a great and thriving modern industrial metropolis. How can such a phenomenon be explained?

On the one hand, huge investments have ensured the implementation of the necessary infrastructure and technical systems to speed up the productive pace. These investments were carefully planned actions by both public and private players. On the other hand, the city was built using discrete spur-of-the-moment investments in order to make sure the basic needs of the population were met. About 30 percent of the population, however, lives in what may be called substandard conditions where, despite being precarious if not hazardous, life goes on.

These two historical developments coexist in a dichotomous, perversely comple-

mentary way. The challenge is to associate the interests that drive the purely economi-
cally motivated productive investments with the unplanned forms of urban life that also
characterize the metropolis.

EMERGING CONDITIONS

Recent federal administrations under presidents Cardoso and Lula da Silva have
implemented solid macroeconomic and social policies in Brazil. The country is now
considered, with Russia, India, and China (BRIC), as a bright spark in the global
economy. Monetary stability and the distributive effects of public expenditure programs
have made it possible for up to 30 million people to join the ranks of the so-called
'new middle class.' Moreover, population growth itself has lost its momentum. In the
metropolitan area of São Paulo, where almost 20 million people live, the growth rate
is currently 1.0 percent and in the city itself, which has 11 million inhabitants, it is only
0.8 percent. The upswing of the economy and low – or even no – demographic growth
have inverted the prior scenario. As a result the public investment capacity may finally
be able to keep up with demographic changes.

It may be said therefore that São Paulo is moving toward the next stage, and that
the industrial city faces an immense transformational challenge. The older Brazilian
planning practices were based on authoritarian and technocratic models, typical of
military administrations. This is not a model that can be salvaged. Democratic stability
calls for other approaches. City planning is reorienting and starting to be effective, but
is still as much in transformation as the city itself.

The social transformation that is now taking place will play an important role in the
near future. One hypothesis is that the formation of the new middle class will bring with
it new values and forms of political organization that will strive for new expressions of
urbanity, and thus for transformation of the city itself. In order to make this possible, the
classical notion of order that comes from the discipline of design and the practice of
improvisation that comes from people's daily experiences must be integrated into new
concepts for planning and urban design. Other ways of making city will arise from this
experience.

OPPORTUNITIES

The Brazilian government is handling the current global financial crisis with relative
equanimity. It considers the trade in commodities, the country's main export product,
to be assured by the unwavering demand from China. And the spending power of
the new middle class is keeping the domestic market in a buoyant mood. One of the
government's strategic responses to the crisis was to boost the economy through
the Growth Acceleration Program (PAC) and provide funds for the construction of the
infrastructure network necessary for the country's further development. One of the
programs launched has been named 'Minha Casa, Minha Vida' (My Home, My Life)
and its ambitious goal is the production of 2 million housing units to reduce Brazil's
housing deficit of approximately 5.5 million units. These data themselves corroborate
the idea of 'the city as an opportunity' when confronting the crisis. The current cycle
of investments may in fact result in a new phase of urbanization. However, urbaniza-
tion as such is not on the public agenda, only the quantitative data are. The production
of the number of housing units, megawatts, harbors, and roads are being discussed,

but will the current investment cycle in itself be enough to fundamentally address the issue of how to make city?

In the specific case of Brazil, one would expect economic growth to actually bring about a keen sense of opportunity to make city. However, at some point in the last century, Brazil's urbanism know-how was lost. The challenge now is to recover it, and one of the key issues is the re-conceptualization of the paradigms governing the planning and design of the urban infrastructure networks. How to integrate urbanist considerations into a process in which now only functional standards are considered?

TEST SITE SÃO PAULO

The Test Site São Paulo that focuses on the region of Cabuçu de Cima is a partnership between the International Architecture Biennale Rotterdam, the São Paulo Housing Agency (SEHAB) and MMBB Arquitetos. Its brief is to feed and boost the development of the practice of urbanism both in Brazil and in general through an international exchange of experiences, expertise, and ideas. Especially now that urbanism's methods are increasingly becoming more universal, the expectation is that literally testing approaches and methods in a process fueled by a rapidly transforming Brazilian context and including its local cultural specificities will foster the rich international debate promoted by the 5th IABR: *Making City.*

SEHAB's policies focus on the transformation of *favelas* and informal housing developments into real city districts. The method of the '*sabbatical detour*' as proposed by the IABR creates the possibility to align alternative approaches with the regular working methods of the housing agency. This opening stimulates a dialogue about issues that MMBB Arquitetos has been investigating in São Paulo, including its work on the relationship between public space and infrastructure, such as the project 'Watery Voids' for which the office received the 3rd IABR's Biennale Award. The core concern of MMBB's research is a reflection on how to articulate public sector policies through design strategies, with the aim of investigating how investments in the construction of metropolitan urban infrastructure systems can at the same time support the development of the fragile local urban contexts these systems transect. This concern was instrumental in the selection of the Test Site.

CABUÇU DE CIMA

Cabuçu is the name of a water basin located in the periphery of the city, and subject to an informal process of urbanization that has been encroaching on environmentally protected areas. This region is located to the north of the city, in the fold of a chain of mountains called Serra da Cantareira, which contains one of the largest urban forests in the world. The study covers a 1,100-ha area with a population of 220,000 people, of which 80,000 live within a perimeter that defines a Special Zone of Social Interest (ZEIS).

The challenges SEHAB faces every day are found in Cabuçu. The area is subjected to the impact of new infrastructure expansion investments, which shape and connect the macro-metropolitan network, including the completion of new beltways, the Rodoanel (Ring Road) and the Ferroanel (Ring Railway). These beltways will pass between the Reserve of Cantareira and the urban sprawl of Cabuçu. The

junction of the Rodoanel and the Fernao Dias highway in Cabuçu will create one of 16 strategic interchanges between the macro-metropolitan flows and the local urban tissue. Cabuçu will be converted into one of the main gates to São Paulo, a situation that brings several opportunities with it. Via the Rodoanel Cabuçu will be connected to the International Airport of Guarulhos to the east and to Pirituba in the west. Pirituba is the area chosen for the construction of what is to be the largest Park of Fairs and Shows in Latin America, to which the current administration is seeking to bring the World Expo 2020.

Economic growth, social development, the expansion of the metropolitan infrastructural network, the provision of housing, and the preservation of the environment, all of these are emblematically interrelated in this sector of the city, thus bringing shape and challenge to a test of how to make city. Therefore, SEHAB and IABR have set up the Atelier São Paulo with the brief to do exactly that, with MMBB as the Atelier Master.

THE ATELIER SÃO PAULO: SOCIAL NETWORKS AND PRODUCTIVE CHAINS

In São Paulo, the first alliance to be made must be with the local residents. It is their city and they very much consider it to be so, even though many of them were originally

'invaders' and still live in informal settlements. This is one of the main reasons that SEHAB wants its actions to be determined by preparatory social fieldwork. This identifies the diversity of local stakeholders: community organizations, neighborhood associations, NGOs, etcetera. One of the purposes is to strengthen communal bonds and organize the stakeholders into a broad social network.

Consequently, one of the first actions of Atelier São Paulo was to organize a workshop to give voice to the local population's concerns and ideas. This made the residents aware of the collective and environmental issues currently present in their territory. The aim was to generate trust and empowerment, encouraging inhabitants to participate in the construction of their community's future.

The workshop confirmed the high level of local leaders' political articulation. And to general surprise, income generation was not the main demand. Unanimously, the environment was put forward as a priceless value that had to be rescued. The quality of the environment was considered even more important than rightful access to basic services and amenities.

The Atelier engaged consultancies and carried out field studies on mobility and the economy, all of which indicated the existence of complex but vital structures underpinning productive activities that somehow interconnect formal and informal activities that boost the local economy.

The studies started with charting the main economic and demographic macro trends in the metropolitan area. They analyzed the population's different characteristics and how these inserted themselves into the local economy. The purpose was to pinpoint the most common activities and relate these to the ongoing process of industrial decentralization, which may result in significant job losses.

The next step was to identify new productive processes as opportunities for alternative economic development. One of the main targets of the Atelier is therefore to promote potential synergies between the existing social networks and productive chains that can be made mutually profitable.

STRATEGIES AND PROGRAMS

The IABR-SEHAB Atelier aims at integrating research, consultancies, social work, design, and urban planning in order to produce a map of opportunities for the area. The map indicates Cabuçu's existing potentialities on several scale levels and can be used as the basis for the complex negotiation process about possible forms of development and use of the territory. The Municipal Housing Plan (PMH) has been set for the next 12 years, with necessary investments totaling R$ 58.67 billion (approximately 25 billion euros). The figures indicate SEHAB's own strength when it comes to promoting an important production chain, such as housing construction. This constitutes the first recognized opportunity for Cabuçu: the contribution that the construction of housing and urban infrastructure offers to social educational and income generating programs, based on the process of city production itself.

The Atelier's research indicates that about 40 percent of the population is poor and 20 percent of all economically active respondents claimed their main place of work is either in the direct neighborhood or in their own home, demonstrating how individual survival strategies relate to the domestic space. For this vulnerable population, new housing concepts must incorporate productive spaces, areas that offer support to income-generating activities as well as to individual education and activities that organize the community. These recommendations have been incorporated into the briefs for

the design teams of the public housing projects for the area that have been selected in a public competition organized by SEHAB.

The articulation itself of issues such as the need to develop new models for sanitation, draining, and mobility promotes new uses of natural resources, new approaches to qualifying public space networks, defining better mobility standards and building strong centralities in order to design urban life in Cabuçu. The research on these issues has been correlated with and inspired by SEHAB's current work on the Urban Plan for Cabuçu de Cima. Traditionally the remit of different sectors of local government, the development of this Urban Plan and the input of the Atelier are been used by SEHAB as an effective means of establishing a productive cross-sectorial dialogue between the different departments involved in making São Paulo city.

The expertise in making city that SEHAB has consistently built up in recent years is enhanced by the opportunity the IABR Test Site São Paulo offers to investigate issues in and for the metropolitan area that normally do not come under SEHAB's responsibilities. This opportunity has been given extra impetus by the introduction of a third layer of design, promoted by the IABR and the Dutch Ministry of Infrastructure and the Environment, and conducted by MMBB in collaboration with the Dutch office .FABRIC. The design research develops programmatic and spatial strategies for the buffer zone located on the flanks of the Serra da Cantareira, between the forest and the urban sprawl. This urban forest is a heritage site that still remains largely unexplored in a city

that itself is the main travel destiny in Brazil. MMBB and .FABRIC explore the potential of this buffer zone, considering it as an ideal site for services and attractions that qualify as leisure economy. This is a sound idea but one that does not match the current image of São Paulo as a business-driven city. It offers solid economic alternatives, however, in a time of on-going deindustrialization. The proposed strategy is to build up a network of natural, thematic and business parks, health centers, and sports facility clusters. These in turn are expected to introduce a wide range of metropolitan activities to the area that will offer the local inhabitants social opportunities as well as jobs that are compatible with the area's existing average level of education.

The residents of Cabuçu de Cima have been very outspoken about how they value the precarious ecological balance and how they want to connect their support for it to their right to outdoors leisure, to the use of public space as it can be specifically developed in their part of the city. The IABR Atelier's work, therefore, operates in sync with local aspirations. The spatial strategies investigated indicate that there exists real potential and a true opportunity in the convergence of given productive investments and the well planned and designed improvement of the quality of living.

In this light, the Test Site São Paulo explores ways of reconciling economic growth processes with pressure on the ecological system and the genuine desires of the population. This agenda must now be taken up by a metropolis that is in a delicate moment of transition: for São Paulo the time has come to consider new ways of making city.

Fernando de Mello Franco
MMBB Arquitetos

THE EXHIBITION
MAKING CITY / FAZENDO
CIDADE – SÃO PAULO

Making City / Fazendo Cidade is a collaboration of the IABR and SEHAB, municipality of São Paulo. The exhibition is curated by MMBB Arquitetos and realized by SEHAB and the Museu da Casa Brasileira.

The exhibition 'Making City / Fazendo Cidade em São Paulo' confronts the main arguments of the 5th IABR with the experiences on the Test Site São Paulo, specifically the results of the Atelier set up by the IABR and SEHAB, and run by IABR's local curator in São Paulo, Fernando de Mello Franco of MMBB Arquitetos. Consisting of two segments, it recapitulates the extensive debate promoted by the 5th IABR: *Making City* in Rotterdam and it presents the work undertaken in São Paulo in an extensive and thorough way.

The exhibition's structure is based on a Map of Opportunities, developed by the Atelier São Paulo for both the entire city and the territory of study, Cabuçu de Cima. The Map indicates existing potentialities and how these may trigger a process of negotiations of possible forms of development and use of this territory.

The exhibition will feature material produced and generated by the Atelier São Paulo, including the results of its research, consultancies, social work, designs, urban plan, photos, films, and testimonials. A large topographic model of the region will function as a canvas for projection. Filling the room will be the voices of the residents of Cabuçu and of the different stakeholders in this process of transformation.

89 TEST SITE
ISTANBUL

Istanbul was the arena of one of six major research projects carried out as part of the 4th IABR: *Open City*. **This involved a knowledge exchange process among designers, academics, and administrators from Rotterdam and Istanbul, organized by the IABR through 2009 and 2010.**
One of the participants, the Municipality of Arnavutköy, is situated in the north of the European side of the metropolis, bordering the Black Sea. This area, still very green, is covered by water reservoirs and farmland that are of great significance to the city. But its ecological functions, like those of many other similar areas on the outskirts of large urban regions everywhere in the world, are under constant and momentous pressure as a result of sprawling urbanization.

In 2010 the IABR asked Asu Aksoy, of Istanbul Bilgi University, to act as local curator for the 5th IABR and its Test Site Istanbul, in partnership with the Municipality of Arnavutköy. The municipal government and the IABR jointly set up the Atelier Istanbul, with a two-fold objective. An agreement between the two parties assigned the IABR the task of developing a Strategic Vision and Action Plan for the area, and to turn the recommendations this Plan would produce into design proposals for pilot projects to be implemented by 2014. In addition, and in parallel with the design process, the results of the design research were to be made the basis for public presentations, first in Rotterdam, as part of the 5th IABR's main exhibition *Making City*, and then in a second exhibition, in Istanbul, in the fall of 2012.

MAKING ISTANBUL: THE ALLIANCE OF THE REALMS

The continuity of beautiful rolling agricultural lands disrupted by informal and unplanned housing agglomerations, gated housing developments, and mass housing projects: this was the landscape I saw when I first visited Arnavutköy, a municipality in the northern part of the metropolitan area of Istanbul, located on the shore of the Black Sea. It was a most spectacular surprise, only 40 km away from the dense city, to be in the realm of nature with its different smells, colors, views across a vast terrain, water buffaloes slowly passing by with their dirty hair hanging down, and signs announcing grilled lake fish. Yet this feeling of freshness was immediately interrupted by the sight of agricultural fields being divided up into small plots to be sold off as real estate. Urban sprawl had already begun and it seemed like every day another square meter of land was being lost to it; as if the city was being rolled out like a carpet approaching from the horizon. One day when I was standing on one of the hills looking down at an abandoned mine that has been filled with rainwater, forming a micro-ecological environment, I couldn't help but shiver at what I thought to be the tremor of the city behind me. This is how the journey for the 5th IABR: *Making City* started.

ARNAVUTKÖY ISTANBUL: REPAIRING THE URBAN METABOLISM

The IABR Arnavutköy Istanbul project starts from the fact that cities that are on a trajectory of growth and development put huge pressure on their immediate agricultural perimeters, which in turn leads to a fast transformation process of the agricultural economy and the landscape. This kind of productive landscape is often part and parcel of watershed and forest areas, and the urbanization pressure therefore poses a threat to the lifeline of the cities themselves in terms of their ecological sustainability, if not their survival. In cases where growth of urbanization happens fast (for instance through internal migration) with underdeveloped mechanisms for planning and control, the threat to the productive landscape is greater. As urban growth happens in the form of uncontrolled sprawl the city's ecological balance suffers, creating a larger impact on urban CO_2 emissions.

It is not only that the city's environmental quality is adversely affected, its identity is also at stake. The expansion of the city taking place today in Istanbul through large scale monocultural living environments – like gated communities and public housing projects all over the city – is deepening and furthering the erosion of the grammar of the landscape, the topography and the physical setting, and of the local identity. This rolled-out built form – with its condominiums, car parks, swimming pools, sport centers and so forth – which is generic and totally unconnected to locality and particularity, represents a radical departure from the feel and identity of the place. The urban metabolism of the city is out of kilter.

Initially, the idea triggering the collaboration between the IABR and the municipality of Arnavutköy simply was to see if Arnavutköy can be put on another track of urbanization than the one that seemed inevitable within the existing frame of governance and city making. It was clear that if Arnavutköy was to give in to the pressure of urban sprawl and to take over the existing development logic for the area, the city as a whole would suffer. Sitting on two of Istanbul's seven drinking water resource areas, Arnavutköy holds the key to Istanbul's sustainability. The collaboration with the IABR offered a fantastic opportunity to take a deep breath and pause to consider this question: Is it

possible to make city differently, so that we do not lose those values and assets that underline its very sustainability and which we also happen to cherish?

THE ALLIANCE OF THE REALMS: CITY – WATER – AGRICULTURE

Thus, at the very beginning of the work toward the 5th IABR: *Making City*, the central concern was to design new interfaces between the growing urban fabric and its surrounding landscape. Our working title was 'City Limits' and the aim was to develop design strategies that would soften up the exclusionary relationship between the two seemingly irreconcilable logics of urban growth on the one hand and its exterior, the natural landscape, on the other. The thinking in Arnavutköy was influenced by the dominant frame of reference that sees the relationship between nature and urban as one of incongruity. True, there were clues in some of the ecological urbanists' ideas and in those of the Slow City/Slow Food movement, as well as in urban agriculture attempts to break away from the defensive positioning of the urban logic against the champions of the cause of its victimized other, nature. It took time to start to pick up on some of these clues and to begin to look at the problem at hand from the other way round, that is to say, from an angle that sees interdependency and mutual exchange between urban and natural life and dynamics. For this to happen, the most critical impetus was the coming together of the stakeholders and experts from different disciplines.

In the beginning, mainly urban planners and architects sat around the table and the predominant focus was on the built environment. Then, through the ingenious methodology of the IABR to take the projects on, what was aptly called, a *sabbatical detour*, a reflective space was created that started a dialogue between the authorities of and experts on urban planning, agriculture and watershed area management in an open and international setting. Questions that may have been within the domain of each of the disciplinary boxes separately now became the property of the whole team – the 'alliance' as the IABR calls it. The challenges that were identified in a dissociated way by each stakeholder became the common property of the team, and the thinking on how to respond to them was infused by experiences and expertise garnered in other cities, in other parts of the world. Step by step, each stakeholder came to agree on the common issues for the area under question. This is when it became clear that the initial approach by the project team to the relationship between the urban and its exterior had to be reformulated. The initial title of the project itself, 'City Limits,' took the form of a question rather than an assertion.

Today the protection of the natural systems and resources necessary for the city's survival and the ambition to stimulate Istanbul's economic growth and development are posed as two political decisions that are at odds with one another, and even conflicting. Existing plans and policies have chosen to protect the environment by prescribing limitations to urbanization and development. But this method of 'limiting' is not only too defensive to cope with an aggressive and unstoppable urban and economic development; it is also constantly contradicted by other political decisions made to stimulate development. Thus, while the Istanbul Metropolitan Master Plan aims to limit urban growth in certain areas, like the Arnavutköy area, the policies and projects that are intended to stimulate the city's economic development and importance produce *more* city and thus constitute a threat for the very areas officially under protection. Developing an alternative strategy that recognizes the tension between conflicting ambitions and that integrates both in a balanced forward-looking development perspective, is one of the metropolis's primary governance and planning challenges.

93

This emblematic challenge is why the 5th IABR: *Making City* considered Istanbul as one of its three exemplary Test Sites. As it also does for Test Site São Paulo, the IABR established an 'Atelier,' together with the municipality of Arnavutköy – a joint initiative to enrich and to introduce innovative thinking on the existing planning process by exchanging information about and collaborating on the elaboration of more integrated and effective urban transformation projects. Named Atelier Istanbul, its aim was to equip the district municipality with a Strategic Vision and Action Plan (the SVAP) that would recognize and integrate (instead of negate) both the forces of social, economic and urban transformation *and* the ecological and environmental urgencies. The Atelier developed an effective and operational strategic vision to manage, steer and guide urban transformation and growth that would feed into the agricultural system. In other words, the Atelier explored how to 'make city,' city that is a socially, economically, and ecologically sustainable living environment at the edges of a metropolis experiencing explosive urban and economic growth.

ARNAVUTKÖY: AN EXEMPLARY EDGE CONDITION

Arnavutköy is located beyond the edge of the continuous urban part of the city, but within the boundaries of the Istanbul Metropolitan Municipality. It is an area that consists of 50 percent forest and 33 percent agricultural land, with 90 percent of the territory protected due to the presence of the water basins. The Terkos Lake and the Sazlidere Dam as well as the water basins of the Alibeyköy and Küçükçekmece Lakes are all in Arnavutköy. What was previously an agricultural area interspersed with a few small villages has now become a territory with exploding urban islands. The district municipality witnesses the consequences of economic development and growth, infrastructure projects and urbanization, on a daily basis. Since 1985 agricultural land is being sold for housing construction and industrial purposes, resulting in an urban growth rate of no less than 400 percent in 15 years, in continuing deforestation, and in often unplanned occupation of land. In 2008, the district municipality counted 163,500 inhabitants, while in 1985 the total population in the area amounted to little more than 27,000 inhabitants.

Given the impetuous growth of the Istanbul metropolis it is clear that its edges are under immense pressure. However, in order to protect the watersheds, the Istanbul Metropolitan Master Plan limited Arnavutköy's growth to the absolute number of 260,000 inhabitants. When the IABR Atelier started working in Arnavutköy, the reigning attitude toward the urban growth pressure was to point at the master plan figures of the population ceiling for the area. Public authorities were adamant that the population limits would be adhered to. Yet, considering the construction of the highway system in the area linking to the soon-to-be built third bridge over the northern end of the Bosporus, and the establishment of Istanbul's largest industrial area within the territory of the municipality, the expectation that such limits to population growth would work seemed unrealistic. The Atelier was set up with a remit to take the decision-makers and stakeholders on a *sabbatical detour* in order to inculcate a more reflective and questioning stance, slightly removed from the day-to-day operations of the municipal machinery. This was going to be an exercise in broadening our horizons. So, the first challenge was to turn the issue of population limits from being treated as a dictum (unrealistic at that) to one that should be reflected upon and made into a realistic and working principle.

Characteristic of both the existing master plan framework and the local municipal plans projected on Arnavutköy's territory is the focus on the built form and infrastructure. The agricultural lands, forestry areas, and watersheds lie outside the scope of

urban planning; they are cordoned off and their management concerns – already in the hands of other agencies – are kept separate from the concerns of the local munici-pality. This was the second challenge for the *sabbatical detour*: to get these different agencies to start talking to one another in order to formulate their common concerns for the area and then start working collaboratively on remedies. Breaking with the customary tradition of sending official memos back and forth between the different authorities and passing the ball around on issues that would then fall into a gray area of no-man's-land, this was a major challenge.

The core question regarding Arnavutköy emerged out of the Atelier's workshops and project meetings that brought together the stakeholders of the area. It became clear that the ecological system necessary for Istanbul's survival could no longer be treated as an abstract symbol on the master plan of the city. What had been known in an abstract way – that the green and productive landscape around Istanbul to the north of its urban core should be protected from city sprawl – and yet had been left vague in terms of its concretization – that is to say in terms of how to realize this abstract idea – became the central challenge of the Arnavutköy project. What was im-portant, however, was that this challenge was articulated in its most concrete manner within the context of Arnavutköy. People stopped talking in terms of abstract concepts and generic methodological approaches. Arnavutköy was researched and understood from the bottom-up, each new step bringing fresh insights and revealing what would later on appear as simple truths.

Perhaps not surprisingly, these truths and insights infused their beholders with a sense of power. The local authority that had been left with little leeway to exercise control and steer in its own area began to see how by identifying the problems and then rallying the stakeholders into problem-solving alliances, the power to manage and effectuate change appeared much more palpable than before. Collaboration and dialogue between stakeholders also meant that the responsibility would be shared. This had the potential to make the hand of the local government much stronger in a planning culture where top-down decision-making and interferences on the locality are regarded as normal and to be expected. Because this top-down culture had traditionally led to uncoordinated and chaotic planning, informal ways of achieving results had been the norm until very recently, creating enormous pressures for decision-makers. A very satisfying outcome of the IABR Atelier's work in Arnavutköy was the confidence that it instilled in its participants. Here was a vision coming out of the collaborative identification of the very real problems and challenges of the locality, produced by the local government and its local and international allies.

What is more, the Atelier team knew that its work carried huge implications for the city as a whole. It developed its work with an understanding that the resolutions for Arnavutköy would have resonance for the rest of Istanbul. Istanbul's green zone in the north and its water protection areas on the European and Asian sides of the city have all been eaten into by urban sprawl. Again, to the credit of the IABR Atelier, Dutch and Turkish counterparts at all levels of government were connected to one another and thus the Arnavutköy project was lifted to the metropolitan-scale level, addressing the sustainability of the city as a whole. Different layers of government, such as the water and agriculture departments, inspired by a lively exchange between Dutch and Turkish expertise and experiences, started to see as potentially helpful the results of the research and strategy development for taking effective steps in achieving their objectives.

THE IABR ATELIER ISTANBUL AND THE NEXT PHASE

A joint initiative of the municipality of Arnavutköy and the IABR, the Atelier Istanbul was established in order to manage and coordinate the development of the Strategic Vision and Action Plan (SVAP) and consequently proposals for pilot projects to be implemented by 2014, as well as test drive the work of Arnavutköy for the 5th IABR exhibition. By merging these two processes, work on the exhibition never became the kind of work that would disappear into drawers after being showcased. On the contrary, the work on the exhibition became a vehicle to carry out an innovative piece of work with a crucial concern for its implementation. The international platform the IABR offered became a facility to use for access to international expertise and knowledge networks and a tool for dissemination of ideas and projects. What more could a district municipality have asked for in order to get a good brainstorming session going for its project? Through this method of action-research and design promoted by the IABR, the concept of exhibition work was thus reinterpreted in a novel way to incorporate thinking, questioning and research with a view to leading up to implementation projects. The city would exhibit itself with the exhibition becoming a way to make city.

The Atelier Istanbul worked in close collaboration with the entire 5th IABR Curator Team. Joachim Declerck was the Atelier Master and in order to develop the Strategic Plan for Arnavutköy, two design practices were invited that combine the required expertise, interest and commitment: H+N+S Landscape Architects from the Netherlands

and 51N4E from Belgium. These were commissioned to research and design an alternative development scenario for Arnavutköy, as well as the framework for a number of pilot interventions. This work progressed through a number of stakeholder meetings and workshops, presentations, and study visits. The Atelier completed its mission with the formulation of the Strategic Vision and Action Plan and pilot project briefs for Arnavutköy, and its acceptance by the municipality in December 2011.

The municipality of Arnavutköy is presently carrying on the project. Having established an internal project office for this purpose, the municipality is now embarking on the second phase, where the aim is to start delivering implementation projects in the pilot areas within the overall framework put forward by the Strategic Vision and Action Plan. The pilot areas are carefully identified and a new round of stakeholder meetings is underway in order to concretize action and planning that each has to undertake. In this second phase, new possibilities for carrying on with the same methodology of forming alliances and international partnerships and collaborations are emerging for the municipality. Turkish and Dutch partners will keep the Atelier work afloat, supported by the ongoing exchange of knowledge and expertise between the two countries on different governmental levels.

The work of the Atelier will once again combine the preparations for an exhibition (in the Fall of 2012 in Istanbul) with the on-site work toward the implementation of the pilot projects in 2014; once more putting the IABR-principle –'the city as exhibition, an exhibition that makes city' – into practice.

97

The 5th IABR exhibition in Rotterdam is the first opportunity for Atelier Istanbul to present its work to a wider public. The message is clear, simple, and irresistible. It needs further research, analysis, and negotiation; however, as it stands, there is a good fit between seemingly different and contradictory logics, a working urban metabolism is achieved. Surely, this is a good start for making good city.

Asu Aksoy
Researcher and assistant professor, Istanbul Bilgi University

THE EXHIBITION
MAKING CITY ISTANBUL

'Making City Istanbul' is a collaboration between the IABR, the municipality of Arnavutköy in Istanbul and Arkitera. The curators are Asu Aksoy and the IABR Atelier Istanbul. The exhibition is being produced by Arkitera in association with the IABR and is made possible by support from the municipal authorities of Rotterdam, Arnavutköy and Istanbul, the Dutch Consulate in Istanbul, DDFA and SICA (Turkey-Netherlands 2012), among others.

The fruits of the Atelier Istanbul set up by the IABR and the municipality of Arnavutköy in Istanbul, the results of the design-based research of firms H+N+S Landscape architects and 51N4E, are being presented in Rotterdam as part of the main exhibition of the 5th IABR: *Making City*. The version of the plans for the area that will have been elaborated further in 2012 will then form the core of the exhibition 'Making City Istanbul.' This exhibition is supplemented by a selection of Dutch, Turkish, and international best practices that provide innovative answers for similar urban problems. 'Making City Istanbul' will present the spatial challenges cities, urban regions, and metropolises are facing around the world, in places where urbanization is putting constant and considerable pressure on ecologically vital areas and functions, such as drinking water reservoirs and farmland. The exhibition will also show what this means for the way various stakeholders – administrators, politicians, planners, designers, citizens – can address these challenges. Special attention will be paid to the role that design and architecture can play in forming alliances, in clarifying the task at hand, in designing strategies and scenarios, and of course in the final result.

Throughout the exhibition period an extensive program of presentations, debates, and workshops will provide a more in-depth and more wide-ranging look at the issues involved, through an international exchange of relevant knowledge and expertise.

99 TEST SITE
ROTTERDAM

Elma van Boxel and Kristian Koreman from ZUS [Zones Urbaines Sensibles] have been involved since 2001 in the developments in the Rotterdam Central District (RCD), once the thriving heart of the city and now a blind spot dominated by infrastructure. As residents, as stakeholders, and increasingly as urban developers they have contributed input, usually unsolicited, to this area, which stretches from Central Station to Hofbogen.

In 2009 the IABR asked Van Boxel and Koreman to put their concrete involvement in the RCD to use as *local curator* for the 5th IABR, so that the area would become one of the three Test Sites of the IABR *Making City* project. ZUS's approach, such as forming alliances of the willing, initiating targeted, specific design research, and developing new design instruments and financing strategies, has led to a new perspective on the transformation of this central section of the city of Rotterdam. A unique way of making city is being tested here, and the preliminary results – the project will run until at least 2014 – are being presented during the 5th IABR: the city that exhibits itself, an exhibition that makes city.

PERMANENT TRANSIENCE, 2001-2014

ROTTERDAM IS MANY CITIES
ACT ONE: 2001-2008

The date was 22 July 2001; the third shooting in a month had just taken place. As a result, the Rotterdam city authorities declared the area around the Rotterdam Central Station a *zero-tolerance* zone, outfitted it with 360-degree camera surveillance, and pulled the operating license of yet another dodgy club. The result? Another 20 m of boarded-up street frontage. It was 2001, a bizarre year in which the rise of the right-wing populist Pim Fortuyn coincided with the celebration of cultural diversity as part of Rotterdam Culture Capital of Europe. And then of course came 9/11. Expressions of hope and hopelessness converged insistently on the Hofplein, because citizens, looking for a city square, would occupy this traffic circle at every opportunity, to celebrate or to mourn. The administrative compulsion that emerged in this confused period was expressed over and over in even more stringent policy to keep the city primarily 'clean, whole, and safe.' It was already difficult to maintain vitality and bustle in the streets of Rotterdam; now additional instruments were being deployed to remove the last vestiges of informal use from the public domain.

While the new policy for the public space, under the motto 'Livable Rotterdam,' made itself increasingly felt, behind the scenes the city's development continued unabated. Rotterdam had been a Walhalla for investors and developers since the 1980s, because it afforded plenty of space and opportunities to build large-scale office and apartment buildings. The growing capital market found its way easily into the inner city and quickly established the 'Manhattan on the Maas' label. In the process the Central District around the Central Station was identified as an attractive location, as a VIP area, leading to the development of one ambitious plan after the other. Multinationals like Shell, Unilever, Nationale Nederlanden/ING, and Fortis had built premises along the grandiosely laid out Weena, and the planned advent of the HSL, the high-speed rail line that would connect the Randstad with Paris and London, provided even more impetus for these ambitions.

A third development emerged in the wake of real estate speculation. The new city districts to be developed, like Kop van Zuid and Stadshavens, gave rise to a need for interesting cultural programming in order to supply these areas with the right vitality. To this end, within a few years several cultural institutions were plucked out of the inner city: the Fotomuseum, the LantarenVenster cinema, and the Rotterdam Academy of Architecture and Urban Design. This depleted the already limited cultural infrastructure even further, which did not work to the advantage of the livability of the inner city.

This paradox, compulsive control over public space on the one hand and unbridled real estate speculation on the other, led to an implosion of inner-city development and a cannibalistic restructuring of the program. In 2006, at the same time that the first plans for the Central District, drawn up in total secrecy, were made public, the first signs of vacancies also emerged. In the area around the Weena and the rail-road tracks several office buildings were empty, because companies had been lured away from the center and into 'brain parks' by 'clever' arrangements, the reconstruction-era buildings had been abandoned in the early 1990s and the area had literally been deleted from administration plans. This paradox was the result of a blind faith in the master plan that promised to transform the area into a thriving *Glocal City District* within 20 years.

How to make city in such a neoliberal climate, in which only economic value seems to have any significance? How were we to respond to this as architects and urban designers? Keep silent and cruise along on the flow of capital, building for vacancies? Continue our activism from the sidelines, proclaiming that there had to be another way? Simply go on participating in international competitions, when the challenges and opportunities lay right in front of us?

In 2007 we decided to make the leap from our safe position behind our drawing board and writing table to this unruly and paradoxical reality. Without knowing what the repercussions would be, we decided to walk the tightrope between our autonomous position as architects-urban designers and a heteronymous position in which we had to step outside our discipline and explore other logics. We did this in full awareness that it could go horrifyingly wrong and that we risked being dismissed as naive, perhaps even opportunistic activists who were de facto contributing to gentrification. We opted for the ambition of genuinely taking making city in this location a step further, by attempting to link the universe of planning in new ways with the urban reality.

103

FIRST TASTES OF TRANSFORMATION
ACT TWO: 2008-2010

The initial rumors began circulating in 2008: the next phase in the development of the Central District was about to begin. Several buildings in the center of the area, including the vacant and neglected Schieblock, were to be demolished. In the meantime came the collapse of Lehman Brothers, and with it, of trust in the financial world. The problem of increasing vacancies found its way onto political agendas. Demolition? Building for even more vacancies? The demolition plans provided an opportunity to point out alternatives, to turn away from instant urban development and toward more gradual transformation. Three events took place in this period that opened the outlook onto new possibilities.

As a protest against the cultural decimation of the inner city, we had developed the concept for *De Dépendance – Podium for City Culture* in 2008. Because several prominent cultural institutions had been moved to new development areas outside the inner city, a need had emerged for a new platform for city culture in the heart of the city. This idea was made concrete when the Rotterdam Academy of Architecture, which had moved to the RDM Campus deep in the docklands, wanted to organize an exhibition in the city. In the spring of 2009, in a matter of three weeks, the lifeless plinth course of the Schieblock was opened up. The ground floor was declared a cultural podium, in effect the beginning of the transformation of a building that was already destined for demolition. The birth of *De Dépendance* in effect marked the first fruitful collaboration between the City of Rotterdam, the building's owner (project developer LSI) and ZUS.

In June 2009 we were invited to participate in the project curated by Crimson, *Maakbaarheid* ('Makeability'), part of the main exhibition of the 4th IABR: *Open City.* The Central District was our starting point, and in association with LSI we began exploring possibilities to improve the RCD's connections with its surroundings. Using routing, circuits and programmatic studies, we identified opportunities to link the area in a layered way with the networks that surrounded it. This led to the *Plan des Circuits*, which in effect forms the basis for the later routing network. It was the first time that alternatives could be put up for discussion.

At the same time we became acquainted with Codum, a young developer, with whom we worked out an alternative business plan to breathe new life into the Schieblock. Our financing model was built on direct (substantive) involvement, so that within a short time a network of entrepreneurs was formed, which filled all 8,000 m² with units of 10 to 700 m². The partnership we formed with the IABR, one of the first parties to commit and move into the Schieblock, enabled us to turn the building into an urban laboratory where, prompted by the Schieblock's temporary character, we could experiment with new forms of making city.

Yet one building does not a city make, nor can only three stakeholders. To genuinely demonstrate what the gradual transformation of the Rotterdam Central District, and the adjacent Pompenburg and Hofbogen could be, it was necessary to develop an integral strategy. To achieve this, a broad alliance first had to be forged with the city, property owners, businesses, cultural institutions, and universities.

We knew that we would find ourselves in a complex process, but at the same time we felt the time was ripe for a reality check. The greatest challenge in this regard was to come up with new instruments to bridge the gap between a development market driven by private means and a retrenching government. Could we convert the idea of 'Permanent Temporality' into an actual strategy? What role should we take in this? Pro-activist, facilitator, or professional?

THE AREA BECOMES A TEST SITE
ACT THREE: 2010-2012

The new plans for the Rotterdam Central District were unveiled during a public presentation in early 2008. A vision for the area was drawn up, *Glocal City District*, that expressed the ambition of 'adapting a universal location like a station zone to local circumstances.' The urban plan that followed, however, proved to be an instant plan with little empathy for the physical and economic context. The critique, in part fueled by the steadily worsening economic crisis, was that the plan was far removed from the urban reality. It lacked a development strategy that could transform the area over the next 30 years. It also lacked new approaches to financing, new alliances, and specific references. This was an opportunity to experiment with urban curatorship, to explore and to reflect in the space that had opened up between towering ambitions and recalcitrant reality. In the fall of 2009 the IABR and ZUS therefore decided to officially declare the RCD the *IABR Test Site Rotterdam.*

The fact that the economic machine of three decades of flourishing city development was beginning to falter was reflected in more and more concrete projects. The most

noteworthy news was that the city's entire bureaucracy was to move from the Marconi Towers to a new building to be built on the Kop van Zuid, the *Rotterdam*. Yet there turned out to be no plans for the 60,000 m² of office space that would be left behind. During this period the Weena cosmopolitan office boulevard gradually filled with signs advertising office space for rent. Even the optimistically planned brain parks on the outskirts of the city soon had to deal with vacancies. Was this simply a symptom of the economic crisis?

Gradually a new sense of realism emerged. It became clear that investors and developers were not the only ones to have been blind to the obvious; policymakers and planners had also proved unable to foresee that single-function, large-scale property developments would turn into the city's new ghettos. Short-term thinking and the emphasis on economic gain had created cities filled with urban phantoms, and it was by no means certain whether they could be brought back to life. How should the West-European city, facing stagnant economic growth and an aging population, shift the agenda from new construction to transformation? How could city be made in times of crisis and stagnation?

The Central District and surrounding areas like Pompenburg are plagued by vacancies and 'rear-façade' situations, but they are anything but devoid of prospects. There are many relatively small-scale developments, like the MiniMall, Central Post, the Creative Cube, DS 25, and the Schieblock, which serve as beacons for transformation in the area. The IABR Test Site is focused on the places, buildings, and private initiatives that provide a basis for a new development strategy. There are enough determined stakeholders that can shape the alliance. The idea is to distill workable projects from the existing plans, so that, for instance, the public space can already start to take shape and does not have to depend for its development on real estate that has to be built first. This presupposes research into new earning models, different alliances and kinds of alliances, and different spatial solutions. Together, this research and these alternative developments form the *sabbatical detour*, a working method devised by the IABR and started in 2007 in and with São Paulo, whereby a Test Site is used to match design and planning, (international) reflection and knowledge exchange to actual urban projects in a new and productive way over a certain period of time.

With the Test Site Alliance, work is being undertaken based on three themes: 'Permanent Temporality,' 'Urban Fabric,' and 'New Economy.' These themes are being elaborated in the form of five strategies: 'Routing,' 'Making Places,' 'Transformation,' 'Densification,' and 'Local Economy.' In practice this means that concrete projects and specific alliances are being used to explore how long-term ambitions can be 'temporarily' implemented in the short term. For instance, one of the projects, the sky promenade, a route for slow-moving traffic from the RCD to Pompenburg, is a direct translation of the idea of the 'Mixone' from the existing urban plan. From a strategic point of view, the essential difference is that a traffic link is being built in advance of real estate development, rather than treating it as the final element. Immediate results can be realized by using *crowd-funding* as a financing model. This proactive project opens the door for subsequent projects that will take shape along the new route. Rears become fronts, vacant space is reallocated and passive actors are being woken up.

In terms of being a Biennale project the IABR Test Site Rotterdam is a city that exhibits itself and at the same time an exhibition that makes city. An area that shows how it is working on its own best practices. This allows for very direct testing of whether a certain strategy makes sense, without calling the planning as a whole into question. Research by designers and universities and the testing of programs reveal the alterna-

tives, leading to direct reflection. Moreover, this increases the direct involvement of policymakers, planners, and citizens: along the way all the parties see more opportunities to gradually bring the area and its economy back to life.

2012 is the year of truth for the Test Site, because the strategy that has been developed is now visible and tangible for the first time. Due to time pressures, the emphasis has been mainly on basic spatial interventions and the economic model. The performance and the reflection that will take place on site and in the public debate are part of the testing. But how do we assess the projects that have been launched? What criteria do we apply to modify them and develop them further? Is there sufficient involvement by citizens and businesses, by current and future users of the area, to continue with the strategy? Will the fragile intentions of the current stakeholders survive? And is the structure of strategies and projects strong enough to set a different method of urban development in motion?

At the moment the IABR is the platform upon which significant conversations are being conducted and crucial connections are being made. It is worth noting that a

107

shared focus, a culmination point, 19 April 2012, the opening of the 5th IABR, has added a new focus to the way the parties are working together. To safeguard the necessary continuity, therefore, it has already been decided to prolong the Test Site and to link it to the 6th IABR in 2014, in order to allow the chosen methodology to reach full maturity.

NEW AGENDA FOR THE CITY OF TOMORROW
ACT FOUR: 2012-2014

It is now early 2012. National and local governments are really slashing their budgets and there will be scarcely any major investments for the time being. The bureaucracy is being further depleted and aldermen are looking at the citizen as holding the potential for new developments. At the administrative level, the focus is on 'public development,' 'the neighborhood is in charge,' and a completely new policy instrument, the 'city initiative' has been created: a sum of no less than 4 million euros is available for the best citizen initiative in Rotterdam. We are one of the contenders. Municipal politicians are bypassing bureaucracy and seeking direct contact with the inhabitants of the city. It is clear we are now in a fundamental transition from policy-based production to co-production. The time seems ripe for citizens to exercise more direct influence and examine how this influence can be used productively to make city.

In the Test Site alliance the horses are now almost all facing the same direction. As a result the process has accelerated. People are no longer talking about beautiful designs or possible strategies. No, the alliance has become professional: project teams review permit procedures, financial models are elaborated, and the implementation of the first project is being spurred on. The continuing economic crisis has meant that small opportunities in particular are being seized upon. Through our design research we have gradually managed to persuade the alliance and the authorities that there is another way of making city.

During the 5th IABR: *Making City* the design research will be presented to and in the city. The various agendas (design, alliances, and governance) for the Test Site 2012-2014 will be formulated in association with economists, architects, artists, policymakers, the Netherlands Architecture Fund, AIR, the City of Rotterdam, and the RCD Association. With workshops, lectures, and conversations in the Test Site café, with mini-festivals, tours, and film showings, we are dedicating ourselves to action and reflection in making city.

I WE YOU MAKE ROTTERDAM
THE CITY AS EXHIBITION – THE EXHIBITION THAT MAKES CITY

Rotterdam Central District exemplifies the current crisis: construction is still going strong in the city, but there are also areas where stagnation has become a fact. The Test Site Rotterdam focuses on the latter. Along with Test Sites in São Paulo and Istanbul this is an urban area in which the IABR and its partners are making city in a proactive way, through design research, new alliances and devising alternative earning and working models.

In the Test Site Rotterdam, curators Elma van Boxel and Kristian Koreman (ZUS) bring together the two ambitions of the 5th International Architecture Biennale Rotterdam: the city itself is put on display and at the same time the exhibition contributes to making city. The fruits of the Test Site process set in motion in 2009 are manifested at the 5th IABR in the form of concrete initiatives (Act), as results of testing carried out through interventions (Perform) and as reflections on the question of how to make city in this specific location (Reflect).

Given current economic predictions, it may be years before integrated area development picks up steam again. The city cannot wait: spatial and economic issues are too urgent to put off until some future date. How to proceed? The existing plans for the Rotterdam Central District (RCD), a metropolitan mix of functions and high-quality public space, contains sufficiently useful ingredients, but what it lacks is a strategy to quick-start development and gradually transform the area. The current plans are based on the interconnection with the surroundings as a necessary artery for the area. Routes for slow-moving traffic to the east and south are meant to tempt visitors to explore the area and stimulate everyday use by its residents. Along these routes, plinth courses full of activity are planned, with a mix of global and local industry (dubbed the 'Mixone' in the plans). But all this only once the real estate has been built, and that might take several decades.

In the new logic of the Test Site, this pre-crisis logic is turned on its head: if this area is intended to become part of a livable city centre, a focus on traffic links, the making of place, and small-scale programming are all essential. This can stimulate chit-chat on the street, which according to Jane Jacobs forms the basis of the urban economy. The backbone structure created in the process turns rears into fronts and gives desolate buildings an address again. The area can gradually be transformed by adding a new quality in each phase, in order to ultimately create an optimally dense district.

ACT: 1 PLATFORM

Making city has too long been the preserve of the government and the market. The Test Site is therefore looking into how new alliances can contribute to the definition of a good agenda. Instead of fixating on a final outcome, the actual initiatives and the specific strengths of the area are used as a starting point, leading to the creation of the *I We You Make Rotterdam* platform. It brings together all citizens, entrepreneurs, businesses and institutions that can potentially contribute to making Rotterdam: in addition to ZUS, the IABR, the project developer LSI and Stadsontwikkeling Rotterdam

(the city's urban development agency), this also includes the Schieblock, the Rotterdam Central District Association, Erasmus University, Delft University of Technology, Motel Mozaïque, Gispen, Hofbogen, Pompenburg, Zadkine, the Hollywood Music Hall, and Rotterdam University, to name a few. Within the platform, initiatives from the market are matched through workshops to other stakeholders and made to reflect policy frameworks. A number of smaller, specific alliances have emerged in this way over the past two years, generating dozens of projects.

Act is the testing of new collaborative ventures, new deals and productive cross-pollinations. In the exhibition section 'The Back Office' a replica of the Test Site Studio has been built, showing how the process has unfolded and what can be learned from it.

PERFORM: 5 STRATEGIES, 20 PROJECTS

The Test Site is banking on projects that must prove themselves through their performance in reality. Five strategies have been developed as ways of making city: Routing, Place Making, Transformation, Densification, and Local Economy. These strategies are visualized in a series of projects in the Test Site.
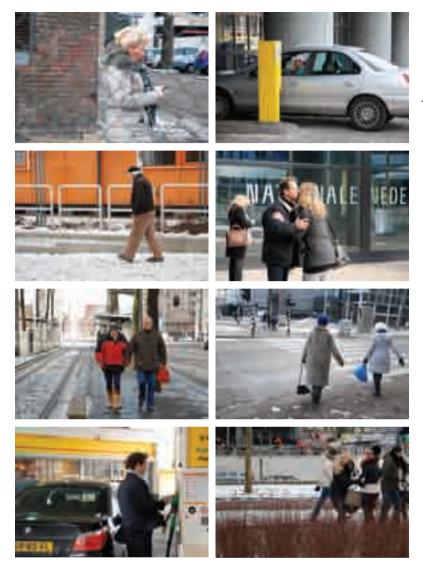
1. ROUTING

Decades ahead of the implementation date proposed in the urban plan, the pedestrian route from the RCD to Pompenburg and Hofbogen is now being realized, in the form of a pedestrian path and sky promenade. The sky promenade, which spans Schiekade and later the railway tracks as well, is a 360-m-long elevated wooden pedestrian passage. This pedestrian link provides access to the area and makes it once more accessible for slow-moving traffic. The link also becomes the backbone for further developments in the public space: programmatic, social, and physical. In order to complete this route quickly, the bridge is being financed through crowd funding. The bridge is made of 17,000 planks, each of which can be purchased for 25 euros by citizens, entrepreneurs, businesses, institutions and organizations. The names of the donors will be engraved in the planks. When the 5th IABR opens, the sky promenade will be partially completed.

In order to reinforce the connection between Central Station and Delftsehof, a section of the line of buildings on Delftseplein is being removed. The pedestrian path from the station can continue into Delftsehof and eventually connect to the sky promenade. The rears of buildings are turned into addresses facing a public space. Intelligent constructions in real estate development are allowing these interventions to be moved forward in time, so that part of the future form of the area can already be realized.

2. MAKING PLACES

The current policy of the Rotterdam authorities is predicated on *place making, city lounge* and *sustainability*; the city aims to be the European Green Capital in 2014. Each objective is intended to improve the quality of the city as a place to spend time in. A survey of current challenges in the area of the Test Site examined how these objectives are faring in practice. How is parking to be accommodated in a city intent on becoming greener? What is to be done with trees of which it has been decided that they no longer fit in the streetscape of the city centre? Are investors and multinationals also interested in place making if they have to make a financial contribution to it?

These questions are being tested through concrete projects in the Test Site, such as Pocketpark Delftsehof, DakAkker Schieblock, and Hofpark.

The area presents numerous opportunities for making green, active and comfortable places. Delftsehof is currently being used as a car park and as an outdoor venue for the Hollywood Music Hall. A clever shifting of parking places creates space for place making. Sixty trees that have to be removed from the nearby Weena will be transplanted to Delftsehof and given a second chance at life. The rear of Delftsehof becomes a front again, a place of passage becomes a place to spend time in and the grey car park acquires a green aspect.

The roof represents another unused potential. Flat roofs in particular lend themselves to green solutions, for rainwater collection, and for planting, for example for food production. Improving the urban environment by implementing a more sustainable food strategy is of vital importance to the city. The DakAkker ('roof field') on the Schieblock is therefore being employed as a research and education platform that also makes it possible to create shared financing: the producer, researcher, and consumer all contribute.

3. TRANSFORMATION

The continuing economic crisis and the large volume of empty office buildings are lead-ing to a slowdown in development in city centers everywhere. The Rotterdam Central District too finds itself caught between towering ambitions and a recalcitrant reality. These conditions led to the establishment of the Schieblock city laboratory. At the initiative of Codum and ZUS and with support from the owner, LSI, and the Rotterdam Development Corporation, a five-year plan has been drawn up for the temporary trans-formation of this unique building in the RCD. The Schieblock, where about 80 mostly small enterprises (including the IABR) have offices and whose ground floor accommo-dates various public functions, is an important test case, a first reference framework for transformation possibilities. This unique business case will be presented in the form of a chronological overview of the events that have made this piece of city.

Central Post, converted by LSI from a postal sorting centre into an office building, is a second example of transformation. On the twelfth floor of this building an overview of the history and reconstruction of the area is being exhibited. This floor also affords a magnifi-cent view of the entire Test Site and the surrounding expanse of Rotterdam.

The transformation challenge is daunting. Several universities, including the University of Michigan, the École Nationale Supérieure d'Architecture de Versailles, and Delft Uni-versity of Technology have developed models to deal with the vacant space. The results exhibited can serve as inspiration for property owners, financiers and municipalities.

4. DENSIFICATION

The Central District faces a major densification challenge over the next 30 years. This should take place in massive stages, which precludes a gradual development. Might there be a way to implement modular densification? And can small-scale densifica-tion lead to more vitality and diversity? The Test Site densification strategy is therefore exploring different methods of densification, using pop-ups, roof structures and studies of the future program.
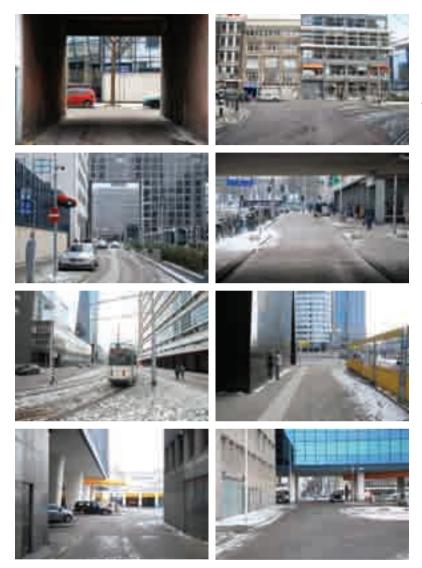
The pop-ups consist of local initiatives that can be accommodated quickly and sim-ply. No long planning process, but rather starting tomorrow: a modern method of urban development that is more rapidly and better attuned to current needs. A Pop-Up Store is a shop that literally pops up in the urban environment without necessitating complex property development. Examples include kiosks, small sales outlets, temporary galleries or hotel rooms, urban gardens and XS hospitality venues. Motel Mozaïque, a festival that has also nestled in the Test Site, provides temporary sleeping accommodations and stages that may, after the test, acquire a more permanent character.

Alternative financing strategies for the area, based on a gradual transformation, have been explored with the Master City Developer program at the Erasmus University Rotterdam and Delft University of Technology. The models are being exhibited in the Test Site and presented to stakeholders in the area.

5. LOCAL ECONOMY

The engine of integrated area development, ultimately, is the economy. Official plans are primarily predicated on offices and the knowledge economy, segments in which national and international competition is particularly fierce. And Rotterdam, in fact, has achieved greatness mainly through other forms of economy, like manual labor, crafts-manship, transshipment of goods, and small and medium-sized businesses. A genuine Glocal City District should bring these different forms of economy together.

Therefore the Fabrique Urbaine has been initiated, a workshop for temporary urban design, located along the sky promenade and part of the Test Site. The Fabrique

focuses on developing and making specific elements for the public space, like kiosks and seating elements. For its production the Fabrique Urbaine uses recycled materials almost exclusively. The waste material from construction sites in the vicinity is used to produce new projects, while Gispen, the second largest office furnisher and designer in the Netherlands, supports the Fabrique in a similar way. A cooperative venture has been set up with Guido Marsille, De Bende, and 2012 Architecten. The Fabrique provides employment for Rotterdammers and serves as a teaching venue for schools in the area, strengthening the links between the city and educational institutions in the process. Industry in the heart of the city.

REFLECT
6 PERSPECTIVES, 10 WORKSHOPS, 15 CAFÉS, 8 LECTURES

The concrete strategies and projects in the Test Site provide more than enough mate-rial for discussion and reflection. Are these the right interventions? Is it working? Are

they really making city? And do they provide a foothold for the future?

The Dépendance is the epicenter of the Test Site, houses several exhibitions and serves as the central platform for lectures and debates. This is where one can take a step back and speculate about the future in a broader context.

The program is the instrument through which, together with the audience, reflection about the Test Site can take place: exploring, debating and inspiring. The program consists of lectures, workshops, tours, conversations, and film showings, and brings together various target audiences.

Several speakers will talk about their everyday practice and relate this to their experiences with the Test Site Rotterdam.

In the workshops, organized in association with the Netherlands Architecture Fund, research bureaus explore the opportunities for private and collective commissions in Rotterdam. In consultation with the city, ten locations in the city centre have been selected where challenges and agendas are to be explored with residents, policymakers and designers. The primary objective is to forge new alliances and to launch, in a concrete way, new methods of making city in which citizens and businesses are actively involved.

Mini-festivals provide a blow-up representation of the five strategies being applied to the Test Site. The tours link various target audiences with the area and explore the urban reality. The café facilitates conversations and film showings.

The up-to-date program can be found at www.iabr.nl.

After the 5th IABR is over, after two years of mobilizing alliances and getting numerous projects off the ground, and after four months of exhibition and reflection, there will be more than enough material to formulate the agenda of the next period, from 2012 to 2014. What was learned from the Test Site Rotterdam? What ways of making city are successful in these specific conditions, in this place and in this time? What does this way of working genuinely contribute to the better planning, governance and design of our city?

Elma van Boxel and Kristian Koreman
ZUS [Zones Urbaines Sensibles]

Centro ✈
Est. da Luz

4,15m

MAKING CITY ESSAYS

¹²³ ESSAYS

The question of how to make city in the twenty-first century is high on the agenda worldwide, from the exploding cities of South America and Southeast Asia to the shrinking cities of Western Europe.

We therefore asked several key figures to write a short essay, preferably a short manifesto, that would express their personal conviction – inspired by their everyday work of making city – that things must change and that they can change.

In his essay **Bruce Katz**, vice-president of the Brookings Institution in Washington, DC, formulates the challenge. Right now, at the moment in history he previously dubbed 'the metropolitan moment,' the cities themselves have to take the lead. Together they are the engine of our prosperity and must accommodate the 'next economy,' one that finds a sustainable balance between knowledge economy and production on the urban scale. Ultimately, making city's most important challenge is to enable city dwellers to achieve socioeconomic betterment.

How this challenge, which applies to all cities, should be addressed is a question that each city must answer in its own way. The megacities in the southern hemisphere, for example, feature different dynamics and require different approaches from those of the often shrinking cities in the now crisis-battered West.

Elisabete França, deputy municipal alderman and director of social housing in São Paulo, the southern hemisphere's biggest city, calls for specific approaches: she rejects the idea that blueprints, often developed in the West, can be applied one-on-one in Brazil's *favelas*. She argues emphatically that the existing city, as fashioned by its inhabitants, should serve as the starting point for making city.

Anne Skovbro, municipal director of planning and urban development in Copen-hagen, describes how her city found a way to stop the downward spiral, among other things thanks to a new and unexpected approach: the new bridge across the Øresund strait has turned Copenhagen in Denmark and Malmö in Sweden into a single, cross-border urban region.

Regula Lüscher, municipal director of urban development in Berlin, writes about the premises that underpin IBA 2020 in Berlin. The *Internationale Bauausstellung* (International Building Exhibition) is an organization whose working method, with its emphasis on transience, quite resembles the IABR's. City hall in Berlin joins those who call for alternatives, for experiments, and for alliances in which residents and societal organizations play a role.

From the exact opposite perspective to that of city hall, design practice **GRAU**, based in Paris, reports from the frontlines. It writes about the precarious position of young design firms in an increasingly complex process of making city and about the strategy the firm has developed in order to position itself within this field.

Organizations that operate outside the government yet work in close association with

it can play a unique and stimulating role in the process of making city. The IABR and the IBA are examples. **Robert Yaro**, president of the Regional Plan Association in New York, issues a call for a regional planning approach for urban regions, introducing the now 90-year-old RPA as a model and inviting other cities to work together and make use of one another's expertise.

Cities must indeed work together and share knowledge. They have to organize this themselves. But how much maneuvering room do they have? We live in a world in which political power lies with national governments. They ultimately hold the keys; they control the resources and the power that cities need to be able to continue to develop as the engines of our prosperity that they increasingly are.

Together the national governments, as part of the United Nations, have created UN-HABITAT, which is meant to make policy on a global level to position our cities for the future. Its new executive director, Barcelona's former mayor **Joan Clos**, presents his outlook. He describes how he thinks UN-HABITAT should adapt to the new ideas about making city, seeing the city not as the problem but as the solution.

In the Netherlands, finally, the national government is introducing a new spatial planning policy. Minister **Melanie Schultz van Haegen** bids farewell to generic planning concepts and opts for custom-made solutions. She wants to invest in those urban regions that make a difference internationally and thus boost the future economic development of the country as a whole.

Together these essays provide a picture of the task at hand and of some of the strategies that are being employed. Cities are increasingly using their own specific conditions as the starting point for their own solutions, rather than generic blueprints or the 'blank page.' In the process they enter into unexpected alliances – with one another, sometimes across national borders, with international exhibitions and societal organizations, and with their own citizens and other private stakeholders.

Strong cities and globally active and dynamic urban regions are the bridge to our future. But a lot of work still needs to be done, and eventually it is the national governments that must provide room and make that work, design and execution possible.

Specific solutions for specific problems, based on research and exchange, on new alliances among designers, cities and all other stakeholders, and on new relationships between the various layers of government, all aimed at bringing the city into position and keeping it in the lead: that is the challenge.

125 RESTORING THE PRODUCTIVE CITY: 'THE MARCH OF THE MAKERS'

BRUCE KATZ

Over the past several decades the United States and other mature economies have embraced a vision of the postindustrial city. Cities focused almost exclusively on amenities, pursuing Starbucks and Stadia strategies to remake the urban landscape for an era of consumption rather than production.

The postindustrial city was a derivative of a broader macro theory about the evolution of capitalism and the rise of the postindustrial economy. Adherents of this proposition maintained that developed countries could focus on research and development and other knowledge-economy services almost exclusively, while offshoring manufacturing to developing countries, where lower pay scales, lax environmental regulations, and bigger profit margins won the day. Positioning manufacturing as a holdover from times past rather than a potent source for economic growth and innovation in the years ahead, most mature economies – Germany being a key exception – abandoned their productive capacities and hastened to embrace the postindustrial model.

Though attractive in theory, in practice this vision proved unsustainable. Not only did manufacturing go into decline in these countries, taking millions of well-paying jobs with it, but as manufacturing moved abroad, so did innovation. In the electronics sector alone, 90 percent of R&D now takes place in Asia, due in large part to the steady offshoring of manufacturing by American electronics companies since the 1980s. The spatial separation between factory floor and research lab inhibited both product and process innovation and eventually left firms out of the innovation loop.

By allowing their manufacturing sectors to languish, mature economies soon found themselves at a significant disadvantage in the global marketplace.

As we emerge from the rubble of the recession, we must embrace a different growth model, a next economy fueled by innovation, powered by low carbon, driven by exports, rich with opportunity, and led by metropolitan areas. This is a vision where we export more, waste less, innovate in what matters, produce more of what we invent and build an economy that works for working families.

At its core this is a manufacturing vision, which has deep implications for cities. While manufacturing has experienced a lengthy period of decline, many cities and metropolitan areas still possess significant manufacturing capability, and by extension innovation capacity. A rich industrial heritage has endowed these areas with the companies, skilled workers, educational and advanced research institutions and production strength essential to moving toward a new economic vision, one that rejects failed strategies of the past in favor of a more stable and more sustainable approach to economic growth.

The tantalizing prospect: the restoration of the productive city – and a 'March of the Makers' – in the aftermath of the recession.

Cities and metropolitan regions are the driving forces of the economy. Home to over 50 percent of the world's residents, urban areas concentrate the assets – the creativity, talent, innovation and production capacity, and entrepreneurialism – that make increased prosperity possible. In the United States, major metropolitan regions generate more than three-quarters of the gross domestic product. The same is true in other nations as well. Given their outsized influence on national economies, metropolitan and urban areas have a crucial role to play as we reimagine and reinvigorate our production and innovation capabilities – and urban manufacturing in particular has tremendous potential to serve as a catalyst for innovation and economic growth.

For many people, the phrase 'urban manufacturing' evokes images of a sooty skyline in nineteenth-century London, cramped garment factories in early twentieth-century New York City, and massive automotive assembly lines in mid-twentieth-century Detroit. However, twenty-first-century urban manufacturing bears little resemblance to these earlier incarnations. Manufacturing today is largely composed of small, specialized firms, many of which are located in urban areas. Within the space of the city, these companies are inventing products, creating markets, and designing innovative approaches to the production of goods.

Modern small-scale manufacturers can thrive in the urban environment. The diversity and density of cities offers a climate conducive to a vibrant innovation ecosystem. By increasing opportunities for face-to-face interactions within and across industries, the concentration of people and companies in cities can inspire new products, new companies, and new collaborations. While most urban manufacturers produce for local commerce, some will engage markets well beyond the city limits, establishing broader domestic and even global trade relationships.

Cities also encourage the emergence of strong value chains and industry clusters as manufacturers agglomerate in a particular area to benefit from knowledge spillovers and local labor markets. These firms tend to organize themselves into flexible, peer-to-peer networks with strong connections to the broader metropolitan-area economy. As industry clusters emerge, they tend to improve manufacturing productivity, encourage

entrepreneurship and increase both employment and wages in the surrounding metropolitan area.

Urban manufacturing improves opportunities for workers as well. On average, in the United States, manufacturing jobs pay 19.9 percent more than non-manufacturing work and are more likely to provide benefits. Furthermore, manufacturing provides a disproportionately high number of jobs for less-educated workers – about 48 percent of manufacturing workers have no formal education beyond high school (as compared to 37 percent of non-manufacturing workers). This larger share of jobs for less-educated workers, when combined with the wage advantage of manufacturing jobs, make manufacturing an engine for boosting workers into the middle class. Manufacturing also tends to spark growth in non-manufacturing sectors, as service-based businesses expand to meet the needs of manufacturing companies and their employees. Cities and metropolitan regions that support growth in urban manufacturing can take advantage of these multiplier effects, cultivating stronger, more innovative and more resilient regional economies in the process.

In addition to fostering innovation-driven economic growth in metropolitan areas, urban manufacturers can also contribute to sound urban environmental practices. These smaller companies tend to make energy efficiency and 'cleaner' production processes a priority, both to achieve long-run cost savings and to minimize environmental impact. Furthermore, given their smaller physical footprint, several urban manufacturing firms can occupy an industrial building that previously housed just one large-scale manufacturer, thus allowing for efficient repurposing of existing urban industrial space.

New York City's Brooklyn Navy Yard offers a compelling example of how manufacturers can flourish in urban areas, particularly with support from city government and nonprofit intermediaries. Decommissioned by the federal government in the mid-1960s, the Navy Yard languished for several decades until the City of New York joined with the nonprofit Brooklyn Navy Yard Development Corporation (BNYDC) to transform the area into an urban industrial park. BNYDC worked with the city government to improve infrastructure, upgrade buildings, and convert spaces to meet the needs of smaller manufacturing firms. As a result, the Brooklyn Navy Yard is now 98 percent occupied, with its 275 tenants employing a total of 5,800 workers, most of whom live in surrounding communities.

Sustainable business practices are the order of the day at the Brooklyn Navy Yard. By actively seeking out green firms and encouraging environmental sustainability among its tenants, the Brooklyn Navy Yard works to support cleaner approaches to production. LEED (Leadership in Energy and Environmental Design)-certified buildings, access to solar and wind power, natural ventilation, recycled water infrastructure, and other amenities all make the Navy Yard a strong model for environmentally conscious urban manufacturing. The City plans to expand the complex by creating a 215,000-square-foot (19,975 m²) Green Manufacturing Center, which will serve as an industrial campus for design and manufacturing firms in the clean economy.

Cities interested in bolstering their manufacturing capacity would do well to follow the Brooklyn Navy Yard's lead. By preserving existing industrial land and buildings and repurposing these facilities to accommodate small-scale manufacturing firms, cities can help ensure that manufacturers looking to locate in urban areas are able to find space suited to their goals. Infrastructure investments to improve energy efficiency,

encourage sustainable business practices and expedite freight transport will help manufacturers reduce their environmental impact as they produce and send goods into the marketplace. Investments in transit accessibility, area pedestrian access, and affordable and attractive housing options for all incomes will enhance quality of life for employees of urban manufacturers and non-manufacturing businesses alike.

Urban leaders should also consider developing manufacturing-focused innovation districts, one of the strongest new strategies available to promote transformative, place-based economic growth. Moving beyond the industrial districts of the nineteenth century and the science and research parks of the twentieth century, innovation districts place a far greater emphasis on the physical realm (infrastructure, urban design, and architecture) as well as the community environment (affordable housing, social activity, cultural institutions, and events) to create an atmosphere of innovation, collaboration, and entrepreneurialism that permeates a specific location. This distinctive climate encourages the creation of new firms and the development of new connections among businesses, research institutions, regional intermediaries, and other organizations located within the district's boundaries.

Reshaping our cities into production-oriented, innovation-intensive spaces will require fundamental changes in policy at all levels of government. Cities can and must take the lead in this transformation, seizing their role as the drivers of the economy and inspiring states and nations to lend support to these efforts. As projects like the Brooklyn Navy Yard become the norm rather than the exception, state and national governments can take these transformations to scale by adopting a policy agenda that prioritizes manufacturing strength and innovation capacity over the consumption-driven tactics of years past. By embracing this new vision of urban space, cities, metropolitan regions, states and nations can work in tandem to bring about a twenty-first-century March of the Makers.

Bruce Katz
Vice-president of the Brookings Institute and founding Director of the Brookings Metropolitan Policy Program

129 WHAT MAKING CITY MEANS TO SÃO PAULO SOCIAL HOUS- ING POLICIES

ELISABETE FRANÇA

Policymakers and everyone else interested in the contemporary city face a significant challenge: creating a new way of thinking about the city. Twentieth-century postmodern urban planning is not the answer to the problems faced by the twenty-first-century city. The starting point of contemporary urbanism must be our real, accumulated, existing knowledge of the city. It must distance itself from the modern urban planning that drew on the nonexistent city. This existing, real, and communal knowledge is the result of collective efforts on the part of people who have built and designed what may not at first glance be appealing, but is important because it represents individual and collective co-ordinated efforts – even informally – toward the construction of the city. Seen from this new angle, the producers of public policies must know the city in its entirety when developing their plans and projects. This means breaking with pre-existing concepts.

São Paulo has about 1,500 *favelas* (slums), 1,000 irregular settlements and 2,000 *cortiços* (slum tenements). Together they occupy an area of only 136 km² in a city of 1,500 km². That means that 30 percent of the city's population occupies, densely and vertically, less than 10 percent of the territory of São Paulo. In addition, São Paulo is a mosaic of different cultures and social groups, where there is no room for single-minded urban planning or, as Argan puts it, where 'there is no urban planning of the categorical imperative.'

This is our field of intervention in the informal city of the twenty-first century. In the contemporary city, design does not have a functional dimension; it serves the existence of those living in different places. To be able to develop new projects, we must recognize urban plurality and the existence of a morphological structure that has its own characteristics.

The main idea of the São Paulo social housing policies as practiced by SEHAB is to demonstrate, contrary to what has been extensively broadcast, that there is not just one periphery, impersonal and segregated, where people are unhappy, have no access to entertainment and live isolated from the good things of this world. What has been observed is that consumption patterns and habits are the same, differing only in the quality of the products and the price paid for access to them. It is important to understand that when we make plans and projects for the informal city, we are not dealing with areas where people have no history, no social networks, no pre-existing conditions, nothing at all. The difference lies in having more or less access to services and equipment. This is a vital observation, because sometimes people speak of the poorest parts of the city as if they were working on the apartheid principle, as segregated suburbs, and that is not the case at all.

The above example refers to existing myths. Now why would people presume that precarious settlements are a problem? Why is it that these settlements have such a major impact, relative to their insignificant size, on the whole question of land occupation? Why are they always highlighted on the front pages of newspapers and magazines, which seem to take a special interest in presenting slums in flames, at-risk areas, etcetera? Our *Favela Observatory* enables us to understand why so many people are against informal settlements. They have been a cause for concern because they do not follow the normal codes of land use and zoning, but we should be asking whether the existing codes are indeed the best. Precarious settlements occupy public or private land, which may also be a subject of discussion.

These are the reasons that *favelas,* irregular settlements, and *cortiços* are always linked to absence, shortages, and homogeneity. Most people who work or intend to work in these areas and carry out projects think they will be completing a design for a homogeneous environment. It is necessary to break with this idea. The fact that these settlements do not represent the idealized model for urban planners and architects must be accepted if good designs and plans based on pre-existing conditions are to be produced.

SEHAB's experience only reinforces the conviction that the most important thing is for planners involved in upgrading projects to keep this in mind when developing their ideas. They must respect the existing sense of identity within such areas, because even people living in precarious, even extreme, conditions have roots and connections with the place and with their neighbors, relatives, and friends. Social networks built over years in a poor neighborhood are the greatest assets a family has. That is something that cannot be compensated for and must be preserved.

The twentieth century began with a Brazilian urban population of about 6 million people and ended with around 160 million people populating its cities. Brazil has undergone a fantastic challenge, that of the incorporation within urban life of a contingent population of this magnitude.

This leap from 6 to 160 million city dwellers chiefly demonstrates people's commitment to urban living. In Brazil the city is seen as a place of opportunities – opportunities for access to education, health, employment, and even, in a broader sense, to a fuller life. But even as the city has been desired and continues to be desired, it is also rejected. Over the course of the twentieth century, especially up to the 1980s, the ex-

isting city suffered from complete indifference; solutions were sought through attempts at disruption and eradication. More than 30 percent of São Paulo's inhabitants, about 3 million people, are subject to some degree of urban precariousness. They live in areas designated as *favelas*, slum tenements, or irregular settlements. Separated from the so-called 'formal city' they are unequivocal examples of inequality within the urban realm.

The central concept behind intervention is the continued residence of the inhabitants and the guarantee of continuity in investments in housing. Taking the city itself as the source of the solution, intervention has as its chief objective the building of quality public spaces that respect what is already in place environmentally and culturally, and that above all lead to the elimination of the urban boundaries, real and symbolic, between the previously 'informal' areas and 'formal' districts. We all want architecture and urbanism to be developed within the sphere of the city, building on what is already there rather than on preconceived notions. This new perception has provided a theoretical basis for the elaboration of a way of thinking about the informal city and the districts produced by the poorest people that incorporates the efforts previously made by families themselves and that uses these as a starting point for the elaboration of a plan for future interventions. The informal city is an urban phenomenon formed within the city's territory, and therefore an integral part of it, one of the elements of urban morphology that shape its design.

We believe it is important to start planning urbanization projects that are not just a mirror of the conventional city. On the contrary, projects for outlying regions characterized by every kind of precariousness ought to opt for a definition based on their own conditions in terms of space, time, and distance, a definition that considers both the disruption and the order within the various types of their occupation.

This is the main aim of our policy: to highlight the importance of urbanization projects for the so-called informal city, not as being out of the ordinary but rather as representing a new relationship that architects and planners ought to establish with the population living in less privileged districts. A population that today expects creative solutions in accordance with the demands of the city of the twenty-first century. We pursue these goals because we believe that the city, recognized as a privileged space for human relations and an eminently democratic forum, allows opposing values to coexist and be confronted, countering the conservative ideas of isolated communities. This privileged role that the city has adopted – a space for democratic communal living – relates to the extension of access to opportunities for all of its inhabitants.

A city must be built where urban living, in terms of social interaction and of exchange between differences, can be permanently guaranteed. In the case of cities the question of sustainability, one of today's key issues, needs to focus on this capacity of the city to formulate place, to organize the locus of social exchange, of interaction.

SEHAB's policies are obviously opposed to a city of ghettoes, a city of isolation, a city of closed condominiums, a city where we only interact with people like ourselves. In this sense, in this clash of perspectives, perhaps the example of urban projects in *favelas* is one of the most powerful instruments for helping us gain insights.

What unites the IABR and the City of São Paulo can be summed up in the conviction they share that the role of planners and architects in the contemporary city is to

transform it by connecting its parts, thus striving for a coherent and consistent, yet diverse city to which all its inhabitants have an equal right. This may come across as utopian, but it is not. It is a necessity.

Elisabete França
Deputy Secretary for Housing and Director of the Social Housing Secretariat (SEHAB), São Paulo

133 COPENHAGEN SOLUTIONS

A CONTRIBUTION TO THE DEBATE ON THE NEED FOR A NEW APPROACH TO URBAN AND REGIONAL DEVELOPMENT

ANNE SKOVBRO

During the last two decades, Copenhagen has transformed from a run-down industrial city into a modern and vibrant city with strong growth in population and workplaces. This change has been made possible through a strong emphasis on strategic and physical city planning and a close collaboration with central government authorities. This development reflects a profound shift in national policies and regional planning perspectives toward a renewed focus on the importance of large cities as centers of national growth. In Copenhagen, we seek to further develop this concept by strengthening the focus on creating a competitive cross-border urban region.

In the urban development debate, the argument is made that current planning tools are unable to produce suitable solutions for meeting the economic, social, and environmental challenges modern cities are facing. We have drawn the opposite conclusion in Copenhagen. The legislative framework, combined with strategic and physical planning tools, actually provides a suitable framework for addressing many of the current urban problems. Thus the problem is not the tools but more often the planning culture. It is imperative to combine traditional planning tools with a progressive policy approach that involves dialogue and partnerships with public and private stakeholders. Copenhagen's transformation during the last two decades strongly underscores this point. We seek to develop this approach further in order to meet present-day urban challenges.

DECENTRALIZATION, SUBURBANIZATION, AND URBAN DECAY

At the beginning of the 1980s, Copenhagen was on the verge of bankruptcy. The city's tax base had eroded due to a steep decline in population from the 1950s to the 1980s. At the same time, traditional industries were closing down or moving to

suburban locations or abroad. The docklands were empty. People were without jobs. Copenhagen was dominated by low-income residents: the unemployed, students, and senior citizens.

The structural reasons for this situation were:

- An outdated housing standard dominated by small flats lacking adequate sanitation and heating, thus unsuitable for modern families;
- A national housing policy, economic growth, and industrialization that favored suburbanization during the 1960s and 1970s, that is large-scale affordable housing projects and detached single-family housing;
- Regional planning laid out new towns and growth centers in the greater Copenhagen region, but the expected urban growth and land use were significantly overestimated, leaving abundant developing possibilities in the region;
- Decentralization of public workplaces;
- With no interest from parties in building dwellings in Copenhagen, the city turned its focus to providing social housing, further skewing the city's socioeconomic demography.

The situation caused huge financial problems for the City of Copenhagen. With a continuing decline in the tax base, municipal services had to be cut back, which further damaged the city's image. This was now a problem not only for the city itself, but also for Denmark. The situation called for a change.

CHANGING COPENHAGEN

By the late 1980s, there was a common political recognition, not least in the national parliament, that a thriving capital was of key importance to the national economy and regional and global competitiveness. Dialogue and negotiations between the local and central governments resulted in a package of legislation and agreements on building the Øresund Bridge across the strait between Denmark and Sweden, building the metro and extending Copenhagen Airport. In addition an extensive urban renewal effort was launched and new cultural buildings and facilities were established.

The close cooperation between the municipal and the central governments became the crucial factor that framed the transformation of Copenhagen. The agreements were based on a strong strategic focus: the support for development through extensive investments in infrastructure that laid the foundation for the Copenhagen-Malmö cross-border region and strengthened the connection to the rest of the world. The building of several large cultural institutions aimed at reinvigorating the capital as a tourist destination. And finally, the remaking of Copenhagen as a place that offers a high quality of life for its citizens.

From the municipal government, this new agenda was accompanied by a strong strategic focus on the redevelopment of the most central run-down harbor areas by developing physical master plans that provided a clear vision for the future, a new housing policy that emphasized the building of private housing in order to attract families looking for a modern urban life, and continuous investments in improving

recreational facilities, public squares, cycling infrastructure, etcetera. The strategies and investments have supported the transformation of Copenhagen into an attractive and livable city with a strong economy. The population is young and many new families choose to live in the city, which now offers green courtyards, a vibrant urban life, and investments in childcare facilities and schools.

LESSONS LEARNED

Urban management and strategic city planning have had a profound impact on the transformation of Copenhagen from a run-down industrial city into a viable knowledge city. The change would not have been possible without a strong emphasis on physical planning and a partnership with the central government. When the regional imperative shifted from embracing decentralization in the 1970s to the renewed focus on city centers in the late 1980s and 1990s, Copenhagen successfully managed to combine strategic plans and policies, physical planning, and investments to support this transformation. Thus, strategic and political aims have been supported by fine-tuned plans, regulation, and investments. The ambitious master plans for the harbor areas that helped convey the image of a reinvigorated capital to private investors is one important example.

   An important lesson learned from Copenhagen is that clear political goals and long-term strategies that provide a stable environment for investments in real estate and redevelopment schemes are crucial in supporting a successful urban transformation. We strongly believe this applies not only to the local level of government, but to the regional level as well. The reason is simple. If you have very weak regional planning, private investors do not know where to invest. Where are the safe havens for their investments? This also applies to public investments. How do we secure our investments in public transportation if we cannot rely on the local authorities to manage urban development?

A NEW AGENDA

Cities around the world are facing new economic, social, and environmental challenges. This calls for further development of our planning tools and perspectives. In Copenhagen, we believe that cities are central to meeting these challenges – but they cannot do it alone. The Copenhagen case tells us that we can only achieve our goals if we combine spatial strategies, policies, and planning with a strong focus on establishing networks and partnerships with public and private stakeholders, along with coordination across the different levels of government.

   In the planning for a new green urban area in North Harbor we have formed an energy partnership between the land owner, energy suppliers, research institutions, and the City of Copenhagen, to ensure that a sustainable energy supply is developed and implemented in the area. The partnership supports the implementation of key political objectives (sustainability) and the development of new green technologies by serving as a showcase for next-generation green urban solutions.

As we proceed after the global financial crisis, we strongly believe national governments and major cities share a mutual interest and responsibility in supporting metropolitan regions with strong economies, well-functioning public transportation and road networks, high-quality education, cultural and recreational opportunities, safety and public service. This interdependency calls for regional planning and policies and prioritized investments. While the priorities in the 1980s and 1990s centered primarily on investments in vital infrastructure, such as the Øresund Bridge, the extension of the airport, and the metro, the regional strategies now encompass increased focus on 'software,' for instance labor market integration, research cooperation, and the need for an integrated transnational planning approach across Øresund. Realizing that size matters, the cities of Copenhagen and Malmö have increased their emphasis on strategic and political cooperation. Our joint efforts will help shape a competitive and attractive cross-border urban region that ensures a prosperous Øresund region of tomorrow.

Anne Skovbro
Director, member of the executive board, Department of Finance, City of Copenhagen

137 IBA BERLIN 2020

EXEMPLARY PROJECTS FOR A MIXED-USE CITY

REGULA LÜSCHER

The heat is on in the world's city centers. Space is getting more and more scarce and in some cities real estate prices are still climbing in spite of the crisis. Social segregation is gaining ground and a home in the city center is increasingly becoming the prerogative of only the most solvent city dwellers. Urban sprawl is a growing phenomenon, and while city centers are becoming more attractive places to live, large monofunctional settlements and industrial estates are taking over on the outskirts.

Cities can only counter this trend if we start rethinking now. Cities have to be discussed from a social, economic, and ecological perspective, all at the same time. They have to be guided by the idea of a mixed-use city and start to re-reconcile functions that were separated under modernism: working, learning, and living.
These essential questions about the development of large European cities had to be taken into account when devising a specific concept for Berlin's International Building Exhibition (IBA) in 2020.

IBA Berlin 2020 has opted for the mixed-use city as its guiding principle and objective. One of the challenges is to identify new forms of urban development that can generate this functional mix. For a long time, manufacturing was pushed out of the cities, while today more and more branches of industry consider cities and their networks an important base for their operations. However, modern societies are calling for hybrid forms of living, working, education, culture, services, and leisure. Even industry, in the guise of modern production, is once again heading back to the urban environment, wanting to connect to urban communication, to culture and politics, to science and research.

The second key issue is how to design the urban space to respond to the needs of different groups of people. Thanks to its many open spaces, green urban areas, and large public places, Berlin boasts excellent conditions for organizing and shaping urban life for families and for inhabitants of all ages in a way that is both attractive and sustainable. The development or conversion of space has to reflect the diversity of urban society and produce urban cohesion in the city as a whole. Climate change

poses an additional challenge. Not just socially compatible, energy-saving renovation of individual buildings, but the climate-friendly reorganization of urban life is now high on the agenda.

IBA Berlin 2020 plans to use two major instruments to start making these projects more concrete: 'Raumstadt' (the city as a blank canvas for spatial development) and 'Sofortstadt' (the city as a temporary, experimental space). The urban development strategy is based on the potential of Berlin's space as a substantial asset that other cities envy. The question is how to manage this space in a careful and intelligent way for the benefit of all while being circumspect in weighing which spaces need to be developed now and what can be put off until a much later date. IBA's task is to test such models of sustainable land use and develop new forms of spatial appropriation.

The cultural strategy of the temporary, experimental city embraces planning and construction as a process. It sees the long phases of transition, which are unavoidable and the result of complex practical constraints, as opportunities to integrate participation and cooperation in the urban design process in a different way. The transitional process creates space for experimenting with future options. Berlin is a capital of transitional use, of temporary utilization. Practical, enjoyable projects of fixed duration are used to turn participation and urban design into tangible processes. These projects will help to explore the territory, to test it for different uses, to develop outstanding locations. They refine processes of discussion; they bridge long planning periods; they inspire, and sometimes they distract. The principle of the temporary, experimental city is the point of departure for all IBA projects.

After all, IBA is about developing new forms of public life and public spheres in a mixed-use city. What characterizes public spaces in a democratic urban society? How could the social mix of a city act as an 'engine of integration'? How are the dynamics of old and new places in a city negotiated and reproduced? The mixed-use city can succeed if the IBA does not 'prescribe' this mix, but instead develops and tests it in a collaborative process.

IBA Berlin 2020 is not a surreptitious substitute for urban development policy instruments, but it does offer new perspectives. This is highlighted by the following three questions posed by IBA Berlin 2020:

1. HOW DO WE BRING INDUSTRY BACK INTO THE CITY?

The mixed-use city does not merely refer to a mix of services and administration, science and research, living and leisure; it also aims to bring industrial production back to urban areas. This objective is new in urban development policy. Industry has been moving to the margins of the cities ever since the Industrial Revolution. In many cases, the city has now grown beyond these industrial locations – a phenomenon that is vividly illustrated in many of Berlin's neighborhoods with their stately Wilhelminian-style industrial buildings.

With the development of new technologies and their significantly reduced emissions, bringing back certain manufacturing industries – 'urban technologies' – has become feasible as well as useful and necessary. This would not only help to reduce the distance between workplace and home, but also to forge stronger ties between research, development, and production.

This is a very interesting locational perspective for Berlin, first of all because the city lost a major share of its industrial jobs during the period in which Germany was divided and also after the fall of the Wall, and second because it has enough available space and thus excellent conditions for accommodating these 'urban technologies.'

An example of this is the future use of Tegel Airport, which will be closed in June of 2012 because of its location inside the city and the resulting noise pollution. The airport offers ample space and is excellently suited to host a mix of research facilities and modern production plants.

2. HOW CAN WE TURN AN URBAN NEIGHBORHOOD INTO A PLACE OF KNOWLEDGE AND LEARNING?

Discussions in Berlin about building a new central library go back a long way. Berlin's Senate is now planning a new library at the margins of the enormous plot of land that used to be Tempelhof Airport. A new library should be a place to network, a place to learn (both analog and digital), a center of excellence, a meeting place, cyberspace – and yes, there should be books, too. However, the question is how the library can make itself a part of its social environment. How can the premises of an airport that was until recently inaccessible to the public be turned into a space of knowledge and learning?

IBA not only wants to discuss this question theoretically, but to anticipate it in a practical manner. Temporary simulations help people express their expectations and contribute their ideas. This process could generate important momentum for the overall project and will reveal more about the location's urban character. This place – which is not in the city center, but at the boundary between the center and the residential and industrial areas in Berlin's south – could assume an important role as an urban meeting place, thereby making a meaningful contribution to translating the concept of a 'mixed-use city' into action.

3. HOW DO WE WANT TO LIVE IN OUR FUTURE CITIES?

Housing policy has always been one of the most controversial issues affecting the future of our cities. The process of accelerating urbanization and the strong attraction of megacities exacerbate the problem of housing. The parameters of this development are the growing demand for land in urban agglomerations, exploding land prices in urban areas, city centers in particular, and increasing costs due to energy-efficiency and accessibility standards.

IBA Berlin 2020 uses a twofold approach to deal with this trend by, for example, developing affordable housing options for large parts of the population and by extending the 'urbanized city' – that is a city in which potential residents are drawn not only to the old neighborhoods in the city center but also to interesting locations elsewhere.

Re-urbanization based on a new mix of uses offers another benefit: it can provide new models for large housing estates such as Gropiusstadt or in Berlin's eastern section.

Then there are the abandoned industrial areas like Oberschöneweide, once home to some of Germany's most famous factories. Now that these 'old' industries have

disappeared, these areas can be rediscovered, especially by creative young people, thus reducing the pressure on the city's more central areas.

The condition and the development of large cities are indicators of our societies' preparedness for the future. Our future lives will depend on how well we are able to organize them in a sustainable manner. The mixed-use city has to offer space for everyone and everything: for living and for work, for leisure, for culture, and shopping, for both young and old, for the established population and for newcomers. It has to guarantee a healthy environment and provide smooth mobility for people and goods; it has to be both resource-efficient and economically successful in order to secure the income of its population and to compete with other cities. But first and foremost, it has to achieve this in cooperation with its people, turn them into stakeholders, utilize their knowledge and let them share in knowledge and education at the same time.
With its strategy of the mixed-use city, IBA Berlin 2020 wants to join the international debate about the cities of tomorrow.

Regula Lüscher
Director of Urban Development and Secretary-General of the Berlin Senate

141 GRAY WEATHER, BLUE SKIES

GRAU

GRAU is a young office for architecture and urbanism. Grau, in German, means gray, which when we chose this name was an intuition more than a solid architectural position. We felt that as an attitude toward the contemporary city the name had a lot of potential and would open up a large range of possibilities. Gray, after all, is the color that encompasses all colors. We started working in 2009 and emerged in the middle of an unstable economic climate: an era of doubt but also of uncertain optimism.

There is nothing new about the fact that the global population is moving to cities at an accelerated rate, and although the symbolic threshold of 50 percent was passed only recently in 2007, there have been discussions about the urban explosion since the 1970s. What is new, however, is a more or less globalized housing crisis. As the November 2011 issue of *The Economist* noted, 'never before had house prices risen so fast, for so long, in so many countries.' In France the housing crisis is particularly acute: there is a price problem but also one concerning the rhythm of production (the two are of course interconnected). In the late 1990s the average house price in France was half of that in Germany; now it is 20 percent higher. The question of where, how, and in which conditions we will be able to house new city dwellers has become one of the major questions of our time, everywhere we turn. Our first commission was conveniently in the middle of this housing crisis – in Bordeaux, where we were invited to participate in a study for 50,000 new dwellings within the metropolitan region (CUB). The actual metropolitan dynamic in Bordeaux is quite impressive in European terms. The city, widely known for its climate, quality of living, and excellent wine, is now being connected to the European high-speed rail network – four years from now it will be two hours away from Paris. Yet the housing situation is not improving. There is a growing shortage of affordable housing and, with each year that passes, one gets, for the same price, one square meter less per dwelling. Within this housing crisis context, the Bordeaux '50,000' study stands out.

For the project we teamed up with Belgian design office 51N4E and were selected by the Bordeaux Metropolitan Region to participate in the process, along with four other teams. Having worked on a global strategy in relative independence for the first six months we spent the following three months of the mission in an administrative fog,

floating around between mayor's offices, land owners, developers, and other city mak-
ers in search of coalitions, common attitudes, and interests apropos of potential sites.
The complexity arose from the fact that this was a commission without a specific site,
and one might even say without a specific client. Our role has been ambiguous ever
since: being both more and less than architects, cheerful supporters of a system we
do not fully understand, determined firemen fighting whatever catches fire . . . The only
clarity rising up from the fog was the number 50,000, the question of mass production.

To speak of mass-produced housing in France is to be automatically confronted
with the postwar era. Nowhere else in Europe was the modernization and urbanization
process as rapid as in postwar France. But while today the urge to produce, and to do
so rapidly and cheaply, is comparable to the postwar situation, city-making processes
themselves have completely changed. The centralized and stable pyramid has disap-
peared because of drastic deconstruction. The issue is no longer Jean Dubuisson
or Emile Aillaud (two important postwar French architects who built around 20,000
dwellings each) versus the Ministry of Reconstruction, but how to cope with obscure,
semi-chaotic structures. The stakeholders have changed, both in numbers and in style,
and they are continuously evolving. Today, speaking of 50,000, our dialogue is with
the CUB, a public client; ultimately, however, when it comes to building some of these
dwellings other architects might and in fact certainly will be involved, all of them in
discussion with developers who, in turn, all will be dealing with technicians in one town
hall or another. In the city-making processes people come and go, and so will we. In
order to produce in peace, we need to come to terms with this ever-changing context.

First of all, we need to rediscover faith in the ability (and not just the duty) of public
authorities to solve large-scale problems by mobilizing and directing resources to col-
lectively useful ends. What we need now is not so different from the vision of Clement
Attlee, the British Labour leader whose party defeated Churchill's Conservatives in the
dramatic election upset of 1945: 'Well-planned, well-built cities and parks and playing
fields, homes and schools, factories and shops.' Of course what is at stake here is
not classical 'planning' – it is the question of the meaning of mass production in an
environment of diffuse decision making and economic uncertainty.

Then, as architects, we need to adapt our mindsets and mechanisms to quantity.
Design is still crucial, of course, but in order to be able to produce within the chaotic
process of city making we need to let go of some things in order to better control oth-
ers. In this context, halfway design might be a possible path.

Halfway design means forcing ourselves not to go all the way in order to allow more
openness and actually have a better hold on the project. It means developing trans-scale
readings and ideas that can survive the planning process and that can be captured and
reinterpreted by others. In more practical terms, while we normally tend to design to the
limit, producing specific projects in a specific context, this would be an attempt to pro-
pose a more open approach, one that leans toward open specificity and that does not
try to resolve everything. It is a shift from a site context to a more global context. Yet half-
way design does not mean approximate design or imprecision; it is not about sketchy
ideas. Through halfway design we can reveal both spatial and atmospheric qualities and
aim to resolve very specific problems. It is merely a change of perspective.

In choosing this approach we see an opportunity to take on an important role within
this global production process. Big and well-known offices like OMA or SOM can and

will design fixed master plans for large-scale areas; these practices have the ability and the power to 'go all the way.' Fortunately, however, the equation linking big offices to mega master plans and small practices to small family homes as a matter of course is not valid per se. Small offices can play an important and critical role in the process of ongoing urbanization. Those of us who choose to go down this path need to be willing to navigate through the foggy marshes of city making and to let go of some of the architect's aura. It also demands a different approach toward other city makers – we are no longer the gentlemen coming in and unfolding a drawing, but we still have our drawings to share.

The Bordeaux project is a test case for halfway design. In search of open specificity we used seven *Bordeaux conditions* as a basis for development: metaterritory, wine, horizontal urbanism, nature, ocean climate, collective emergence, and mobility. Each condition describes a state found in more or less substantial doses throughout the metropolitan region, much like in Reyner Banham's ecologies or Lars Lerup's megashapes. These transversal qualities, in association, produce a specific yet open atmosphere in which to operate. Everything that follows (architectural typologies, urban hypotheses, etcetera) is in continuous dialogue with these ingredients, trying to be specific rather than local.

Furthermore, these conditions set the framework for a collaborative and inclusive process aimed at defining a series of mechanisms in order to guide the construction process: one typology toolbox, four operational concepts, four hypotheses . . . Through these mechanisms, both theoretical and physical, there is a will to display the tools that we work with so that we can collectively discuss and choose from them. Besides, since we do not know when we will have to exit the project, the intelligibility of the process should be able to stand on its own. This does not mean that we are unwilling to take a stand; our stand alone, however, might get us nowhere and so we have stronger faith in a series of mechanisms that can be incorporated flexibly into the decision-making process.

Stressing the principles of the Bordeaux project further, quantitative questions could even become a real potential for specificity in today's world. In 2050, 7 billion people will live in cities. The apocalyptic vision of endless generic cities (paradoxically coupled, in the architect's mind, with a fascination for this phenomenon) may only partly come true. Instead, 7 billion city dwellers might actually mean the end of the generic. As we see it, the need to build millions of dwellings quickly and cheaply, in a context of partly built-up cities, is a new opportunity for specificity. Yet compatibility with mass production implies a shift from a closed specificity, in which everything needs to be uniquely specific, to an open one. This middle space, somewhere between the all-specific and the all-generic, is a call for optimism – for our profession and ultimately for the city.

GRAU

Ido Avissar, Erwan Bonduelle, Susanne Eliasson en Anthony Jammes

144

BOLD PLANS, BRIGHT PROSPECTS

HOW REGIONAL PLAN ASSOCIATION AND ITS MODEL OF CIVIC-LED REGIONAL PLANNING FOR NEW YORK CAN SERVE AS A MODEL FOR OTHER WORLD CITIES

ROBERT YARO

Researchers at Loughborough University's Globalization and World Cities Project (GAWC) have identified 47 'Alpha' World Cities, places that have a dominant role in the global economy as measured by the strength of their producer services sector. GAWC has identified only two 'Alpha++' Cities with a top global leadership role: New York and London. With the growing economic role of the BRIC countries (Brazil, Russia, India, and China) in the global economy and the strengthening of other emerging economies, a new generation of top world cities is emerging, some of which may challenge the role that New York and London and other established world cities play in the twenty-first-century global economy.

Most of these cities are experiencing explosive growth as rural residents move to urban centers, attracted by their magnetic economic and social opportunities. Many of these places, including Jakarta, Mumbai, São Paulo, Nairobi, and dozens of others, are growing beyond established political boundaries. All of them face a broad range of seemingly insoluble challenges, including gridlocked traffic, rapidly expanding and unplanned slum housing districts, the challenge of integrating migrants into their economic and social life, environmental degradation, and the need to adapt to local impacts of climate change.

These cities all have the potential to dramatically improve their citizens' standard of living and quality of life. But to do so will require each of them to create a strategic regional plan to shape these trends and direct growth in new and more sustainable

and efficient patterns. They all need to develop strategic plans on the metropolitan or regional scale to address these challenges, but many of them lack the regional institutions to develop and implement such plans.

To be effective these plans must be developed on the regional scale, encompassing entire metropolitan regions, because that is the scale on which major urban systems, including transportation and environmental systems, as well as housing and employment markets, function and must be managed. Effective regional plans, therefore, have to be prepared by entities that can look beyond political boundaries and rise above election and business cycles to create long-range, region-wide strategies that cut across political and institutional boundaries.

A PLACE FOR CIVIC LEADERSHIP IN REGIONAL PLANNING

In some one-party countries, such as China or Singapore, top-down governance structures can dictate both the contents of these plans and their implementation strategies over years or decades. In countries with multiparty democracies and strong local governments, on the other hand, and where metropolitan planning and governance institutions are absent, it may be difficult to develop effective regional plans that must be implemented over several political cycles.

This last point is crucial: the transformation of large metropolitan systems often takes decades and generally cannot be carried out in a single term of office. This long-range outlook is difficult to achieve in democratic societies where elected mayors and governors may be turned out of office and where political priorities can change every four or five years. And collaborative models of regional governance, such as councils of government or advisory metropolitan planning agencies, often cannot rise above local political concerns or gain the political support needed to develop and implement strong plans on a regional scale.

One approach for achieving this long-range outlook is to establish an independent civic-led regional planning organization that can gain the credibility and political clout to develop and implement regional plans over decades. The oldest such group in the world is New York's Regional Plan Association (RPA).

RPA'S TRACK RECORD

Nearly a century ago, New York faced growing congestion, declining air and water quality, housing shortages and other challenges that mirrored those facing today's established and emerging world cities. At the time, the New York region's economy was growing beyond the borders of Greater New York, the metropolitan government established in 1898, to encompass portions of three US states. In response to these trends a group of prominent civic and business leaders established RPA as an independent metropolitan research, planning and advocacy group, which this year celebrates its 90th anniversary. Initially convened as the *ad hoc* Committee on the Regional Plan for New York and its Environs, the Regional Plan Association was incorporated seven years later as a permanent not-for-profit group with the goal of

implementing its landmark 1929 Regional Plan for New York and Environs. Since then RPA has developed two additional long-range, region-wide strategic plans and is now initiating its fourth plan, which will be completed in 2016.

RPA's three completed plans have had a profound and lasting effect on the New York Region. The Regional Plan for New York and Its Environs, completed in 1929, set forth a long-range investment strategy for the region's highway, transit, airport, park, and other infrastructure systems, including creation of the world's first metropolitan limited-access highway system. It also proposed development of model urban and suburban centers, including such well-known examples as Manhattan's Rockefeller and Lincoln Centers and suburban Radburn, New Jersey. The plan's infrastructure investments were largely completed by 1940 due to RPA's advocacy and public works financing under President Franklin Roosevelt's New Deal, and the prodigious effort of 'master builders' Robert Moses and Austin Tobin and their highly effective public authorities. RPA's 1968 Second Regional Plan proposed strategies to rein in then-rampant suburban sprawl, for example, by establishing a network of large parks and preserves. It also called for the creation of a network of regional centers and the restructuring of the metropolitan area as a polycentric region. Finally, it proposed the creation of the Metropolitan Transportation Authority (MTA) to assume control over a then-failing regional transit system.

The 1996 Third Regional Plan, *A Region at Risk*, proposed the expansion of the regional rail system and the creation of a network of large protected landscapes and public water supply watersheds. And it reaffirmed RPA's commitment to regional centers with a new generation of master plans for these places, including plans for an emerging third Central Business District on Manhattan's Far West Side.

Since the 1920s, perhaps 80 percent of RPA's major policy and investment proposals have been implemented as a result of the power of the ideas themselves and their ability to capture the imagination of elected and appointed officials, business leaders and the public. RPA's influential, well-connected board of directors and state committees also lend credibility to these proposals, as does the strong research upon which all of RPA's plans and policy and investment recommendations are based. Finally, RPA's staff engages in advocacy efforts, often in partnership with strong alliances with other business and civic groups.

RPA's current 5-million-dollar annual budget is provided by a mix of membership contributions ranging from 50 to 50,000 dollars, philanthropic grants and government research contracts. No single contribution represents more than a small proportion of the association's budget, so that no single interest can dictate the organization's policies and priorities. Government support is intentionally limited to no more than a quarter of the annual budget in order to maintain RPA's independence and integrity. It should be noted that a growing number of world cities in the United States and other countries, including Chicago, San Francisco and Melbourne, have developed similar civic-led planning institutions.

TOWARD A NEW GENERATION OF REGIONAL PLANNING

Even established world cities, such as New York, London, and Rotterdam, need to develop new regional plans to anticipate the fundamental shifts in transportation,

energy and communications technologies now underway and to redefine their place in a rapidly changing global economy. In response to these trends, the Regional Plan Association is initiating its fourth long-range, strategic regional plan for the New York Metropolitan Region. The *Fourth Regional Plan* will propose a set of policies and investments needed to ensure New York's sustainability, livability and competitiveness through the mid-twenty-first century, including strategies for:

- Reform of governance, tax and regulatory and public authority finance systems;
- Modernization and expansion of the regional transit system and congestion- reduction strategies for the highway system;
- Creation of new economic development and mobility systems organized around high-performance broadband infrastructure;
- New forms of high-density, transit-oriented housing and community development;
- Preservation of large natural resource systems on the scale of the whole Northeast mega-region;
- Strengthening economic and transportation links with other cities in the Northeast; and
- Climate adaptation and renewable energy systems.

As a part of the Fourth Regional Plan RPA is also proposing to create a World Cities Collaborative and a World Cities Advisory Board, to promote cooperation and information sharing among both current and emerging world cities. This collaborative will enable leaders from other world cities to participate in developing innovative strategies in New York and also allow RPA to learn about innovations in other cities.

CONCLUSION

A growing network of world cities will be home to much of the globe's growing population and economy in the twenty-first century. This expanding network of world cities will require effective regional plans if they are to address the prodigious environmental, social, mobility, climate, and other challenges they face. The Regional Plan Association's model of civic-led regional planning may be of interest to a growing number of these places as they look for ways to create and implement the next generation of regional plans. This model will work best in regions with well-developed traditions of civic leadership and philanthropy needed to support civic-led planning institutions of this kind. But its experience over nearly a century should be of interest to every city that is beginning the process of initiating its own long-range strategic metropolitan plan.

Robert D. Yaro
President of Regional Plan Association, New York

149 A NEW PARADIGM FOR THE CITY

JOAN CLOS

The city is a *human construct*, a socially constructed artifact. Although it is often regarded as inevitable at best, the growth and development of cities is far from spontaneous and uncontrollable. Urbanization can be steered and shaped in a collectively desired manner. The more we see cities as voluntarily shaped, the more we recognize their positive potential as levers for efficiency and equity.

We need to see the city more as *an asset and a solution*. Urbanization presents an opportunity to solve many of the challenges confronting contemporary human development. Well-planned and well-designed cities can generate higher levels of societal well-being and global economic growth, and foster sustainable development. The key is to promote a more optimistic perspective on the city. This will prevent negative, self-fulfilling perceptions of urbanization and piecemeal problem solving.

How can cities deliver this? In a word: *agglomeration*. As dense networks of infrastructure, institutions, and innovation, cities possess enormous agglomeration advantages. In many cities these advantages remain untapped. But by leveraging their economies of scale, cities can unlock their inherent potential to create value and wealth, reduce overall costs of societal transactions, and promote innovation. In the end, sustainable urban interventions always increase demographic and economic density.

Despite the challenges facing cities – demographic explosion, institutional incapacity, increasing segregation, fuel shortages, and climate change, to name but a few – the prospect for cities is promising. However, to realize this, we must adopt an *urban paradigm shift*. The new paradigm must steer cities away from post-Second World War urbanism and its basis in cheap fossil fuels, dependence on the automobile, segmented urban form, segregated land use, and predominantly private interests.

The old paradigm has locked many cities in the developed world into unsustainable modes. It has also heavily influenced the aspirations of cities in the developing world, which must accommodate the majority of the world's population growth over the next

four decades. But *retrofitting obsolete systems and leapfrogging to new efficient systems* – primarily in the developed and developing worlds, respectively – will allow cities to maximize their agglomeration advantages and economies of scale.

This new urban paradigm requires several fundamental shifts:

We must re-embrace the compact, mixed-use city. Cities and their component neighborhoods need to be compact, integrated, and connected. This requires a shift away from the monofunctional city of low density and long distances, which is poorly connected, socially divided, and economically inefficient. Instead, the new paradigm optimizes demographic and economic densities and privileges proximity among firms and people within a predominantly mixed land-use pattern. The resulting human scale minimizes transport and service delivery cost, optimizes the use of land and promotes social diversity. It also supports the protection and organization of urban open spaces.

Reasserting urban space is a highly effective entry point for improving a city's functioning. The ways in which space is deployed and shaped, proximity and connectivity enhanced, and land and place value developed and captured are central to the process of city development. Urban public space is the backbone of the city. It allows people to live amid complexity, negotiate differences, assert their identities, and access resources in ways both formal and informal. Effective policies on the establishment, management, and maintenance of urban space are the key to inclusivity, walkability, and access.

Identifying critical acupuncture points can transform existing cities. Cities must then undertake interventions appropriate to these points. Very often this simply involves going 'back to basics.' First, this means concentrating on minimal conditions of an intervention that will produce a meaningful effect. Cities must prioritize core issues over 'collateral' ones. Second, interventions need to be grounded in the key processes and essential underlying systems that make cities function.

Urban practitioners must move from sectorial interventions to those that address the city as a whole and are on the scale of the problems. The prevailing fragmented, sectorial approach to urban development has only created enclaves of successes with little transformational impact. Partial solutions tend to worsen the conditions of the city, often producing dysfunction in the whole. Many cities are even locked in 'diseconomies of agglomeration' whereby they experience the problems listed above without ever having enjoyed the quintessential advantages of density. Addressing the many problems characterizing cities today – such as sprawl, segregation, and congestion – requires a more holistic, integrated, and city-wide approach in which solutions should be on the scale of the problems.

Urban planning and design set the critical spatial framework. Good urban form is essential for sustainability, and it must be addressed at both the programmatic and operational levels. Good urban planning and design should establish minimum densi-

151

ties, optimized street connectivity, and social mixity with a variety of housing prices within an area. The resulting urban fabric will be fine-grained, with a variety of housing types, an inviting public realm, pedestrian-friendly streetscapes, defined centers and edges, and varying transport options.

Smarter land-use planning and building codes are essential. Effective codes and regulations are key instruments for pursuing resilient and low-carbon urban development. Such codes should limit specialized land use zoning, encourage optimal mixed use through floor space designated for economic uses, and mandate minimum street area as a proportion of a neighborhood's overall land area.

Cities must promote endogenous development. The new urban paradigm requires strategies, plans, and model projects that optimize endogenous factors. Such factors include nurturing and utilizing local assets – particularly human capital – maximizing tangible and intangible local opportunities, exploiting local potentials, and positioning the city within the outward macro context of regional, national, and global development.

City dwellers themselves – particularly the poorest and most vulnerable – must remain the primary beneficiaries. These are the primary stakeholders who directly and personally experience a city on a daily basis. The 'right to the city' remains a powerful principle for ensuring that the collective interest of a city prevails. A human rights-based approach is the only way to uphold the dignity of all urban residents in the face of multiple rights violations, including the right to decent living conditions. This paradigm shift cannot take place without addressing the fundamental issues of equity, poverty, and social justice.

This call to action requires no less than recreating the prevailing urban model of the twenty-first century. It constitutes a paradigm shift not only in and among cities, but also in city-shaping institutions. Cities desperately need concrete examples of how to creatively apply sustainable development principles to dynamic and complex urban contexts. They also require new institutional mechanisms and strengthened local government capacity to engage with the private sector and academic institutions and harness community knowledge and resources. Successful innovations often remain small islands of excellence in an ocean of resource-hungry 'business as usual' urban development. They need to be contextualized and multiplied to scales that generate significant impact.

For its part UN-HABITAT has begun a process of institutionally realigning itself to this new urban paradigm. We are strengthening our work in urban planning, legislation, and economics. And above all we are prioritizing strategic, joined-up interventions that deliver equity in an uncertain world by coupling participatory processes with expert-led vision. In that sense the collaboration with the IABR is a promising advancement of the urban agenda for the EU. UN-HABITAT calls upon the entire landscape of urban actors and city changers to align their own ways of working to the evolving needs of the contemporary city, to combat the sociospatial challenges

of sprawl, segregation, and congestion, and to help unleash the inherent power of urban agglomeration for compactness, integration, and connectivity. This is both necessary and possible, now more than ever.

Joan Clos
Executive Director of the United Nations Human Settlements Programme (UN-HABITAT) and as such Undersecretary-General of the United Nations

153 ROOM TO MOVE, ROOM TO GROW

MELANIE SCHULTZ VAN HAEGEN

It is my belief that you have to provide people with opportunities if you want them to make their own decisions. Their decisions are their responsibility. A patronizing approach, I am convinced, is a blanket that smothers individual enterprise. And if individual enterprise goes, so do good ideas and innovation. This is a conviction that is in keeping with liberal ideology – the ideology of this administration. It is also a principle that at first hearing may not seem compatible with spatial planning. Planning space, guidelines, frameworks, rules – these are not words usually associated with providing opportunities and room to move. So I can imagine that our policy is causing the planning world at large to wonder whether this cabinet actually recognizes such a thing as national spatial planning.

The answer is, of course, yes. However, we do structure our spatial planning policy differently: decentralized, made to measure, and freed from the pressure of rules. We do so because the developments at home and abroad require it.

Planning policy has been more clearly and severely deregulated and decentralized than ever, to give as much say as possible to those government agencies, initiators, and other players that are most involved. And there has never been such a marked distinction – and limitation – of the national interests that the government promotes. To lift as many restrictions as possible and drastically simplify legislation is to truly liberalize planning policy. This is necessary to be able to confront new challenges.

DIFFERENT TIMES

For the world has changed. International economic developments are forcing us to prepare for an economic reality that is constantly changing, and changing fast. Ongoing urbanization in large areas of the country is exerting increasing pressure on our green and blue structures, on our infrastructure, on the quality of our living environment. In addition, demographic growth is diversifying and some parts of the Netherlands are even facing a decline in population. That of the Randstad provinces will increase during the coming 14 years by 700,000. Much of this growth will take place

in the major cities. Amsterdam, for example, will gain an additional 110,000 inhabitants. Outside the Randstad, the expected population growth is much lower, with some 200,000 additional inhabitants between now and 2025. The same holds here: growth in the cities, decline outside of them. A third of the country's municipalities are facing a drop of 2.5 percent or more. These municipalities are expected to see an overall decrease of at least 180,000 inhabitants up to 2025.

These developments require individual attention. It is no longer a case of 'one size fits all.' The days of a generic policy with planning regulations and restrictions for the country as a whole are past. What we need now are custom-made solutions.

We draw on the *differences* between urban regions, their particular economic strength, their distinguishing qualities and their opportunities for development. Everything is based on providing opportunities.

This change of tack requires clear decisions. What should the government take on, and what does it need to cast off? To answer this question, the government needs a perspective on the Netherlands of the future. This administration believes that the country should be livable and safe, and that it must be able to continue to vie with the world's most powerful economies.

THE CITY

A strong economy is founded on strong urban regions. This is why we regard investing in the regions that make a difference internationally in economic terms as being in the national interest. Rotterdam and the Port, Amsterdam and Schiphol, Eindhoven and its vibrant high-tech industry are just three examples. The government provides these and other urban regions with the opportunity to develop, so that they can themselves give direction to developing our international competitiveness. We therefore need selective and targeted investments in those places where socioeconomic interests and spatial design can influence one another the most. These are the places where specific local and regional potentials can be developed to the full: the cities.

The three above-mentioned urban regions are of great importance to the Dutch economy. So it is imperative that we keep them properly accessible and livable. Take the Zuidas City Centre project in Amsterdam. The government is investing heavily in this business district. At Zuidas, we are tunneling beneath the road, widening the railway and remodeling the station. This is to improve the physical environment between Zuidas and Amsterdam. And this is important, since Zuidas is more than just making infrastructure and offices. Zuidas is making city. Together – government and region, with the city as the driving force, in alliance with private and public stakeholders – we are developing a perspective on this area that goes beyond the Zuidas itself. A truly sustainable physical environment can only be created with an all-in approach and a scope that is wider than the key area only. An environment, then, where people not just work but also live and spend their leisure time, with all these facets together creating an internationally attractive environment in which to live and work.

This project is a good example of how I see the city's development. Guidance, but without strict rules. Encouragement, financial and otherwise, but no suffocating frameworks. Guidance by the government, with the necessary freedom of movement

for the regions. This holds for whatever is in the national interest. Anything that is not our domain, we leave alone. Here the province, the region or the city decides. It's your call or it isn't. It's as simple as that.

DESIGN CHALLENGES

Positioning the Netherlands internationally as a country with an attractive climate for businesses requires not only investing in our urban areas but good design as well. The design process forges cross-connections between the varied, often sectorial interests. Like a moderator, it orchestrates the confrontation between these interests. Here, design is process, knowledge, and innovation all at once.

The government, together with the IABR, is showcasing seven national projects on the international platform that is the Biennale. One is the Zuidas project described earlier. The others are The City of Rotterdam South, Making Olympic Cities, the Creating Nodes infrastructure improvement program, The Metropolitan Landscape, the Rhine-Meuse Delta and 100,000 Jobs for Almere. Enhanced with research by design and strengthened by an international trajectory of knowledge development and exchange, focus and reflection, this Atelier will lead to innovation and stronger results.

In all national projects, we put design first and work in cutting-edge alliances on our national challenges. We do not want to deliver half measures. 'It's your call or it isn't' is the slogan of our spatial planning policy. And if it is our call, we only settle for the best.

Melanie Schultz van Haegen
Minister of Infrastructure and the Environment, the Netherlands

MAKING CITY

LECTURES, CONFERENCES AND DEBATES

163 LECTURES, CONFERENCES AND DEBATES AT THE NETHERLANDS ARCHITECTURE INSTITUTE

MAKING CITY – THE URBAN SUMMIT

The future of humanity is inextricably linked to the future of the city. This presents us with a challenge: Do we or do we not make the future of the city the guiding principle of our political, economic, and social actions?

Our future depends on the way we govern, plan, and design our cities. All challenges become manifest in the city and therefore have a physical impact. But the existing set of tools, the 'physical' answers of the planners, designers, and administrators, is no longer equal to the scale, the diversity, and the dynamism of the city, to the power with which the urban system has evolved. Reactivity reigns, and this makes a sustainable development process almost impossible.

Things have to change – and things can change. Today, more and more actors in more and more situations invest in exploring new approaches. Step by step, a new planning culture of 'city making' develops which takes the city-as-it-is as its starting point to deploy instruments, investment strategies, rules, regulations, and plans to promote truly sustainable development.
    The Urban Summit stipulates exactly this: How the individual and collective actions of politicians, administrators, designers, investors, and other actors have to, and can adjust to the reality of

the city. How can we integrate a truly open way of working into our day-to-day work processes, instruments, and alliances? How can we make adaptivity and flexibility pervade our institutions so that the potential and the effects of the process of change itself again become more integral parts of our way of working?

This is the *'agenda of change'* that stems from the urgency of the challenge we face and of our new experiences of city making. It is an agenda that aims at causing a shift in perspective of all actors and institutions involved. It is the agenda that the 5th IABR wants to table at The Urban Summit.

The Urban Summit is organized during the opening weekend of the 5th IABR: *Making City*. This Summit targets 'city-makers,' an international group of stakeholders, policymakers, politicians, designers, and other urban professionals.

It is time for the next step. We must seek to make explicit not only what is at stake, but also how we want to proceed. There are opportunities for a transformation agenda for the city, an agenda that calls for action, for actual transformation and institutional change; an urban agenda that is driven by the dynamism and the potencies of the cities themselves. We must grab these opportunities. No cities, no future.
 Xavier Briggs (Massachusetts Institute of Technology) will chair the Urban Summit. Together

with Henk Ovink (Dutch Ministry of Infrastruc-
ture and the Environment, and co-curator of
the 5th IABR), Briggs will fine-tune the agenda
of change that is developed during the day.
Keynote speeches will be given by Damon Rich
(City of Newark, USA), Anne Skovbro (City of
Copenhagen, Denmark) and Joachim Declerck
(Architecture Workroom Brussels and co-cura-
tor of the 5th IABR).

The 5th IABR: *Making City* Urban Summit is organized by the
IABR in close collaboration with the Nicis Institute and EMI.

The Nicis Institute is the Netherlands' urban research institute
and links data with practice through research, custom con-
sultation, information dissemination, and training programs.
Nicis works closely in Europe with the European Metropolitan
network Institute (EMI), a networking organization for cities,
research organizations, policymakers, and scientists at the
urban, national, and European level.

THE MAKEABLE CITY?
ON THE 'MAKEABILITY' OF
CITIES AND URBAN REGIONS
AT THE INTERFACE OF SPATIAL
DESIGN AND SPATIAL SCIENCES

This year's Regional Science Association
Nederland (RSA-NL) spring symposium is being
organized in collaboration with the IABR. Its
agenda is dominated by the 'makeability' of cit-
ies and urban regions. The Netherlands boasts a
rich tradition of urban design and planning. This
is often associated with the five National Policy
Documents on Spatial Planning and terms such
as growth cores, Vinex suburban developments,
and urban networks, which have become com-
mon parlance in this country. In recent times, city
marketing and the influence of the creative class
on urban development and the associated gen-
trification of existing urban areas have attracted
a great deal of attention. Nevertheless, we
also know that integrated area development is

complex and urban expansion is often difficult to
forecast. How makeable are the economy, cul-
ture, and identity of a city, and what role should
the government play in this? Is there a formula
for the design of a city? Should the makeability
of cities not be put in some perspective?

Over the last several years there has been
a great deal of discussion about the make-
ability of cities by architects, urban designers,
and planners as well as by geographers, spatial
economists, and urban sociologists. Despite the
fact that these disciplines address essentially the
same themes, there is relatively little interaction
between spatial design and the spatial sciences.
If this gap can be bridged, it might not only lead
to a better understanding of the makeability of
cities, but also to a more effective development
of future cities. The theme of the 5th IABR: *Mak-
ing City* presents an ideal opportunity for the two
disciplines to interact.

The Regional Science Association Nederland (RSA-NL) is a
foundation concerned with research and policy in the domain
of regional and urban economic and social issues. RSA-NL is
highly multi- and interdisciplinary, and includes economists, ge-
ographers, planners, demographers, and sociologists among
its members.

'The Makeable City?' is organized by the Institute for Housing
and Urban Development Studies (IHS), Erasmus University
Rotterdam, the University of Twente and Radboud University
Nijmegen.

MAKING 'DESIGN & POLITICS'
DESIGN AND POLITICS SLICES
CONTENT, DEFINES PROCESS,
ENFORCES ALLIANCES, AND
EXPLICATES EDUCATION

Aligning itself with the themes of the 5th IABR:
Making City and with the mission of the Aedes
Network Campus Berlin (ANCB), this debate
centers on cross-sector and multidisciplinary
approaches to making city that take city design

into the political realm and define urban politics in terms of a design approach. It builds on the earlier series of seven debates, *Design and Politics: The Next Phase*, organized by ANCB in Berlin in 2011, a series that was co-curated by Henk Ovink of the Dutch Ministry of Infrastructure and the Environment.

This closing debate aims to go beyond the ideas and proposals raised during earlier sessions – on processes, partnerships, and education and on how these may contribute to a new political approach to architecture and urban design – by reaching conclusions and formulating concrete actions. In turn, this debate will prepare the brief for a university design studio at ANCB in the summer of 2012. This studio will think through and test a set of collaborative city-making processes and partnerships.

A dedicated publication, as part of the series *Design and Politics* and initiated by the Dutch Ministry for Infrastructure and the Environment and 010 Publishers, is planned for the Autumn of 2012.

ANCB The Metropolitan Laboratory is a unique cultural and educational platform in the contemporary urban-architectural discourse. Recognizing the inseparable interplay between the critical challenges facing cities and the physical environment, cultural behaviors, and ongoing advances in technologies and materials, ANCB generates the interdisciplinary and cross-sector collaborations necessary to offer innovative insights, positions, and visions.

Making 'Design & Politics' is organized by the Dutch Ministry of Infrastructure and the Environment and ANCB The Metropolitan Laboratory, with the support of the IABR, the NAI and the Goethe Institute Rotterdam.

MAKING CITIES = MAKING REGIONS: THE ROTTERDAM THE HAGUE METROPOLITAN REGION

Cities and urban regions are increasingly driving social and economic developments around the world, and it is there that the opportunities for a genuinely sustainable society lie. The urban region is the place where challenges come together most manifestly and where answers and alliances are (and should be) found and made. This is one of the most important premises of the 5th IABR: *Making City*.

There is a long history of cooperation in the Rotterdam The Hague Metropolitan Region. The collaboration that has developed over the last several years can be described as an organic bottom-up process.

The Dutch coalition government, which is banking on specific urban regions in the Netherlands, applauds the formation of a metropolis in Rotterdam and The Hague and has asked municipalities in the region to present a concrete proposal for the implementation of this Metropolitan Region.

The metropolitan project consists of making the various fragments of the area, both strong and weak, part of the dynamics of the region as a whole and to have an effect both on the local and the national level. This requires a different kind of harmonization among policy choices in the social, economic, and spatial domains and at the different levels of administration.

On 1 January 2013 the Rotterdam The Hague Metropolitan Region will be officially inaugurated. Now is therefore the moment to conduct the debate on what it means to be a metropolitan region, for the municipalities involved, for the province, for the national government.

'Making Cities = Making Regions' is organized by the Netherlands Environmental Assessment Agency (PBL) and the Dutch Ministry of Infrastructure and the Environment, in association with the IABR and the Rotterdam The Hague Metropolitan Region.

The Netherlands Environmental Assessment Agency (PBL) is the national institute for strategic policy analysis in the fields of environment, nature, and spatial planning. While organizationally part of the Dutch government, the agency is autonomous in its operations and methodology.

NAI PLATFORM

Immediately following the conferences of the opening week of the 5th IABR, the NAI Platform, from the beginning of May to the end of June, will be dedicated each week to the theme of Making City. During this period the IABR and its partners will organize additional conferences and lectures.

For the up-to-date program, go to www.iabr.nl

167 LECTURES, CONFERENCES AND DEBATES AT THE TEST SITE ROTTERDAM

TEST SITE ROTTERDAM PROGRAM

The on-going program at the Dépendance is the active reflection organ of the Test Site Rotterdam. The aim is to outline the framework for the Test Site 2014 at the end of the 5th edition of the Biennale, through exploration, reflection, debate, and inspiration, by linking international expertise with local know-how, on and from the Test Site, and by facilitating encounters and conversations.

The program consists of lectures, workshops, small festivals, tours, small discussions, brainstorming sessions, and film showings.

In a series of eight lectures national and international speakers talk about their everyday practice and how it is connected with the Test Site Rotterdam.

In a series called Workshop Rotterdam opportunities for private commissions in Rotterdam are examined. The city government is keen to stimulate private development. Workshop Rotterdam invites citizens, public officials, and designers to explore the potential and the tactics of integrated area development in their respective areas.

The small festivals are a close-up look at the five Test Site strategies – Routing, Making Places, Transformation, Densification, and Local Economy – being applied on the Test Site. The festivals demonstrate the strategies and will question municipal policies.

The Dépendance café facilitates small discussions and film showings thus reaching out to smaller audiences: the users of the Schieblock, Biennale visitors, and people passing by the building.

The Dépendance is programmed by the IABR Test Site curators, Elma van Boxel and Kristian Koreman (ZUS), and the coordinator of the Dépendance. Programming partners are the IABR, the Netherlands Architecture Fund, Rotterdam ArchiGuides, AIR, Stadsontwikkeling Rotterdam, and the Vereniging Rotterdam Central District.

DESIGN & POLITICS #6
ARE WE THE WORLD? RANDSTAD HOLLAND VS. SÃO PAULO, ISTANBUL, AND DETROIT

For decades Dutch design has been exported to cities all over the world. First the polycentric conurbation ('randstad') model was disseminated, followed by the fresh, modern attitude of the SuperDutch architects, and more recently the resources and expertise of Dutch design institutes are being deployed in projects in Asia and South America. Yet are Dutch ingenuity, pragmatism, and process management really what the explosively expanding – or shrinking – cities of the twenty-first century need most? Is the city not much more a political issue, of access, equality, and democracy? What does the Dutch model deliver, and what can the Dutch learn from the world?

Are We The World? is the sixth book in the Design & Politics series, an initiative of the Dutch Ministry of Infrastructure and the Environment that highlights the interaction between planning, design, and politics. 'Are We The World?' is conceived by the Design as Politics chair program of Delft University of Technology, under the direction of Wouter Vanstiphout. The Randstad (the urban conurbation in the west of the Netherlands) is systematically compared with São Paulo, Istanbul, and Detroit, and speculations are presented on alternative spatial visions, idealistic architectural interventions and a new political engagement for the cities in question in particular and design in general. This book is a call for an exchange of ideas, but above all for a new political engagement with the design of the city.

Design & Politics #6 is organized by the Dutch Ministry of Infrastructure and the Environment, Delft University of Technology, Faculty of Architecture.

169

MAKING CITY MEDIA

171 THE CITY FOREVER

'The City Forever,' is the follow-up to 'Century of the City,' the VPRO's successful 2009 collaboration with the 4th IABR: *Open City*. **Starting on 16 April the Dutch public broadcaster will focus on the city and those who are working on improving it during more than a week of radio, television and online programming, and in its magazine**

The VPRO takes its cue from *Making City*, a title that suggests new thinking about the city. For if there is one thing that architects, urban designers, policymakers, and planners have clearly discovered in the past few years, it is that citizens like to be closely involved in the making of the city and of their living conditions. The urban environment is an issue not just for professionals, but also for its inhabitants. The city as the engine of economic, cultural, political, scientific, and even ecological development merits serious attention. Our lives, after all, are undergoing significant change as a result of urbanization. We are witness to the greatest migration in the history of humanity: the migration to the city. Both the IABR and the VPRO want to bring the dynamism and potential of the city to the attention of a wider public: the city as a solution or at the very least as an opportunity rather than as a problem.

AGENDA

Informing, mobilizing, and indeed inspiring a broad audience to action is what programmatically drives the alliance between IABR and VPRO. The IABR is keen to reach an audience that extends beyond professionals while the VPRO is looking for partners that can help it in putting together an in-depth program on issues like spatial planning and urbanization. The VPRO has produced programs about these issues for years, and the recent ratings success of *Nederland van Boven* (The Netherlands from Above) clearly demonstrates that exciting television can be made about a subject as abstract as spatial planning. With 'The City Forever' the VPRO aims to put urbanization even more emphatically on the public agenda.

Starting on 16 April, the television production teams will examine the phenomenon of urbanization from varied perspectives. There will be a significant radio presence throughout the period, starting with a live broadcast on Radio 1 of the official opening of the 5th IABR on 19 April. The digital theme channels Wetenschap24 (science), Holland Doc 24 and Geschiedenis 24 (history) will offer in-depth programming. Holland Doc 24, for example, will broadcast short 'dream city' films documenting (citizen) initiatives that aim at improving the city. These films were made possible with support

173

from the Netherlands Architecture Fund and during a ceremony at the Biennale the best of them will be awarded an Audience Award and a Jury Award.

With 'The City Forever' the VPRO wants to give a voice to the inhabitants of the city. By highlighting interesting projects, by presenting inspirational ideas, and by stimulating the societal debate on our living environment. But above all by telling the citizens' own stories.

Wim Schepens
VPRO project manager

MAKING CITY EXHIBITIONS

175 **SMART CITIES**

Smart cities create more jobs and are cleaner, more flexible, more efficient and safer. They also contribute to a more sustainable world, including in a social and economic sense.

The term 'smart cities' is often thought to refer to a limited number of new supercities dominated by technology, like those being developed with various degrees of success mainly in Asia and the Middle East since the start of this millennium. In a smart city, however, technology is only an instrument, and indeed only one of the instruments that can be used to make a city successful. Genuinely smart cities usually involve the successful application of six elements.

Smart economy: the reinforcement of economic ties within the city and with surrounding areas and the region.
Smart infrastructure: a smart approach to mobility and ICT.
Smart environment: the optimum use of natural resources and the approach to the climate.
Smart people: the best possible use of human capital.
Smart living: the promotion of the city's quality of life.
Smart coalitions: the forging of smart coalitions among citizens, government and institutions.

Only when these elements are successfully linked to one another and to existing economic and social conditions, as well as to economic strategies for urban development, can a city genuinely be deemed a smart city.

PARALLEL CASES II

In 'Smart Cities - Parallel Cases II' students and young researchers from all over the world present their current view of the 'smart city'. The projects selected come from Australia, Brazil, Canada, Germany, Great Britain, Italy, Japan, the Netherlands, Austria, Poland, Taiwan, the United States, and South Africa.

The emphasis is on design and research projects to which disciplines beyond architecture and urban design also contribute. The 23 projects present a broad spectrum of factors and themes that the entrants feel define the way smart cities will evolve in the future. Distribution, energy, ICT, infrastructure, recycling, food production and new forms of cooperation are some of the themes in this exhibition that come to the fore in the search for the smart city.

Throughout all the projects, thinking based on the specific local context as well as on global trends, cooperation, and smart connections prove to be relevant strategies for the smart city. This is related in part to infrastructure and digital connections, but also to linking talents to markets, knowledge to technology, and users to planning and control as the crucial factors

for the success of the city of the future. From the integrating capacities of architecture, urban design, and landscape architecture, in collaboration with other disciplines, new opportunities and possibilities are emerging for the creation of this 'smart city' and the shaping of new societal developments.

'Smart Cities' is the second edition of 'Parallel Cases', a collaboration between the IABR and the six architecture and urban design academies in the Netherlands, in which, parallel to the main exhibition, the latest generation of designers presents educational and research projects from all over the world related to the main theme. 'Smart Cities – Parallel Cases II' was put together by the associated architecture and urban design academies and is made possible by support from the Netherlands Architecture Fund.

SMART CITIES – PARALLEL CASES II: THE PROJECTS

SMART TRANSFORMATIONS
Academy of Architecture, Amsterdam, the Netherlands

Smart Transformations explores the adaptability and flexibility of urban conditions in Amsterdam-Noord, Almere, the *favela* Heliópolis in São Paulo, and the settlement Ho in Ghana. Introducing a smarter approach to existing buildings, landscapes, and cities by including inhabitants and other users in the transformation of space and structures, the city can transform according to changing demands. The Biennale entry of the Amsterdam Academy of Architecture promotes an exchange of intelligence between the four specific 'DNA' structures in order to create a new overlap of conditions in each of the four cases.

THE PRODUCTION OF WELL-BEING
ArtEZ Institute of Architecture, Arnhem, the Netherlands

Smart cities are generally approached in a technocratic way. This is insufficient, however, to create actual prosperity. In a broad welfare

model, all aspects of the lifecycle should be taken into account. Not just the usual suspects when it comes to sustainability issues, like energy demand, waste, emissions, and transport, but also the social aspects of labor, education, and quality of life. This demands a new approach toward design, which rather than objective and distant is subjective and empathic, while still being rational.
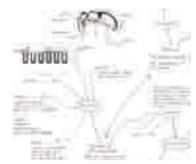
FUTURE CITIES
Technische Universität Berlin, Berlin, Germany

Future Cities explores strategies for the transformation of existing cities into resilient structures. From the cities of yesterday to the cities of tomorrow: the project presents a discourse on the potential of existing urban structures from the twentieth century to adapt to the pressing economic, ecological, and social challenges of the twenty-first century. Not by erasing what is there, but by working within the given context – accepting a limit to urbanization. Take what's there and make the best out of it!

177 RAUMSTADT-MODELL BERLIN (SPATIAL CITY MODEL)

Technische Universität Berlin, Berlin, Germany

Vacancy is an increasingly urgent issue in Berlin as well as in many other Western cities. As a contribution to the 3rd International Building Exhibition (IBA) students located and mapped more than 1,000 'Voids of Berlin' – underused sites, residual spaces, and more than 200 large empty buildings – all of which have potential with respect to a more sustainable development. The *Spatial City Model* contributed to the broad public debate about the IBA concept and the future of urban development in Berlin in general.

MESSYTECH – LOS ANGELES CLEANTECH CORRIDOR COMPETITION

School of Architecture, University of Virginia, Charlottesville, USA

The Cleantech Corridor investigates the ability of early-twentieth-century industrial infrastructure to be transformed to meet the demands of the twenty-first century's economy. Located in the core of Los Angeles, the corridor has been slated for redevelopment as a center for intelligent, green, and technologically sophisticated production. The project *MessyTech* recognizes the full life cycles involved in 'clean' industries, which can be complex, dynamic, and not perfectly clean. In turn, a 'messy' approach to solving environmental and technological

problems embraces the inherent dynamism of the existing urban fabric and creates a new identity for Los Angeles.

CHANGING PATTERNS

Department of Architecture, University of Strathclyde, Glasgow, Scotland

The project is based on a critical engagement with 'changing patterns' of political, social, and economic spaces. Recognizing the patterns of these changes in different locations and with different conditions leads to different design solutions, different imaginations, and interventions on different scales. The solutions can be seen as generators for a community, the city, and the world. They enhance a phenomenon found in nature and work with local resources and materials. The project attempts to solve these 'issues' with architectural interventions or initiatives in order to create smarter cities for the future we will live in.

THE INTEGRAL TRAM – AN INVESTIGATION INTO MULTIDISCIPLINARY PLANNING

School of Architecture, Built Environment and Civil Engineering, Hanze University of Applied Sciences, Groningen, the Netherlands

The *Integral Tram* workshop is an investigation into the added value of a multidisciplinary approach to large-scale interventions in an urban context. The question under investigation was whether an approach other than the traditional approach to planning and execution can produce benefits and new insights. Multidisciplinary teams looked at how the construction of the tram could generate opportunities for the functioning of the city: diverse societal and spatial issues are addressed in unison. New impulses are created in locations along the route, which simultaneously produce greater support for the tram. In short, a tram route developed integrally can connect, open up and unite the city in many ways!

DELTA CITY AND DISMANTLING/REBUILDING: A NEW FRAMEWORK FOR WILLETS POINT

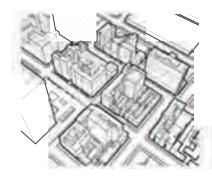**Graduate School of Design, Harvard University, Cambridge, USA**

Two different approaches, two different new frameworks, for the highly polluted and politically contested area of Willets Point, New York. Delta City organizes the urban environment and proposes new building and landscape

typologies for the area through smart landscape interventions, using hydrological and ecological processes. *Dismantling/Rebuilding* is based on land-ownership patterns and existing levels of soil toxicity and regular flooding. Built lots are dismantled, and innovative systems are deployed for construction and storm-water protection, as well as a system of engineered planting to clean toxic metal waste (phytoremediation), thus spawning new landscape typologies and urban organizations.

SENDAI OASIS – POST 311 / THOUSAND RAIN GARDENS

Graduate School of Engineering, Department of Architecture, Urban and Architecture Design Laboratory + Sendai School of Design, Tohoku University, Sendai, Japan

As a result of the earthquake disaster in northern Japan in March 2011, man-made infrastructure like the nuclear power plant, the sewage treatment plants, and the tsunami dikes collapsed. These mega-infrastructure projects turned out to be vulnerable. *Sendai Oasis* offers an alternative, community-oriented, disaster-resilient, and smart scenario. *Sendai Oasis* focuses on the water resources of this regional capital, proposing a plan based on a network of thousands of small rain gardens. These gardens integrate water resources, recycling and flooding risk management while also using smart-grid technology. They could gradually form a resilient environmental network in the city of Sendai, providing new, green public spaces and restoring the historic wells.

179

JEPPE

School of Architecture and Planning, University of the Witwatersrand, Johannesburg, South Africa, in association with the Department of Architecture, Urbanism and Planning (ASRO), Catholic University Leuven, Belgium

Jeppe is an under-regulated zone of Johannesburg's downtown where Pan-African businesses supply street hawkers, distribute cheap branded goods, and make and sell curtains. The mix of locally produced and Chinese-made counterfeit and bulk goods, tiny profit margins and, above all, extreme human agency has made Jeppe the epicenter of Southern African informal trade. Jeppe's buildings date from the 1950s and 1960s, and as recently as ten years ago they stood empty. Today, commercial space rental prices are higher than at Johannesburg's Airport Mall. How is Jeppe smart? There is no wasted space, and uses change at will and with speed. Its static spaces work in harmony with fluid systems of distribution of goods, cash, and people. Personal service is accessible at very close range.

MAASTRICHT CITY STREAKERS WORKSHOP

Zuyd University of Applied Sciences, Maastricht, the Netherlands

Our cities used to be built out of steel-reinforced concrete – today's building constructions are filled with fiberglass. This kind of reinforcement, when connected as a network with infinite capacity, facilitates global data traffic. *City Streakers – Smart City* is

the integration of smart economy, smart context, smart management, and smart living by smart inhabitants. *City Streakers* is a project that focuses on how the existing city will stay connected when retail activity fully migrates to the Internet and real estate becomes empty space. What will the urban quality of the smart city be, and how livable is such a city?
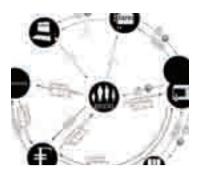
URBAN DATING

RMIT University, Melbourne, Australia

The studios of *Urban Dating* focus on relationships between different types of stakeholder coalitions and new planning tools. *Urban Dating* finds new strategies for smarter communication to solve the classic problem of conflicting interests when intervening in the existing city, conflicts between developers, land owners, users of buildings and public space. Planners and designers also adopt new roles in connecting different stakeholders. Less complicated coalition forming helps to create richer urban development processes.

THE (I)DEAL CITY

College of Architecture and Urban Planning, University of Michigan, Ann Arbor, USA

The history of urbanism is replete with visions of ideal cities resulting from imagined utopian societies. Contemporary urbanism is too complex to entertain such fantasies. The city will always draw some resources unevenly from its region, while producing others in excess. The city will never be composed of a perfect society of like-minded individuals, but it may foster new hybrid urban collectives. Sited in Round Rock, Texas, the *(i)Deal City* is not a utopia – it is a pragmatic and inventive renegotiation of urbanism with the inhabitants of the city and its region. The *(i)Deal City* is doggedly perfunctory, realistic, and wildly imaginative in the future it projects.

SUSTAINABLE INFORMAL TERRITORIES LAB – HELIÓPOLIS

Faculdade de Arquitetura e Urbanismo, Universidade Presbiteriana Mackenzie, São Paulo, Brazil; Amsterdam Academy of Architecture, the Netherlands; Parsons The New School for Design, New York City, USA; and Secretaria Municipal de Habitação, Prefeitura da Cidade de São Paulo (SEHAB), CEDECA and UNAS, São Paulo, Brazil

The idea of designing systems of co-creation within the community requires smart tactics. Today's cities are multilayered ecosystems that sit at the intersection of the physical and digital worlds. Yet neighborhoods have little ability to leverage this crossover to critically intervene and effectively negotiate their own cultural trajectories and ecologies. Focusing on Heliópolis, *SITlab – Heliópolis* involves residents, students, and faculty researchers in developing urban design models that engage the informal ecosystem's many dimensions. Through innovative communicating, design, and construction techniques, the lab proposes physical-digital urban interventions toward the development of new hybrid sociospatial practices.

RESILIENT FEIJENOORD

Academy of Architecture and Urban Design, Rotterdam, the Netherlands

Feijenoord faces a dual challenge over the coming years. Many socioeconomic indicators are flashing red. Unemployment is peaking, the educational level is low, poverty is on the increase. Meanwhile, this outside-the-dike area has not been adapted to withstand the effects of climate change. Too much water, too little greenery, an obsolete infrastructure. Is there a link between these problems? Can a climate strategy reduce problems for the population? Or, conversely, can a socioeconomic plan also provide protection from the water? A positive answer to these questions is the central hypothesis of *Resilient Feijenoord*. The global strategy to turn Feijenoord into a resilient district is a five-stage rocket. Tinkering with mobility, water management and the energy supply ensures livability for tomorrow. Meanwhile, social and economic impulses generate a fast start today!

181

URBAN RECYCLING 21

Hochschule Biberach, Studiengang Architektur, Institut für Architektur und Städtebau, Biberach an der Riss, Germany

Stuttgart 21, a large-scale urban development project in the city's central station area, recently became synonymous in Germany with massive civic opposition against top-down urban planning. Indirectly referring to these incidents *Urban Recycling 21* proposes an alternative approach. The design studio explores smart housing strategies and solutions for introducing buildings into the sloping topography of the city. Existing characteristics, qualities, and features are studied and reinterpreted in relation to the topographical context, respecting its environmental and other inherent features.

MIQ: MADE IN QUEMOY

Tamkang University, Department of Architecture, Taipei, Taiwan

In the past 60 years, due to limitations posed by the Cold War and by China and Taiwan confronting each other across the Taiwan Strait, Quemoy (Kinmen) has been deprived of opportunities to develop. In recent years, the overall atmosphere has become more favorable for cross-strait reconciliation and exchange. Investors and opportunists are flocking in with the hope of creating a fortune by exploiting Quemoy's geographic and institutional advantages. *Made in Quemoy* is a development plan set up as an 'island-city.' Studies, assessments and evaluations are being conducted on the existing environment of Quemoy. This project is set to produce a comprehensive, sustainable, and feasible development model for costal islands.

HOLLANDSTAD INVERTED METROPOLIS

Fontys Academy of Architecture and Urbanism, Tilburg, the Netherlands

Based on a thorough analysis of the malfunctioning of the Randstad as an urban system and the declining functionality of its 'Green Heart,' *Hollandstad* proposes the new *Inverted Metropolis*. It is a smart fusion of core and edge. The Green Heart produces energy and food in massive quantity and facilitates water management, transport, recreation, and waste recycling for the densely built ring of cities around it. The spatial design is based on a smart use of the area's extensive water connections; functional and attractive, it connects past and future and lends the area an identity.

INFRASTRUCTURAL RECLAMATION

Daniels Faculty of Architecture, Landscape, and Design, University of Toronto, Canada

The Tar Creek Supergrid emerged from a proposition that landscapes disturbed by human industry, specifically abandoned mines, could become frontiers for human settlement and innovation. Solar energy generation, as part of a proposed national grid of clean energy research and development hubs, is introduced as a financial catalyst for reclamation of the pilot site in Picher, Oklahoma. A superstructure elevates the energy infrastructure, providing a framework to re-inhabit the site and an opportunity to remediate the landscape below. The modular structure, manufactured using local waste rock, supports housing and circulation and acts as a conduit for the elevated city's infrastructure.

INFOSTRUCTURES – TYPOLOGICAL INTERVENTIONS FOR AN EMERGING INFORMATION ECONOMY IN SUB-SAHARAN AFRICA

Daniels Faculty of Architecture, Landscape, and Design, University of Toronto, Canada
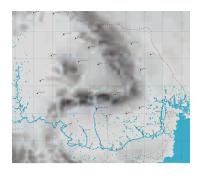
Smart cities are cities that are able to take advantage of their connections to global flows of information. As information and its networks of distribution become major factors for economic development, cities incorporate intelligent communication systems able to connect their urban population to sources of information. By looking at information and communication technologies as agents of growth and development, this project pursues architectural interventions at the intersection of public spaces and information spaces, within sub-Saharan Africa. The role of physical public spaces in engaging a wider segment of the population is emphasized in this context where more than 70 per cent of the population cannot financially afford personal access to information technologies.

PEOPLE MAKE SMART CITIES

School of Doctorate Studies, Università IUAV di Venezia, Venice, Italy

People Make Smart Cities is a reflection on the daily activities of city dwellers in different urban spaces. The video presents the everyday reality of Beijing through a series of observations and field recordings. Interviews are carried out to support the research and clarify the complexity of the context. The instrument used is the narrative film, created from the juxtaposition of significant sequences. Life and the use of public space make an essential contribution to the process of making the city smart.

183 TRACING FOOTSTEPS – THE DYNAMIC ECOLOGICAL FOOTPRINT

Institute of Art and Architecture, Academy of Fine Arts, Vienna, Austria

The smart city is not an enclosed entity operating solely within its own boundaries, but a complex construct of infrastructure networks and configurations continuously influenced by its natural environment. This project engages with this ecological way of thinking by conducting a seemingly simple and partially empirical inquiry: measuring, analyzing, and visualizing the geographical extent of the author's ecological footprint. The project places one's environmental impact in context and reveals the dependencies and interactions between the parameters of the natural and urban environments.

INFRASTRUCTURE BEAUTIFUL

Politechnika Warszawska, Faculty of Architecture and Urban Planning, Warsaw, Poland

Infrastructure Beautiful is a reference to the City Beautiful Movement, arguing that if we can make our infrastructure beautiful, meaning smart, healthy, and accessible, our cities will become a better place to live in. To achieve this, irritants such as noise and air pollution need to be neutralized. The aim of the project is to find a better way to use infrastructure spaces and to blur the boundary of architecture and infrastructure, so that greater interchange between the two becomes possible.

DESIGN AS POLITICS

184

Is making city a technical, an ecological, or a cultural problem? When, in 2009, the Dutch Ministry for Infrastructure and the Environment and Delft University of Technology decided to create a chair for Design and Politics in the department of Urbanism at the Faculty of Architecture, they seemed to take the position that making city is first and foremost a political problem. Early on, the first professor of Design and Politics, Wouter Vanstiphout of Crimson Architectural Historians, and his team asserted that Design and Politics are not two separate entities but that Design *is* Politics. It was therefore decided to change the chair's name from Design *and* Politics into Design *as* Politics. With the exhibition 'Design as Politics' the chair has now curated an exposition that, while presenting some of the chair's relevant output of the past two years, first of all responds to the themes of the 5th IABR: Making City and its three test sites in São Paulo, Istanbul, and Rotterdam. It does so by using three different storylines and three different sets of visual and other tools.

1. DAMN THE MASTER'S PLAN! RIOTS AND URBANISM 1967-2011

The deep, but often undervalued, relationships between urban planning and political agendas and ideologies are unexpectedly revealed in the analysis of urban riots in postwar Western cities. The race riots in Detroit in 1967, the Justice Riots in Los Angeles in 1992, the French Suburban riots of 2005, and the 'shopping' riots in England in 2011 all reveal how deeply unequal and segregated our cities continue to be, and how easily this can be ignored for so long, especially by planners and urban designers. It seems

that architecture and urban planning have become so central to city marketing, that they are condemned to a mindless optimism about the actual state the cities are in and the course they might take. Conversely, architectural icons and urban visions that might represent the progressive dreams and the economic interests of the elites can come to represent repression and exploitation to the 'huddled masses' and even provoke violent reactions and rioting. 'Damn the Master's Plan!' was the battle cry with which the Black Panthers attacked the liberal-minded architects and politicians who presented the Master Plan for New York City in 1969.

Slideshows, architectural reconstructions of the riots, soundscapes, and film clips will confront the IABR visitors with the dark side of making cities.

2. THE POLITICAL LANDSCAPE: INEQUALITY MAPS, POLITICAL MOBILES AND ORGANORAMAS

In the second section of the exhibition, 'Design as Politics' further uncovers the deep lying political tensions and social and economic fault lines that run through our cities and create the unstable basis on which we 'make cities.' First we will reveal how the inequality of the inhabitants in terms of income takes a spatial form, and how both the intensity of inequality and the way it is arranged over the map determines the character of the city. This character becomes visible in its public spaces, its architecture and on its sidewalks. There is an architectural manifestation of difference and distance that manifests itself sometimes subtly but clearly, like in Dutch streets, or harshly, like along the highways of São Paulo. This is where the statistics meet the streets. Secondly we take a close look at the very projects that are the backbone of this year's Biennale's research: the three so-called Test Sites in Rotterdam's Central District, in the municipality of Arnavut-köy in Istanbul, and in Cabuçu de Cima in São Paulo. An account of the political background of each project is presented in the form of Calder-like mobiles. These visualize the relationships between partners that work on one project but may not always have completely overlapping agenda's.

These microcosms are then expanded into panoramic overviews of the metropolitan regions in which these projects take place. These show the urban landscape as well as its political, cultural, and economic features and dynamics, thereby working both as a panorama and as an organogram: an *organorama*. In order to create a broader scope of cities represented in this way, and to introduce the rarely mentioned potential for cities to wither away and reach a state of near death, the city of Detroit has been included in the series.

3. FACE OFF AND LOOK FORWARD

In the third and final section of the exhibition, we take a more positive and practical approach and draw the lessons from how these cities have developed, transformed, and how their citizens and institutions have managed to adapt to their changing fortunes using architecture and urban planning. To extract useful lessons from the four cities, lessons that could be made applicable, three studios were set up at the Faculty of Architecture. Each of these studios set two urban regions against each other, in the so-called 'Face Off.' Detroit faced off with Rotterdam using the theme of vacancy and devaluation. São Paulo was set off against Amsterdam using the theme of urban infrastructure, and Istanbul entered into a face-off with the Randstad, using the theme of sprawl. By systematically comparing parts of the Randstad Holland with its Brazilian, American, and Turkish counterparts, exactly where they take on each other's course of development,

the differences between the cities are high-lighted in a dramatic fashion. But at the same time, through serendipity, unexpected possibilities and instruments open up for both the Dutch and the international sites by imagining 'what if?' scenarios, where we would deal with Dutch problems in a Brazilian way, with Turkish problems in a Dutch way, and with Rotterdam real estate in a Detroit way.

The face-off of the four cities leads to a collection of projects by architects who are native to the cities involved that look forward in an optimistic and practical way. These projects stare the insurmountable challenges of sprawl, traffic, political fragmentation, and economic degradation right in the face, and try to turn these conditions into new potentials and spatial solutions for these cities. The Design as Politics approach believes that we have to go beyond the faux optimism of city marketing, and find the solutions right in the heart of what makes contemporary cities seem so impossible to 'make.' Each of the proposed projects could be read as political solutions to urban problems, presented through architecture and urban planning. Therefore the devaluation of the vacant real estate of Detroit and Rotterdam is presented as the sole real way of bringing these areas back to life, notwithstanding the huge controversy implicated by such a choice. Equally the democratization of infrastructure planning in São Paulo is proposed through the planned occupation of the empty strips that run through the cities underneath the power lines. Finally, the unquenchable hunger for building and the resulting sprawl that is transforming the Istanbul landscape is revolutionized from a top-down operation into a collective game that proposes

not to plan the city, but to play it. There is one thing these and the other projects presented in the Design as Politics exhibition have in common, and that is that they use design as a political tool to achieve economic, democratic, and social change. These projects do not pretend that they can transform the cities into equal, harmonious and transparent communities. But by learning from each other, and by confronting their own tensions and fault lines head-on, they do offer a vision of the city in which much larger proportions of the inhabitants might feel represented by the urban projects.

'Design as Politics' is hosted by the Mini-Mall, a brand new collections of shops, galleries, clubs and restaurants, inside a century old railway station, the first part of the project to transform Rotterdam's Hofbogen highline into a single 1.5-km-long urban building, a project directed by Crimson Architectural Historians that was presented in the 4th IABR: *Open City*.

187 MAKING DOUALA 2007-2013

TRAVELING EXHIBITION TRIENNIAL SALON URBAIN DE DOUALA: ADDRESSING PUBLIC SPACE IN THE CITY OF DOUALA, CAMEROON.

'Making Douala 2007-2013', the traveling exhibition of the Triennial Salon Urbain de Douala, shows the effects of inserting contemporary art into public space on daily life in and the perception of the city of Douala.

Making Douala presents the work of SUD, through the representation of a selection of the projects and events that contributed to the success of the international triennial's editions in 2007 and 2010. It also introduces the preliminary ideas for SUD2013, entitled *Douala Metamorphoses*.

By realizing public art projects – both permanent art works and events – in the different neighborhoods of Douala, SUD addresses the state of the public domain in the city. To realize these projects by both Cameroonian artists and artists from abroad, SUD produces a collaborative process that involves the locals and their neighborhood organizations. The use of local resources and the support of local economies encourage the integration of the projects into the local context. The works of art themselves, with their artistic aims and cultural expressions, have a strong social and political dimension, as their

intention is to create a certain public-ness or public 'space' not found in many African cities.

SUD is produced by an independent cultural organization, doual'art, and it is the only event that addresses and contributes to public life in the city of Douala. To realize its aims, doual'art collaborates with ICU art projects, an international artistic project organization based in the Netherlands.

189 **MAKING ALMERE**

FROM A PRE-ARRANGED CITY TO A PARTICIPATORY CITY

'Making Almere' is an exhibition in Almere, the New Town near Amsterdam, that presents the young polder city as a unique 'city maker.' Once the prototype of the 'makeable' city and ditto society, Almere today is a city that seeks to push boundaries with a new, exciting and somewhat tentative method of urban development. 'Making Almere' aims to present, discuss and inspire the ongoing Almere experiment. But its primary objective is to put the fundamental question of the authorship of tomorrow's city on the public agenda. In the process, 'Making Almere' attempts to generate answers to the question of who is making city now, and even more crucially, who will make city in the future.

PRE-ARRANGED CITY

Almere, the Dutch archetype of the 'makeable' city, was designed only a few decades ago by the RIJP, the government agency set up to design the layout of the land reclaimed by impoldering part of the IJsselmeer. The city was conceived as an extension of a greater and rapidly growing urban area, now known as the Amsterdam Metropolitan Region. Almere is a city whose major and distinguishing feature is that it was conceived, planned, and designed as a New Town. An 'old town' is one that has grown gradually over time. An initial settlement

becomes a village that eventually turns into a large city. The origin and construction of a New Town, on the other hand, is of a much shorter and more explosive nature. Rather than resulting from slow and gradual expansion, a New Town like Almere originates in a deliberate and highly specific planning process that is also of relatively short duration. This moment-specific and deliberate process distinguishes New Towns to a significant degree from 'normal' cities.

The first and therefore fundamental steps in the conception and development of the city of Almere were taken nearly 40 years ago by a small design team, the Almere Project Bureau, part of the aforementioned RIJP. From today's perspective, we can say that the designers succeeded in shaping a new city in ways that were at times brilliant and visionary. In a relatively short time, they managed to establish a basis for the Almere of today that, give or take a few details, is still vital and inspiring. Many of the decisions made at the time were grounded in a mix of knowledge about existing cities and their shortcomings, and of knowledge of the development of New Towns elsewhere in the world, as well as the ambition to design an attractive and distinctive suburban living environment with all its attendant qualities. This pioneering phase was marked, along with its moment-specific character, by emphatically orchestrated and

coordinated actions. A relatively small group of specialists was capable of (and is responsible for) making a (new) city. Making city, in the context of new-born Almere, was the preserve of an elite.

The future for the many was therefore determined by a few. Contrary to the social norms that applied at the time, there was scarcely any form of public consultation or participation. One important reason for this was the absence, for the most part, of a (critical) mass of residents, a prerequisite for such a process. Although this ostensibly gave the designers carte blanche in terms of the wishes of residents, an effort was nonetheless made to take future residents (and their needs) into account. This was done, however, in an indirect and anticipatory fashion. Residents had virtually no direct say in the creation process. In the years that followed, it was primarily institutional parties that filled the city with large-scale and often uniform construction projects. As a result, what emerged was a city created on drawing boards and at desks, an essentially pre-arranged city. A pre-arranged city whose DNA, however, was constructed to accommodate growth and change. The basic principle of multiple cores (the polynuclear city) is the most characteristic and distinctive result of this thinking.

ORGANIC DEVELOPMENT

Today, over 190,000 people live in Almere. Thousands of people with their own ideas and desires who, unlike nearly 40 years ago, are able to play an active role in the design and conception of the continuing development

of the city. In principle, therefore, there is an opportunity to call on the energy, the creativity, and the private capital they represent. Indeed, the current city administration has recognized these opportunities and possibilities since about 2006. The 'Almere Principles – For an Ecologically, Socially and Economically Sustainable Future of Almere 2030' were drawn up based on the cradle-to-cradle design model outlined by William McDonough and Michael Braungart. In this manifesto, the city declares its intention to base future growth as part of the *Schaalsprong* (the expansion plan under which Almere is to grow to 350,000 inhabitants by 2030), as well as the continued development of the existing city, on principles of sustainability. The motto 'People Make the City' is one of these principles. It gives citizens a say about their own housing and living environment; they can participate in decisions. They can make a city: Making Almere!

A consequence of this is that the growth and development of the city are not exclusively imposed by a small group of administrators and designers from the top down. Instead, room is created and participation is stimulated in order to let the city – through multiple (demand-driven) small-scale initiatives – emerge from the bottom up. Almere is opting for a fundamentally different way of integrated area development. The principle of 'People Make the City' is a crucial point. It is based on the acknowledgment that 'citizens are the driving force in creating, keeping and sustaining the city.' The role of the government and other institutions, which have defined the development of the city over the last decades, is being deliberately and resolutely sidelined.

The experiment in which Almere is engaging is therefore also an experiment as a testing ground for deregulation.

The general significance of the Almere Principles lies in stimulating a vital, self-confident community and is therefore predicated on a renewal of the city's élan. Citizens must (re) acquire a sense of involvement and pride, rather than remain mired in or slip into indifference or lack of interest. The conviction underpinning these principles is that this is the only way to ensure that the continued growth and development of Almere will produce a genuinely sustainable city.

As a result of these attitudes and choices, the pre-arranged city, which might be dubbed Version 1.0, is transforming gradually but irresistibly into the participatory city. This new direction is also known as 'organic development.' This was a guiding design principle in the shift from Almere 1.0 to Almere 2.0. The emphasis inevitably shifts from final objectives to process progression. Instead of the 'result as dictate,' it is the 'process as lesson' that takes center stage in the continued growth and development of the city. In this, Almere is making an about-face, as radical as it is regenerative, from top-down to bottom-up planning.
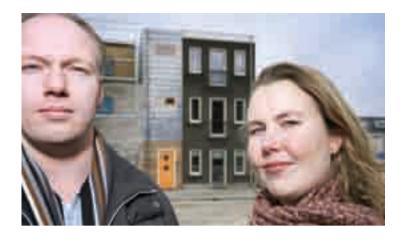
PARTICIPATORY CITY

The current relevance of the undertaking is evident, but the experiment is not. The use of the public initiative, moreover, cannot be considered separately from the economic crisis. This gives the second great expansion plan, on the eve of which Almere now stands, an intrinsic value as well as a quantitative character. The exhibition and event 'Making Almere,' being organized in the city under the aegis of the 5th IABR: *Making City*, uses this recalibration of urban principles and regeneration of the course of development both as a starting point and as a breeding ground.

'Making Almere' is an outstanding opportunity to investigate and offer insight into the current search for future urban quality in Almere and for ideas about the design process, whereby it becomes clear that making city is a sometimes unpredictable and subjective process. The development of Almere up to this point is examined and presented using the principle of trial and error. This explains in an understandable way how the city is made. Attention is also given to the various infrastructure projects that form a crucial foundation for urban development, to the work produced by the 'subsidiaries' currently elaborating the new sections of the city as part of the planned expansion to Almere 2.0, as well as to the relationship (position and attitude) of the city to the Amsterdam Metropolitan Region.

A connection with the principles of urban development is being sought not only in the substance but also in the form and layout of 'Making Almere,' which will be presented as an imaginary easy-access retail formula in the city center of Almere. A pop-up shop, a temporary shop in which plans for renewing Almere will be presented. Not in a static or passive way, but in an active, input-giving and intervening way, in keeping with the previously cited idea that citizens are the driving force in making, keep-

ing, and sustaining the city. Visitors represent a multitude of ambitions, opinions, and attitudes that are crucial to further thinking about a future Almere. As with thinking about Almere 2.0 itself, public participation therefore plays a major role in the programming and organization of 'Making Almere.' In the 'Making Almere' shop, residents and visitors are challenged, at times even put on the spot, to participate in thinking about and working on the city, providing input that will lend the exhibition its dynamic and constantly changing character. As in a blog, for instance, details, elements, and information will be added or replaced while different or additional input will be provided by visitors. This input and content can also be generated by lectures and discussions that will be held in the 'Making Almere' shop.

'Making Almere' will not only take place in the city center; other locations have also been identified as crucial to the future development of the city. Using a UAR (Urban Augmented Reality) application, the visitor can obtain information about recent and future initiatives to transform the city. Via walking and bicycle routes, visitors can use their smart phones to explore the potential results of plans for Oosterworld, the A6 zone, or Almere Poort.

For three months, the 'Making Almere' exhibition will be a temporary but self-evident central location in Almere where the city's residents, visitors, and users of the digital UAR program can come together for debates, tours, workshops, and other gatherings organized as part of the event program, in addition to visiting the exhibition. In this way 'Making Almere' follows the principles of the 5th IABR: the city itself is

the exhibition, and the exhibition contributes to making the city.

Making Almere is part of a collaboration between the IABR and the City of Almere. The city, as one of the CounterSites, is also represented in the main exhibition of the 5th IABR: *Making City*, at the Netherlands Architecture Institute in Rotterdam

The International New Town Institute (INTI), headquartered in Almere, has taken on the role of curator of the second Architectuurmanifestatie Almere architecture event and therefore of 'Making Almere.' INTI, as a representative of the City of Almere, works in close association with other parties in Almere.

MAKING CITY
BIOGRAPHIES, CREDITS AND VISITOR INFORMATION

BIOGRAPHIES

195

AHMED ABOUTALEB
Mayor of Rotterdam

Ahmed Aboutaleb was installed as Mayor of Rotterdam on 5 January 2009. He is Chairman of the Executive Board of the municipality (Mayor and eight Aldermen). He is also Chairman of the City Council.

ASU AKSOY
Researcher and assistant professor, Istanbul Bilgi University, Faculty of Communications

Asu Aksoy has conducted research at British and Turkish universities, with special emphasis on urban and cultural transformations in the context of migration, globalization, and policy. She has published internationally on these subjects, documenting the impact of worldwide migration on the cultural capital of cities in Western Europe. In addition she has written extensively on the transformation of Istanbul in the context of the globalization of the city. Aksoy is currently leading a project on the cultural economy of Istanbul, aimed at developing policy recommendations in regard to the agenda for the creative city. She collaborated in the establishment of Santralistanbul, an international art and culture center founded by Istanbul Bilgi University.

Asu Aksoy is co-curator of the 5th IABR: *Making City*

ELMA VAN BOXEL AND KRISTIAN KOREMAN
Founders of ZUS [Zones Urbaines Sensibles]

Van Boxel and Koreman have been working as a duo since 2001 on commissioned and uncommissioned design and research in the field of architecture, urban design and landscape architecture. They lead an international team consisting of architects, urban planners, designers and landscape architects. For their interdisciplinary work, which moves between the private and public domains, they were awarded the Rotterdam Maaskant Prize for Young Architects. Van Boxel and Koreman are the founders of INSIDE,

a new Master's program at the Royal Academy of Art in The Hague.

Elma van Boxel and Kristian Koreman are co-curators of the 5th IABR: *Making City*

GEORGE BRUGMANS
IABR general director

Before being appointed director of the IABR in 2004, Brugmans, a historian by training, had an international career as (artistic) director of dance, theatre, music, and film festivals in Utrecht, Rotterdam, Lisbon, Ancona, Ottawa, and Salzburg. He was a film producer, including for the Academy Award-winning feature film *Antonia's Line*. He wrote librettos and scripts for operas, television productions and feature films. He was commissioning editor, editor-in-chief and film director at the VPRO, a Dutch public national broadcaster, where he produced over 200 documentaries. He served as a board member of many art and cultural foundations, including the vice-chair of the Board of Governors of the Amsterdam Art Council and chair of the Dutch Council for Culture's Committee on International Cultural Policy. Brugmans was also a guest curator in the Master's program at the Design Academy Eindhoven.

George Brugmans is co-curator of the 5th IABR: *Making City*

JOAN CLOS
Executive Director of the United Nations Human Settlements Programme (UN-HABITAT) and as such Undersecretary-General of the United Nations

Joan Clos is a medical doctor with a distinguished career in public service and diplomacy. As a city councilor in Barcelona between 1983 and 1987, he earned a reputation for improving municipal management and for urban renewal projects, notably managing the renovation of the Ciutat Vella district. From 1990 to 1994 he was Deputy Mayor in charge of Finance and Budgeting, playing a key role during the 1992 Olympic Games in Barcelona.

He was subsequently twice elected Mayor of Barcelona and held the office from 1997 to 2006. He was Spain's Minister of Industry, Tourism and Trade (2006-2008) under Prime Minister Jose Luis Rodriguez Zapatero.

JOACHIM DECLERCK
Co-founder and program director of Architecture Workroom Brussels

Architect Joachim Declerck led the professional development program at the Berlage Institute from 2008 to 2010 and was assistant curator in 2007 when the Berlage Institute was the curator of the 3rd IABR: *Power – Producing the Contemporary City*. In 2010 he co-founded the Architecture Workroom Brussels that works with public and/or private parties in setting up and coordinating design studies that aim to develop innovative answers to architectural and urban challenges. It seeks to contribute to the international development and exchange of knowledge and expertise in the field of design, through publications, conferences, exhibitions, and residency programs.

Joachim Declerck is co-curator of the 5th IABR: *Making City*

ELISABETE FRANÇA
Deputy Secretary for Housing and Director of the Social Housing Secretariat (SEHAB) of São Paulo

Elisabete França is an architect and urban planner. She has 25 years of experience in urban planning, social housing, slum urbanization, and participatory project management. She holds a Master's degree from the University of São Paulo and a PhD from Universidade Presbiteriana Mackenzie [Mackenzie Presbyterian Institute, São Paulo] (2009), with the thesis 'Slums in São Paulo (1980-2008). From slum elimination proposals to urbanization projects. The Guarapiranga Program Experience.'

BRUCE J. KATZ
Vice President at the Brookings Institution

Bruce Katz, former chief of staff at the US Department of Housing and Urban Development, is a vice president at the Brookings Institution

in Washington, DC. He is the founding Director of the Brookings Metropolitan Policy Program, which aims to advise decision makers in the public, corporate, and civic sectors on the implementation of policy for improving the health and prosperity of cities and metropolitans areas. Katz regularly advises federal, state, regional, and municipal leaders, particularly on policy reforms that advance the competitiveness of metropolitan areas. Katz holds The Adeline M. and Alfred I. Johnson Chair in Urban and Metropolitan Policy at the Brookings Institution.

REGULA LÜSCHER
Director of Urban Development and Secretary-General of the Berlin Senate

As Secretary-General and Director of Urban Development in Berlin, Regula Lüscher is responsible for urban development projects of high political profile such as the former Tempelhof airport and the 2020 International Building Exhibition (IBA 2020). In this position, she decisively influences the approach to architecture and building culture in Berlin. Lüscher previously worked as a freelance architect at Lüscher Gmür Architects in Zurich and as deputy Director of the Agency for Urban Development of the city of Zurich. As an honorary professor at the Berlin University of the Arts, she teaches and conducts research in the area of urban development.

FERNANDO DE MELLO FRANCO
Co-founder and partner of MMBB Architects, São Paulo, Brazil

MMBB was founded in 1991 by architects Fernando de Mello Franco, Marta Moreira, and Milton Braga. Their work focuses on the development of public and institutional designs in the field of urban development, such as the development of favelas, public housing, and infrastructural facilities. The work of MMBB has been shown at exhibitions such as the IABR-SEHAB exhibition 'The Informal City of the XXI Century,' (MCB, São Paulo, 2010); 'Dirty Works,' (GSD Harvard, Cambridge, MA, 2008); 'Global Cities,' (Tate Modern, London, 2007); 'Collective' (ETH Zurich, 2007), and the 3rd and 4th IABR (2007 and 2009). MMBB's work has been published in *Abitare*, *Arch+*, *Architectural Record*, *AU*, *Casabella*, *GA*, *Hoch Parterre*, *L'Architecture*

d'Aujourd'hui, *On Site*, *XXI*. The partners teach at universities in Brazil and abroad.

Fernando de Mello is co-curator of the 5th IABR: *Making City*

HENK OVINK
Deputy Director General and Director of Spatial Development for the Dutch Ministry of Infrastructure and the Environment

Henk Ovink is responsible for the National Policy Strategy for Infrastructure and Spatial Planning, the new Architecture and Spatial Design Policy, the new Spatial Planning Act (WRO), several long-term plans and studies including the Randstad 2040 Structural Vision and the Dutch spatial Olympic Strategy 2028, the GEO Spatial Development and Data Policy, the Design Atelier and the New Urban Development & Restructuring Program of the Delta Program, as well as the R&D agenda on Spatial Planning, two academic chairs at the University of Utrecht (Planning Studies) and Delft University of Technology (Design and Politics). Ovink teaches at Harvard GSD, Columbia GSAPP, University of Kentucky, Delft University of Technology, University of Groningen and the Design Academy Eindhoven. He is curator for Aedes Network Campus Berlin on 'Design&Politics: The Next Phase'. He publishes and lectures on the changing roles of government, governance, planning, and the specific relationship between politics and design.

Henk Ovink is co-curator of the of the 5th IABR: *Making City*

MELANIE SCHULTZ VAN HAEGEN
Minister of Infrastructure and the Environment, the Netherlands

Melanie H. Schultz van Haegen-Maas Geesteranus was appointed as Minister of Infrastructure and the Environment in the Rutte coalition government on 14 October 2010. The Dutch Ministry of Infrastructure and the Environment is committed to improving quality of life as well as access and mobility and is working to create an efficient network of roads, railways, waterways, and airways, effective water management to

protect against flooding, and improved air and water quality. Op 14 June 2011 Melanie Schultz van Haegen presented the National Policy Strategy for Infrastructure and Spatial Planning (SVIR) to the House of Representatives. Expected to be ratified in the spring of 2012, the National Policy Strategy encompasses the current government's integral approach to infrastructure and spatial planning. She is also partly responsible for the government's policy in regard to architecture and spatial design.

ANNE SKOVBRO
Director, member of the executive board, Department of Finance, City of Copenhagen

Anne Skovbro has been responsible for municipal planning in the City of Copenhagen since 2007, initially as head of division and from 2009 as member of the executive board. Before that she worked at the Ministry of Environment and at the Research Centre for Forest, Landscape and Planning of the University of Copenhagen. Anne Skovbro has a Master's degree and a PhD in planning from Aalborg University.

ROBERT D. YARO
President of Regional Plan Association, New York

Bob Yaro is president of the United States' oldest independent metropolitan policy, research and advocacy group. Based in Manhattan, RPA promotes plans, policies and investments needed to improve the quality of life and competitiveness of the New York Metropolitan Region, America's largest urban area. He co-chairs the Empire State Transportation Alliance and the Friends of Moynihan Station, and is Vice President of the Forum for Urban Design. He serves on Mayor Bloomberg's Sustainability Advisory Board, which helped prepare PlaNYC 2030, New York City's new long-range sustainability plan.

GRAU
GRAU, a structure associating four architects – Ido Avissar, Erwan Bonduelle, Susanne Eliasson and Anthony Jammes – is an office for architecture and urbanism located in Paris.

The increasing demands in communication, the multiplication of places for decision and project,

the new positioning of politicians on the values of the city and the preoccupations on the preservation of the planet's ecological equilibrium renew the operational methods of urbanism. It's a profession in strong mutation. GRAU positions itself within these mutations, through urban studies, planning documents, prospective analysis of urban phenomena, and scientific research in the fields of architecture, urbanism, and territorial planning.

CREDITS

SUBSIDIZERS

Ministry of Education, Culture and Science
Ministry of Infrastructure and the Environment
City of Rotterdam, Department of Art and Culture

MAIN PARTNERS/
CO-FINANCIERS

Ministry of Infrastructure and the Environment
*(Directorate-General Spatial Development
and Water, Directorate-General Mobility and
Transport)*
Rotterdam Development Corporation, City of
Rotterdam
Municipality of São Paulo/SEHAB
Municipality of Arnavutköy, Istanbul
Ministry of Economic Affairs, Agriculture and
Innovation *(Directorate General for Nature and
Regional policy)*
Ministry of the Interior and Kingdom Relations
*(Directorate-General Housing, Communities and
Integration)*
Municipality of Almere
Netherlands Architecture Institute *(NAI)*
VPRO
Rotterdam Academy of Architecture and Urban
Design
ZUS [Zones Urbaines Sensibles]
Association Rotterdam Central District

FINANCIAL SUPPORT

The Netherlands Architecture Fund
DOEN foundation
Ministry of Foreign Affairs (Turkey)
Flemish Authorities
AgentschapNL

RESEARCH PARTNERS

Architecture Workroom Brussels, Delft
University of Technology, Master City Developer
(Erasmus University Rotterdam)

PARTNERS

ABL Architects, Amsterdam Academy of
Architecture, Academy of Architecture
Groningen, AIR, Amt für Städtebau Zurich, arch
i-Platform, ArchiGuides, Arkitera Istanbul, ArtEZ
Academy of Architecture Arnhem, Asociación
Centroamericana Taller de Arquitectura *(a-c-
t-a)*, baukuh, Berlage Institute Rotterdam, City
of Batam, Communauté Urbaine de Bordeaux,
Diyarbakir Metropolitan Municipality, doual'art,
Etablissement Public Paris-Saclay, ETH Zürich,
Academy of Architecture and Urbanism
Tilburg, Future Cities SEC *(Singapore / ETH
Zurich)*, Hilton, Hofbogen BV, ICU art projects,
Institute for Housing and Urban Management
Studies *(Erasmus University Rotterdam)*,
KRUPUC, Latitude, LSI project investment
nv, Maastricht Academy of Architecture,
Motel Mozaïque, Municipality of Den Haag,
Municipality of Eindhoven, Municipality of
Groningen, Municipality of Oude IJsselstreek,
Municipalidad de Guatemala, New York City
Department of City Planning, Nicis Institute,
Ontwikkelcombinatie Pompenburg, Public
Development Authority of La Défense Seine
Arche Paris *(EPADESA)*, Romi Khosla Design
Studio, Rotterdam Festivals, Rotterdam
Marketing, Samenwerkingsverband Regio
Eindhoven *(SRE)*, Schieblock/ Dépendance,
SHAU, Stroom The Hague, The Brussels
Capital Region – Cabinet of the Minister
President, University of Kentucky College of
Design, Venhoeven CS, Flemish Government
Architect, Zandbelt&vandenBerg, ZigZagCity

MEDIA PARTNERS

VPRO, Architectenweb, 'scape magazine,
Blauwe Kamer, Pop-Up City

Rijksoverheid

Gemeente Rotterdam
Kunst en Cultuur

Gemeente Rotterdam
Stadsontwikkeling

PREFEITURA DE **SÃO PAULO**
HABITAÇÃO

ARNAVUTKÖY BELEDİYESİ 1987

Almere

NAi NEDERLANDS ARCHITECTUUR INSTITUUT

vpro

ZUS

ZONES URBAINES SENSIBLES

rotterdam central district

Rotterdamse Academie van Bouwkunst

Stimuleringsfonds voor Architectuur

the Netherlands Architecture Fund

STICHTING **DOEN**

REPUBLIC OF TURKEY · MINISTRY OF FOREIGN AFFAIRS

4 HOLLAND TÜRKİYE
400 JAAR DIPLOMATIEKE RELATIES DIPLOMATIK İLİŞKİLERİN 400. YILI

With the support of the Flemish authorities

Landschapsarchitectuur en stedenbouw
BLAUWE KAMER

'scape
The international magazine for landscape architecture and urbanism

Pop Up City

architectenweb

5th IABR CURATOR TEAM

George Brugmans
chair (IABR)

Henk Ovink
*(Director National Spatial Planning,
Dutch Ministry of Infrastructure and the
Environment, the Netherlands)*

Joachim Declerck
*(Architecture Workroom Brussels,
Belgium)*

Elma van Boxel en Kristian Koreman
(ZUS, Rotterdam, the Netherlands)

Fernando de Mello Franco
Marta Moreira
Milton Braga
(MMBB, São Paulo, Brazil)

Asu Aksoy
*(Istanbul Bilgi University, Istanbul,
Turkey)*

INTERNATIONAL ARCHITECTURE BIENNALE ROTTERDAM

board
Ed Nijpels *(chair)*
Adri Duivesteijn
Joost Schrijnen
Saskia Stuiveling
Ton Meijer

director
George Brugmans

chief of staff
Anouk de Wit

program manager
Marieke Francke

program coordination
Jan Willem Petersen

program assistant
Eva Vrouwe

production manager
Alexander Godschalk

production assistant
Vivian Zuidhof

project management opening
Regina van Kraaij

office management
Judith Smals, (Kelly Leenders)

office assistant
Maria Heemskerk

head of marketing and communications
Rinske Brand

press officer
Nancy van Oorschot

online strategy and web editing
Martine Zoeteman

intern
Laura van Rosenberg

logo
Mevis & Van Deursen

publicity and catalogue design
Zinnebeeld

MAIN EXHIBITION MAKING CITY

CURATOR

Joachim Declerck *(Architecture Workroom Brussels, Brussels, Belgium)*

EXHIBITION DESIGNER

Herman Kossmann *(Kossmann.dejong, Amsterdam, the Netherlands)*

ARCHITECTURE WORKROOM BRUSSELS

program director
Joachim Declerck

business director
Roeland Dudal

collaborators
Wannes Peeters, Diederik de Koning, Thomas Cattrysse, Tine Segers, Nathanaëlle Baës-Cantillon

KOSSMANN.DEJONG

director, concept, design, content
Herman Kossmann

director, concept, graphic design
Mark de Jong

projectleader, concept, design
Robert van der Linde

design
Nienke van der Berg, Serena Bigatti

design, graphic design
Andreas Tscholl

director, finance, planning
Ellen Schindler

film production
The Office for Nonfiction Storytelling

director
Victor Vroegindeweij

project management
Arianne van der Veen *(NAI)*

production assistance
Vivian Zuidhof

exhibition construction
Kloosterboer Decor

audio and lightning
Rapenburg Plaza

transport
Kortmann Art Packers & Shippers

texts
Joeri de Bruyn, InOtherWords

The exhibition Making City has been made possible in part by the dedication of the entire staff of the NAI

PROJECTS

TEST SITES

TEST SITE ROTTERDAM

LOCAL CURATORS

Elma van Boxel and Kristian Koreman *(ZUS, Zones Urbaine Sensibles, Rotterdam)*

Test Site Rotterdam team
Elma van Boxel and Kristian Koreman *(ZUS)*, George Brugmans, Joachim Declerck and Henk Ovink *(5th IABR Curator Team)*, Merce de Miguel i Capdevila *(head of urban planning, Department of Urban Development, City of Rotterdam)*, Fons Meijer *(Rotterdam Central District area manager)*, Myron Freeling *(Pompenburg process organizer)*, Bart van Beurden *(LSI)*, Simone Rots *(Hofbogen bv.)*

team ZUS
Marin Kulas, Violette Baudet, Anne-Wil Hop, Sam de Baere, Catinca Tilea, Pierre Berthelomeau, Christopher de Vries, Christina Kerr, Menno Kattenwinkel, Jolanda van der Ploeg, Jouke Sieswerda, Jos Hartman, Niels Timmer, Robert van der Pol

production
Annekoos Logtenberg, Saskia Kluyfhout

production management and licensing
Alexander Godschalk *(IABR)*

communication
Rinske Brand

ALLIANCES AND PARTNERS

Vereniging en Businessclub RCD
Hans de Boer, Oscar de Grave

LSI project investment NV
Hans de Boer, Dirk de Boer, Eloise Maingay, Bart van Beurden, John Konijn, Michiel van der Star

Codum
Michon van der Salm, Marcus Fernhout

City of Rotterdam
Department of Urban Development Carl Berg, Astrid Sanson, Adriaan Visser, Koen Westhoff, Martin Aerts, Marieke Hoekstra, Ditty Blom, Arjan Knoester, Bart Verward, Onnie Tjia, Jesse Elsberg, Isis Spuybroek, Chris Nieuwstraten, Myrte Schillings, Inge Breugem, Emiel Arends

Bureau Binnenstad Rotterdam
David van Santen, Gabor Everraert, Mirjam van Lierop

District North
Nils Berendsen, Eelco Groenenboom, Hans van Dam

District Center
Theo Kion

Traffic and Transportation
Marcus Edelenbosch

Department of Public Works, Central Yard Aad van Leeuwen

Department of Public Works
Daniël Goedbloed, Paul van Roosmalen, Christoph Maria Ravesloot

Department of Urban Development
Kees van Oorschot, Jesper van Loon

Building Inspection
Valentijn Yousif

Fire Department
Patrick Mostert

Building standards commission
Bregje Pronk

Municipal Health Services (GGD)
Mathilde Dijk

Hofbogen bv
Simone Rots, Annuska Pronckhorst, Astrid Roos

Mangrove
Robert Leefmans, Oscar van Veen

Rotterdam Center for the Environment
Emile van Rinsum, Wouter Bauman

Grootlemmer
Eugene Dekker, Perry Attema

Binder groenprojecten
Rob Luyk, Dirko van den Tol

Club Hollywood
Fred Diaz

Optigroen
Henk Vlijm

ProRail
Mila Kluen

Dutch Railways (NS)
Mark Poley

Zonneveld ingenieurs
Arnold Robbemont, Jan van der Windt

Rotterdam Public Transportation Company (RET)
Martin Busch

Development Combination Pompenburg
Wouter Onclin, Fred Langeslag

Delftse Poort Residents Association
Cor Lecker, Derk van Zutphen

Hofpark
Caroline van der Woude *(location manager Yulius / Heer Bokel College)*, Coen Dolk *(Fortress)*, Jan van der Schans *(Havensteder)*, Joep Willems *(resident architect Zadkine)*, John Trueman *(chair of the Hofdijk Residents Association)*, Lennart Rottier *(Fortress)*,

Robbert-Jan van Baal *(AXA Real Estate)*, Judith Chin Kwie Joe *(CKJ Consultancy / Grafisch Lyceum)*, Paul Elleswijk *(program manager Havensteder)*, Philip Powell *(entrepreneur Bird)*, Sabina Hofland *(general manager David Lloyd)*

Tenants of Schieblock BV
AIT Architektur Salon, de Dépendance, de Klerk, Fabrique Urbaine, Mess, Rotterdam ArchiGuides, Rotterdam Bycycle, 2Words, Atelier Floor, Atelier Willem de Kooning Academie, Balzar marketingcommunicatie, Danger Cove, Fontanel, Front Mobile BV, Groen Links Rijnmond, In-Soo Productions BV, Kwibuss, Luchtsingel, Miquel Mohamedjar Styling&Design, MrRoza , Pietra Ligura , The Office for Nonfiction Storytelling *(ONS)*, Buro Michelle Wilderom, Everybody Can Design, Johan de Wachter Architecten, Kim de Groot design research, M.V., Matraco Consult, Nog Harder, Proforma visual identity, Restruct Web design & development, Studio Duko Stolwijk, Suzanne Stam journalist en tekstschrijver, Video Werkt!, Xandra Nibbeling, XLS Hosting, Zeehaas, Internationale Architectuur Biënnale Rotterdam, Rotterdams Milieucentrum, vanSoest&vanKrimpen, ZUS [Zones Urbaines Sensibles], almost Modern, Bureau M.E.S.T. the urban fertilizer, Cultuur-Ondernemen, Hanne Marckmann, Jeanne van Heeswijk, JESSEFILMS, JODI, Kirsten Kentler, Lilith Ronner van Hooijdonk, morePlatz, Motel Mozaïque, Naranja Mecánica, POP/Jelte Boeienga, Revolutie.TV & Arie, Rubén Dario Kleimeer Fotografie, SHAU, Studio NAi, Urban Synergy, Willem Lagerwaard Illustratie | Animatie | Interactie Ontwerp, Aagje inC., ANIMA MIA, Archilos Planontwikkeling, BIRD, Broos de Bruijn Architecten, Buurman & Buurman advies en communicatie, Cafe Open, de Wolkenrijders, J-CDS BV, Jazz International Rotterdam, JCID, John106, Ka-Ching Cartoons, Ketner Olsen, Land-made, Looking Glasses, MAG architecture, M|W architecten, Reineke Otten, Roy Gilsing Design, Taco Pino Architecture, City Planning & Interior Design, TCA|E, Ted Konings, Uncorporate, Webfabriek Rotterdam, Codeglue, Mangrove

and Arjen Baan *(Moderator)*, Danielle Linscheer, Joyce Brouwer (Ani & Hakien hostel), Franc Faaij *(Rotterdam Festivals)*, George Ortega *(Total Event Company / Euro PA)*, Jorinde Keesmaat *(stage director)*, Pieter Kuster *(ZigZagCity)*, Maurizio Scarciglia *(Nauta architecture & research)*

FABRIQUE URBAINE

Van Eesteren
Piet-Jan Heijboer

Made by Mistake
Guido Marsille

2012 Architecten
Jan Jongert, Karola Van Rooyen

Treehouse/de Bende
Bas van den Berg, René Boonekamp

de Buurman
Dennis Symonson

Partizan Public
Joost Janmaat

IMAGES AND COMMUNICATION

photography
Reineke Otten

PMS72
Sean Jeronimus, Peter Schoonenberg

Flynth Adviseurs
Ruud Zijp, Leo Lamens

Webclusive
Frits Klaver, Rick Buitenman, Ronald Kleverlaan, Peter Hofman

75b
Merel Snel, Pieter Vos

Grafisch Lyceum
René Huitema, Bas Tiemes, Floor van der Kogel, Gerrit op 't Ende

Video werkt
Oscar Langerak

IkRotterdam
Evalien Lang, Ferry van Steijn and Marc Kolle

DÉPENDANCE PROGRAM

ZUS, IABR, The Netherlands Fund for Architecture, AIR, Motel Mozaïque, ZigZagCity, Department of Urban Development Rotterdam, Stylos

RESEARCH AND EDUCATION

POST-SQUAT NL

College of Architecture and Urban Planning, University of Michigan
David Eugin Moon

student project participants
Jason Marcel Andre, Amy Atzmon, Allison Burrell, Jacqueline Colaianni, Owen Maher, Rachel Mulder, Chong Ying Pai, Sheena Shah, Wotong Shen, John Walter, Gordon Warwick, Sabrina Yeung
in collaboration with
Klaas Kresse

VACANCY SPECULATION

École nationale supérieure d'Architecture de Versailles
Djamel Klouche, David van Severen

student project participants
Alexandra Claraz, Guillaume Buton,

Gregoire Deberdt, Caroline Geffriaud, Martin Jaubert, Jean Sébastien Lebreton, Flavien Menu, Charles Mariambourg, Antoine Maitre

ALTERNATIVE BUSINESS MODELS

Master of City Development, Erasmus University Rotterdam
Jeroen Koops, Barry Hol, Osman Kömbe, Gert Peter Vos, Nabila Bouabbouz, Ciska Toering-de Jonghans Teunissen, Geurt van Randeraat

Stichting Fresh
Jantiene de Ruijter

MIXZONE MOCKUPS

INSIDE – Koninklijke Academie Den Haag
Yara Araujo, Wei-Hsun Chen, Magdalena Curdova, Dasha Darya, Kyong Kim, Minsum Kim, Fonteini Mermygka, Nina Hoogstraten

BUILDING FESTIVAL

Rotterdam University – Leisure Management
Daisy Hofman, Jurgen Jeurissen

TEST SITE SÃO PAULO

LOCAL CURATORS

Fernando de Mello Franco, Marta Moreira and Milton Braga, *(MMBB Arquitetos), São Paulo*

team MMBB
Giselle Mendonça, Rita Aguiar Rodrigues

SEHAB (Social Housing Secretariat São Paulo)
Ricardo Pereira Leite, *alderman of housing,* Elisabete França, *deputy secretary for Housing and director of the Social Housing Secretariat,* Tereza Herling, Maria Teresa Diniz

Cabuçu de Cima Urban Plan team
Fabienne Hoelzel *(coordinator)*, Pedro Vada, Thiago Mendes, Gregory Valente, Jann Erhard, Julia Farr, Olivier Levis, Maria Claudia Cezar, Jonas Ryser

HABI-Norte team
Maria Cecilia Sampaio Freire Nammur,

Emília Mieko Onohara, Elaine Cristina da Costa, Maria da Penha Silvia Gomes, Mônica Oliveira Vieira Cyrillo, Ulisses Dias Cambraia Sardão, William Petry Barros Martinha

Resolo Department
Luciana Sakate

SMDU (São Paulo's Urban Development Agency)
Miguel Luiz Bucalem, *secretary of Urban Development,* Fernando Henrique Gasperini, *executive secretary of the Municipal Council of Urban Policy*

SVMA (São Paulo Green and Environment Agency), Rosélia Mikie Ikeda, Francisco Adrião Neves da Silva, Alejandra Maria Devecchi, Arthur Ferradas Chaklian

EMPLASA (São Paulo Metropolitan Planning Agency), Renato Viégas, Rovena Negreiros

CIC-Norte/Jova Rural (São Paulo Justice and Defense of Citizenship Agency), Rosangela Garcia Escridelli, and team

'Voices of Cabuçu' workshop participants
Alex Marchioratto, André Luiz de Macedo, Ângela Maria Justino, Antônio Paulo de Souza, Bernardete Werthsculte, Catarina do Carmo de Souza, Cláudio Chaves, Edvaldo Oliveira, Floripedes da Cruz, Iraneide Souza, Jailde Teixeira, Jéssica Teixeira, Lúcia Elen Souza, Luzia Bezerra, Maria do Socorro dos Santos, Maria Inês do Carmo, Maria Madalena Figueiredo, Marlene Colares, Nazaret Goes, Noemia da Silva, Priscila Goes, Raimunda Escanoella, Silvana Evangelista, Sirlene Pereira, Vanessa da Silva, Vanessa Werthsculte

RESEARCH

consultancies

socioeconomic research
Haroldo Torres

community workshops
Maria do Carmo Brant, Patrícia Mendes, Biba Rigo

non-motorized mobility
TC Urbes

Trent Lethco, Vincent Lee *(Arup, New York)*, Christoph Durban *(Urban Planning Agency, Zurich)*, Martina Baum *(Urbane Strategien, Karlsruhe)*

.FABRIC

design
Eric Frijters, Olv Klijn

project management
Andrea Bertassi

project team
Clara Arango, Bas Driessen, David Dominguez, Anna Fink, Ivo de Jeu, Greta Mozzachiodi, Nuria Ripoll, Jurian Voets, Siebe Voogt and Michiel Zegers

HABISP

coordination
Eliene Coelho

project coordination
Mercedes Dias

project team
José Carlos Lima, Viviane Rodrigues, Maristela Cesar, Instituto Corda

SOCIAL HOUSING PROJECTS

CABUÇU DE CIMA PROJECT 7

Terra e Tuma Arquitetos Associados
Danilo Terra, Pedro Tuma

additional design
Pablo Iglesias, André Buelau, Juliana Iha

project team
Marina Caraffa, Zeno Muica, Bruna Hashimoto, Daniela Sönksen, Giulia Galante, Inês Fernandes, Paola Ornaghi, Lucas Miilher, Renata Hirayama

CABUÇU DE CIMA PROJECT 8

H+F Arquitetos
Eduardo Ferroni, Pablo Hereñú

additional design
Marcos Acayaba

project team
Eliana Uematsu, Luca Mirandola, Ivan Mazel, Danilo Hideki, Joel Bages Sanabra, Mariana de Carvalho Puglisi, Marta Pavão, Tammy Almeida, Thiago Moretti

interns
Carolina Milani, Diogo Augusto Pereira, Gabriel Rocchetti, Natália Harumi Tanaka, Stela Da Dalt, Thiago Magri Benucci

CABUÇU DE CIMA PROJECT 10

Base 3 Arquitetos Catherine Otondo
Jorge Pessoa, Marina Grinover

additional design
Luis Antônio Jorge, José Paulo Gouvêa

project team
Julie Trickett, Paula Saad, Rebeca Grinspum, Regis Sugaya

interns
André Nogueira, Bhakta Krpa, Cadu Marino, Fernando Tulio Melo, Luis Imenez, Thais Marcussi

photography
Fabio Knoll

TEST SITE ISTANBUL

LOCAL CURATOR

Asu Aksoy, *Bilgi University, Istanbul, Turkey*

IABR ATELIER ISTANBUL

Municipality of Arnavutköy
Gülnur Kadayıfçı, Elif Korkmaz, Ahmet Temel, Hülya Yalçın, Sefer Çaluk, Aysel Kural, Taner Hasdemir, Nurten Teknecioglu, Resul Akaner, Nazim Akkoyun, Hasan Nebioglu, Canan Başgül

Architecture Workroom Brussels
Joachim Declerck, Thomas Cattrysse

H+N+S Landscape Architects
Lodewijk van Nieuwenhuijze, Dirk Sijmons, Jaap van der Salm, Adam Hofland, Joppe Veul

51N4E
Freek Persyn, Johan Anrys, Peter Swinnen, Sotiria Kornaropoulou, Vesna Jovanovic, Guido Brandi

Istanbul Bilgi University
Cem Çelik

PARTNERS

Istanbul Water and Canalization Authority (ISKI)
Adem Şanlısoy, Mehmet Aygün, Alişan Koyuncu, Fatih Cihangir, Orhan Göktaş

Istanbul Metropolitan Municipality
Uğur İnan, Gökhan Yılmaz, Kazım Gök

İstanbul Forestry Regional Directorate
Mehmet Yaman

İstanbul Food, Agriculture and Livestock Directorate
Nazmiye Meral Yıldız

TOKI (Housing Development Administration of Turkey
Fuat Kuşçu)

KIPTAŞ (Istanbul Konut Imar Plan Sanayi ve Ticaret A.S)
İsmet Yıldırım

Turkish Ministry of Environment and Urban Planning
İrfan Uzun, İlker Akbay

Arnavutköy District Governor
Hürrem Aksoy

RESEARCH

İstanbul Bilgi University
İhsan Bilgin, Tansel Korkmaz, Elif Simge

Fettahoğlu, Ata Kurt, Bilge Bal, Necmettin Selimoğlu, Nedim Kemer, Mehmet Kütükçüoğlu, Banu Tomruk, Emre Altürk

Yıldız Technical University
Zeynep Enlil

Delft University of Technology
Wouter Vanstiphout

Berlage Institute
Eduardo Rico

advisors
Ahmet Haşim Baltacı, Osman Akkaya, Kortan Çelikbilek, Orkun Doğan, İlhan Koçulu, Canan Candan, Aldo Cibic, Ulaş Akın, Özgül Özkan Yavuz, Daniël Stork, Helene Zeller, Chris Luth, Ceren Sezer, Vasıf Kortun, Meriç Öner, Esra Başak, Burcu Yiğit Turan, Dilek Öztürk, Nejat Dinç, Turan Duyar, Aslı Çiçek, Thorsten Schuetze, Peter Smeets, Paul Jorna, Daniel Stork, Martijn Elgersma

The Test Site Istanbul is a joint project of the IABR and the Municipality of Arnavutköy and was made possible in part thanks to a financial contribution from the Netherlands Architecture Fund and with the support of the Dutch Ministry of Infrastructure and the Environment, the Dutch Ministry of Economic Affairs, Agriculture and Innovation, NL EVD International – NL Agency, and the Dutch Consulate in Istanbul

ATELIER MAKING PROJECTS

initiators
Dutch Ministry of Infrastructure and the Environment
Chris Kuijpers, *director-general Spatial Development and Water*

Lidewijde Ongering, *director-general Mobility and Transport*

Henk Ovink, *director of National Spatial Planning*

Dutch Ministry of Economic Affairs, Agriculture and Innovation
Annemie Burger, *director-general for Nature and Regional policy*

Dutch Ministry of the Interior and Kingdom Relations
Mark Frequin, *director-general Housing, Communities and Integration*

atelier masters
Paul Gerretsen, Elien Wierenga *(Dutch Ministry of Infrastructure and the Environment)*

editor
Jelte Boeijenga *(POP)*

project assistant
Tis Solleveld van Helden *(Dutch Ministry of Infrastructure and the Environment)*

ZUIDAS CITY CENTRE

Dutch Ministry of Infrastructure and the Environment
Chris Kuijpers, *director-general Spatial Development and Water*, Martijn Adelaar

City of Amsterdam
Klaas de Boer, *director Zuidas Department*, Malcolm Smith *(ARUP)*, Sandra Thesing, Hans van der Made, Marieke Baan

Yale
Alejandro Zaera Polo

Architectural Association
Lawrence Barth

Delft University of Technology
Vincent Nadin, Roberto Rocco

Site UD
Leo Versteijlen, Geurt van Randeraat, Wouter Spijkerman, Mara Broeren

THE CITY OF ROTTERDAM SOUTH

Dutch Ministry of the Interior and Kingdom Relations
Mark Frequin, *director-general Housing, Communities and Integration,* Quirine Diesbergen, Riemer Baumfalk

City of Rotterdam
Stijnie Lohof, Robert Glerum, Hans Scheepmaker

Artgineering
Stefan Bendiks, Aglaée Degros, Laurens Boodt, Sven van Oosten

.FABRIC
Eric Frijters, Olv Klijn

Woonstad Rotterdam
Dennis Lausberg, Saskia van Ooij

Vestia
Inger Pons

Delft University of Technology
Timo de Rijk

00:/ [Architecture00]
Joost Beunderman

New Industry
Vincent Taapken

VGG Middelkoop
Jan Winsemius

highway artist
Melle Smets

RHINE-MEUSE DELTA

Dutch Ministry of Infrastructure and the Environment
Chris Kuijpers, *director-general Spatial Development and Water*

Delta Program
Emmy Meijers, Joost Schrijnen, Lilian van den Aarsen, Pieter de Greef

Delta Atelier
David van Zelm van Eldik *(atelier master)*, Michiel van Dongen, Dagmar Keim

H+N+S Landscape Architects
Lodewijk van Nieuwenhuijzen, Jan Dirk Hoekstra

Studio Marco Vermeulen
Marco Vermeulen

D.EFAC.TO
Anneloes Nillisen

Robbert de Koning
Robbert de Koning

Bosch en Slabbers
Steven Slabbers, Tijs van Loon

De Urbanisten
Florian Boer

Board of Government Advisors
Yttje Feddes, *Government Advisor for the Landscape*

THE METROPOLITAN LANDSCAPE

Dutch Ministry of Economic Affairs, Agriculture and Innovation
Annemie Burger, *director-general for Nature and Regional Policy*, Hindrik Jan Knot, Bea van Golen, Nico Bos

West 8 Urban Design and Landscape Architecture
Adriaan Geuze, Riette Bosch, Jelle Therry

Royal Haskoning
Pascal Lamberigts, Pieter van Ree, Josja Veraart

Popov film
Dragan Bakema, Kuba Szutkowski, Sabine Groenewegen

MAKING OLYMPIC CITIES

Dutch Ministry of Infrastructure and the Environment
Chris Kuijpers, *director-general Spatial Development and Water*, Marijn van der Wagt, Willemieke Hornis, Daniel de Groot

Dutch Ministry of Health, Welfare and Sport
Henk Meijer, Maarten Schallenberg

Olympic Fire Alliance
Mark Monsma

Province of North-Holland
Anne Könst

Province of South-Holland
Annelies van der Does

City of Amsterdam
Miriam Verrijdt, Marco Kooiman, Esther Reith

City of Rotterdam
Caroline Rovers

XML
Max Cohen de Lara, David Mulder, Sarah Apeldoorn

100,000 JOBS FOR ALMERE

Dutch Ministry of Infrastructure and the Environment
Chris Kuijpers, *director-general Spatial Development and Water*, Michiel Ruis, *director RRAAM*

Province of Flevoland
Leen Verbeek, *Royal Commissioner*

Municipality of Almere
Adri Duijvestein, *alderman*
Herman Schartman, Jo van der Veen

International New Town Institute
Michelle Provoost, Marit Geluk, JaapJan Berg

Zandbelt&vandenBerg architecture and urban design
Rogier van den Berg, Daan Zandbelt

CREATING NODES

Dutch Ministry of Infrastructure and the Environment
Lidewijde Ongering, *director-general Mobility and Transport*, Emile Dil, Emiel Reiding, Heleen Groot

Board of Government Advisors
Ton Venhoeven, *Government Advisor for Infrastructure*, Rick ten Doeschate

One Architecture
Matthijs Bouw

Maxwan
Rients Dijkstra, Elena Chevtchenko

Barcode
Caro van de Venne, Dirk Peters

Goudappel Coffeng
Thomas Straatemeier

University of Amsterdam
Jan Duffhues, Paul Chorus

APPM
Kees Kapteijn, Tjitske van Erp

COUNTERSITES

LA DÉFENSE SEINE ARCHE 'LE FAISCEAU'

EPADESA (Etablissement Public pour l'Aménagement de Seine-Arche)

project teams
KCAP, CO-BE, Mutabilis, OGI, UP2M Obras, Agence Horizons, Coteba, Alphaville, Transversal
Alexandre Chemetoff & Associés, le Bureau des Paysages, Groupe Etude, Arcadis

HIGH LINE

Friends of the High Line, New York City Department of City Planning, New York City Economic Development Corporation, New York City Department of Parks and Recreation

HAAGSE HAVENS

City of The Hague Department of Urbanism, Art and architecture center Stroom Den Haag

initiators
Erik Pasveer, Loes Verhaart *(City of The Hague)*, Arno van Roosmalen, Francien van Westrenen *(Stroom Den Haag)*, Sabrina Lindemann *(Mobiel Projectbureau OpTrek)*, Job Roos *(Delft University of Technology / ®MIT)*

case studies
Corine Keus and Nanne Verbruggen *(E19 architecten)*, Denis Oudendijk *(Refunc)*, Hans Venhuizen *(Bureau Venhuizen)*

design
Jeroen Ruitenbeek *(Palmbout Urban Landscapes)*, Designers Department of Urbanism, Municipality of The Hague

reflection
Iris Schutten *(Architectuurstudio Iris Schutten)*, Martijn de Waal *(The Mobile City - Social Cities of Tomorrow)*, Dritan Shutina, Besnik Aliaj *(Co-Plan / POLIS University,Tirana, Albanië)*

research
Iwert Bernakiewicz *(TU Delft / ®MIT)*, Sara Stroux *(TU Delft / ®MIT)*, students TU Delft/ ®MIT, Tom Bergevoet, Maarten van Tuijl *(temp.architecture)*, Hans Karssenberg *(STIPO)*, Joost Beunderman *(00:/ strategy and design practice)*, Justin Bennett, students Royal Academy of Art The Hague

presentation IABR
Huib Haye van der Werf

workshop
Ellen Holleman, Robert-Jan de Kort, Tilmann Meyer-Faje, Sabrina Lindemann, Su Tomesen, Edwin Verdurmen, Ekim Tan

BRAINPORT EINDHOVEN

City of Eindhoven, Samenwerkingsverband Regio Eindhoven (SRE)

initiators
City of Eindhoven: Rob van Gijzel, *mayor*, Mary Fiers, *alderman*, Roy Beijnsberger

project team
Bart Stoffels *(Urhahn Urban Design Amsterdam)*, Bert Dirrix *(DiederenDirrix Architecten Eindhoven)*, Jeroen Saris *(De Stad bv Amsterdam)*, Sandra Koster, Cees Donkers, Frans Dijstelbloem, Anneke Coolen, Jelle Groot *(City of Eindhoven)*, Rene Erven *(ACE Architectuurcentrum Eindhoven)*

exhibition design
Hans Smit, Rick van Tienen, students of Stichting Sint Lucascollege Boxtel / De Eindhovense School

multimedia
EDHV Eindhoven

KENTUCKY RIVER CITIES

University of Kentucky, College of Design

MUNICIPALITY OF HENDERSON

Drura Parrish *(PR&vD, Lexington)*, Anne Filson (Filson and Rohrbacher, Lexington), Matthijs Bouw *(One Architecture, Amsterdam)*, Marcelo Spina *(Patterns, Los Angeles)*, Rodney

Andrews *(CAER)*
Michael Speaks, Martin Summers
(University of Kentucky, College of Design)

sponsors
The City of Henderson, Tim Skinner, Butch Branson, Mark Bethel *(River Cities Renaissance, Henderson)*

MUNICIPALITY OF PADUCAH

Gary Rohrbacher, Anne Filson *(Filson and Rohrbacher, Lexington)*, Carolyn Parrish, Sydney Kidd *(research assistants)*

sponsors
University of Kentucky Center for Applied Energy Research, US Department of Energy, Kentucky Research Consortium on Energy and Environment, University of Kentucky Center for Applied Energy Research

MUNICIPALITY OF LOUISVILLE

Brown-Forman Urban Design Studio, Gary Bates *(Space Group, Oslo)*, Julien De Smedt *(JDS Architects, Copenhagen)*, Florian Idenburg, Jing Liu *(SO – IL, New York)*, Michael Speaks *(University of Kentucky, College of Design)*

sponsor
Brown-Forman Corporation

GEBIEDSVISIE DRU INDUSTRIEPARK

Municipality of Oude IJsselstreek

development plan partners
John Haverdil *(project alderman, Municipality of Oude IJsselstreek)*, Council of the Municipality of Oude IJsselstreek, Project group gebiedsvisie DRU Industriepark, Arno Boon *(National Society for the Development and Preservation of Industraul Heritage)*, Gijs Takkenkamp *(Klaassen Vastgoedontwikkeling)*, Harrie Kuypers *(Housing corporation Wonion)*, Martin Dubbeling *(SAB)*, Els Rutting *(Rijn en IJssel District Water Board)*, Province of Gelderland, Government Department for Cultural Heritage

development plan ambassadors
Herman Kaiser *(Mayor of the Municipality of Doetinchem)*, Henk Ovink *(Director of Spatial Development for the Dutch Ministry of Infrastructure and the Environment)*, Nico Wissing, Piet Oudolf, Kim van der Leest, Maurits Steverink *(Slowfood Achterhoek)*, Sander Giesen, Jan Kaak *(Industrie Belang Oude IJssel en Kaak Group)*

partners DRU Industriepark
DRU Cultuurfabriek, Grand Café Het Schaftlokaal, Bouwvisie, Achterhoekse Poort Library, Galerie Bij de Boeken, Henk Welling, Heemkundige Vereniging Old Sillevold, Kunstenaars Collectief Breekijzer, Logopediepraktijk Ulft, Mediation Groep Oost-Nederland, Muziekschool Oost Gelderland, Nederlands IJzermuseum, Oudheidkundige Vereniging Gemeente Gendringen, Ondernemersfabriek Ulft, ROC Graafschapcollege, ROC Rijn IJssel, Stichting Turks Sociaal Kultureel Centrum, Van Dijk Voedingsadviesbureau, VVV Oude IJsselstreek, Optimaal FM, Alle partners innovatiecentrum Afbramerij

architects
Subasch Taneja Hartsuyker, Hurenkamp, Ton Kleinjans

production development plan
Buro Sterk!

printing and realization development plan
PrintX

text development plan
Vivienne Oomen

photography development plan
Stan Bouman

With support of ERIH, Vormgeversassociatie, DRU Verwarming BV, Duiven, BBV De Hut

BRUSSELS CANAL

Brussels Capital Region – Cabinet of the Minister President, Architecture Workroom Brussels

design
Team Groupement Alexandre Chemetoff & Associés, Team XDGA, Team Kanal Kanalysator

partners
Brussels Hoofdstedelijk Gewest - Kabinet Picqué, AATL/BROH *(Bestuur Ruimtelijke Ordening en Huisvesting)*, Directie Studies en Planning, ADT/ATO *(Agentschap voor Territoriale Ontwikkeling)*, Architecture Workroom Brussels

DIYARBAKIR

Diyarbakir Metropolitan Municipality, Berlage Institute, Institute for Housing and Urban Development Studies (IHS/ Erasmus University Rotterdam)

project team
Martino Tattara, Caglayan Ayhan-Day *(Berlage Institute)*

implemention
Berlage Institute, Institute for Housing and Urban Development Studies *(IHS)*, Diyarbakir Metropolitan Municipality; Development Centre Association Diyarbakir, Diyarbakir Chamber of Architects, Engineers and Urban Planners

strategic plan for Diyarbakir
Martino Tattara, Joachim Declerck *(Berlage Institute)*

students
Andreas Faoro, Ulrich Gradenegger, Samia Henni, Vesna Jovanovic, Sarah Nichols, Wannes Peeters, Giorgio Ponzo, Roberto Soundy, Ji Hyun Woo, Tzu hua Wu

PILOT PROJECT SURICI

Martino Tattara *(Berlage Institute)* and students Najmus Chowdhry, Gabriel Cuellar, Chih-Han Hu, Chi Li, Zhongqi Ren, Sai Shu, Rizki Supratman, Cheng-Hsuan Wu, Miyuki Yamamoto

post-production
Gabriel Cuellar, Giulia Maci, Rizki Supratman, Tikvah Breimer *(Berlage Institute and IHS)*

PILOT PROJECTS DIYARBAKIR STATION AREA

Pier Vittorio Aureli *(Berlage Institute)*, Martino Tattara *(Dogma)* Julia Tournaire, Georgios Eftaxiopoulos, Tijn van de Wijdeven with the Turkish Railways management, TOKI, Diyarbakir Metropolitan Municipality, Diyarbakir Chamber of Architects, Engineers and Urban Planners, Development Centre Association Diyarbakir

realized with the financial support of Matra, and the Dutch Ministry of Foreign Affairs

LIVING WITH WATER IN THE VENETO REGION

Platform Latitude

curators
Fabio Vanin, Marco Ranzato

research project team
Fabio Vanin, Marco Ranzato, Tullia Lombardo, Enrico Anguillari, Andrea Masciantonio, Valentina Bonifacio en Unità di Crisi

in collaboration with
Alessandra Marcon, Manoe Ruhe, Sahdia Kahn, Marta de Marchi, Roberta Marcolongo, Alice Brombin, Andrea Bortolotti, Vincenzo Artico

PROJECT DELTA DEL PO

Università IUAV di Venezia, University of Sheffield, Ion Mincu University Bucharest, Vilnius Gediminas Technical University in collaboration with Summer School Delta del Po 2011 – Building Scenarios in Fragile Territories

staff and support
Maria Chiara Tosi, Enrico Anguillari, Emanuela Bonini Lessing, Fabio Vanin, Cristina Cerulli, Anna Holder, Paul Muresan-Iuga, Gabriel Pascariu, Gintaras Stauskis, Inga Urbonaitè, Valentina Bonifacio, Tullia Lombardo, Marco Ranzato, Sara Ariano, Giancarlo Mantovani, Sara Milani, Francesco Musco, Lino Tosini, Lianne Verstrate, Sandro Vidal, Francesco Belloli, Marco Corona, Marta De Marchi, Andrea Masciantonio, Unità di Crisi.

students
Ioana-Iulia Aflorei, Griselda Arteaga Trejo, Laura Georgiana Belmega, Sogand Babolhavaeji, Francesca Bellemo, Alex Berciu Vladaia, James John Clifford Rogers, Marius Costache, Povilas Daugis, Marella Diamantini, Ilona Dvareckaité, Tautvilé Džiugyté, Octavian Eremia, Rossella Fabbri, Ligia Gorovei, Jessica Gubitta, Damiano Gui, Michael Horswill, Roberta Marcolongo, Heather Jacqueline Oakley, Roma Olišauskaité, Elisa Padovan, Elena Rizzato, Raluca-Mihaela Serdaru, Edimtas Simeliunas, Tomas Skripkiûnas, James Starky, Cristina Stefan, Marija Vaitkuté, Alessandra Zampieri

VAZZOLA AND MONTEFORTE D'ALPONE PROJECTS

Università IUAV di Venezia, Bernardo Secchi, Paola Viganò, Sybrand Tjallingii

tutors
Emanuel Giannotti, Fabio Vanin, Marco Ranzato, Enrico Anguillari

students
Lauren Abrahams, Christopher Colja, Teodora Constantinescu, Alberto Salis, Rocho Eline Bugarin Figueroa, Valérie Raets, Ana Sabrina Martínez Feria, Sofia de Oliveira, Jani Advait Mahesh, Carmen Boyer Navarro

realized with the financial support of CRIF – Consorzio Regimazione Idraulica Fiumi and with the support of Università IUAV di Venezia, Comune di Monteforte d'Alpone, Croce Rossa Italiana San Bonifacio, Consorzio di Bonifica Delta Po Adige, AIPO – Agenzia Interregionale per il Fiume Po, Provincia di Rovigo, Fondazione Ca' Vendramin, Ente Parco Regionale Delta del Po Veneto, CIRF - Centro Italiano per la Riqualificazione Fluviale, Consorzio di Bonifica Piave, Autorità di Bacino Fiume Adige, Gruppo

Borgo Malanotte, Comitato Insieme per Borgo Malanotte, Comitato La Colonna, Provincia di Treviso

NEW YORK CITY WATERFRONT

New York City Department of City Planning, New York City Economic Development Corporation, New York City Department of Environmental Protection, New York City Department of Parks & Recreation, New York City Mayor's of Long Term Planning and Sustainability

CANTINHO DO CÉU

Secretariá Municipal de Habitação (SEHAB), São Paulo

Secretariá Municipal de Habitação, Prefeitura da Cidade de São Paulo
Elisabete França, Vanessa Padiá de Souza

partners
Governo do Estado de São Paulo, Caixa Econômica Federal

design
Marcos Boldarini

900 KM NILE CITY

Baukuh, Atelier Kempe Thill, Assiut University

curator
Pier Paolo Tamburelli

project team
Atelier Kempe Thill, baukuh, GRAU, in collaboration with AHUD Aymen Hashem for Urban Development, Lola landscape architects, Hilson Moran, Paola Migliorini, Yousri Hashem,

photography
Stefano Graziani, Bas Princen, Giovanna Silva

video
Saverio Pesapane, Angelo Boris Boriolo

advisors
Roger Diener, Joseph Grima, Vedran Mimica

partners
Berlage Institute, El Monshah Markaz, ETH Studio Basel, Sohag Governorate, UNISG University of Gastronomic Sciences Pollenzo, Assiut University

realized with the financial support of The Netherlands Fund for Architecture, Fondazione Amga, Gestione Acqua S.p.A.

CLUSTER PARIS SACLAY 2010-2016

French Ministry of Urban Affairs in charge of Grand Paris, French Ministry of Higher Education and Research

project teams
Michel Desvigne, Sophie Mourthé, Driss ben Abdallah, Martin Basdevant, Fabrizio Calosci, Suzanne Jubert, Simon Lerouic, Guillaume Leuregans, Chamss Oulkadi, Valeria Pagani *(Michel Desvigne Paysagiste)*, Floris Alkemade, Xaveer de Geyter, Pieter Coelis, Michel Sikorski, Pierre Burquel, Antoine Chaudemanche, Yannis Igodt, Pauline Lavie, Solène Legallo, Benoit Streicher, Christin Svensson, Peter Vande Maele, Solène Veysseyre *(Xaveer de Geyter Architecten – Floris Alkemade Architects)*, Olivier Arquie, Anne-Claire Impens, Pascal Puren, Romain Guilbaud, Thomas Nollez, Nicolas David, Isabelle Naylies *(Alto Step)*, Jean-Marie Duthilleul, Etienne Tricaud, Louis Moutard, Stéphanie d'Acremont, Sébastien Corbon, Thierry Coulange *(AREP)*, Charlotte Guth, Pierre-Michel Laurent, Laurent Berger, Laetitia Perrier, Alain Rey-Giraud *(Setec TPI)*, Lucile Coppeaux, Lucie Evaux, Renaud Rohan, Mathieu Souleau *(SOGREAH)*, Sebastien Rodesch, Denis Brachet, Mathieu Nicaise, Koenraad Verduyn, Romina Dargenton *(TRITEL)*

experts
Dominique Boudet, Juan Busquets, Michel Corajoud, Aurelio Galfeti, Denis Quenard, Jean-Michel Roux

FOODPRINT ERASMUSVELD

Art and architecture center Stroom Den Haag

project team
Studio Makkink & Beij, Stroom Den Haag, Hofstra | Ruimte voor duurzame ontwikkeling

realized with the financial support of Stichting Doen, City of The Hague, The Netherlands Fund for Architecture

OPEN CITY BATAM

KRUPUC (Knowledge for Rural and Urban Projects Under Construction)

initiatiators
Stephen Cairns *(KRUPUC, Future Cities Lab)*, Kees Christiaanse *(KRUPUC, ETH Zurich, Future Cities Lab)*, Daliana

Suryawinata (KRUPUC, SHAU), Bobby Wong (National University of Singapore)

in collaboration with
Herlily (KRUPUC, UI), Milica Topalovic (Future Cities Lab), Alfredo Brillembourg (Urban Think Tank)

client
Municipality of Batam: Ahmad Dahlan (mayor), Wan Darussalam, Raja Azmansyah, Mohammad Aidil Sahalo, Rahmat Kurniawan, Azril Apriansyah (BAPPEDA)

project team
Cristian Nita (SHAU), Qinqin Wu (Tianjin University/NUS), Maria Edenbrandt (Chalmers University of Technology/NUS), Linda Schaub (ETH Zurich/NUS), Ping Hwei Ngu (NUS), Andreas Salchner (University of Innsbruck/NUS)

realized with the support of Future Cities Laboratory SEC (Singapore – ETH Zurich Centre for Global Environmental Sustainability), The Netherlands Fund for Architecture, SHAU Rotterdam

MID-SIZE UTOPIA

Zandbelt&vandenBerg

design and research
Rogier van den Berg, Heidi Klein, Mijke Kromdijk, Thomas Sturkenboom, Bart Witteman, Daan Zandbelt

brainstorming group
Jan Brouwer, Rob van Engelsdorp-Gastelaars, David Hamers, Maurits de Hoog

ambassadors
Arjenne van Berkum, Ton van de Bunt, Jaap Klaarenbeek, Marieke Kums, Adriaan van Oosten, Wilco van Oosten, Dirk Peters, Candice de Rooij, Erik Smeijers, Mark Veldman

clients
Zwolle Kampen Netwerkstad: Jaap Hadders, Aard Kins, Stedendriehoek: Huub Hooiveld, Gerard Sizoo, Regio de Vallei / Food Valley: Jan van den Brink, Arnoud Leerling, Stadsregio Arnhem Nijmegen: Jaap Modder, Regio Noordoost-Brabant: Jules Goris, Koos van der Zouwe, Stadsregio Eindhoven: Joan van Dijk, Jean Paul Kroese, West-Brabant: Frank Raaijmakers, Paul Vermeulen, Province of Gelderland: Rob Dix, Pieter Rijzebol, Provincie of Noord-Brabant: Joke Janssen, Gertjan Koolen, Dutch Ministery of Infrastructure and the Environment: Anita Bijvoet, Gijsbert Borgman, Henk Ovink, Bart Vink, Elien Wierenga

realized with the financial support of The Netherlands Fund for Architecture

ATELIER VLAANDEREN 2030

Flemish Government Architect's Team, Flemish Government

project management
Flemish Government Architect's Team

development
Posad

research
Architecture Workroom Brussels in collaboration with VITO

DELHI 2050

The steering group Delhi 2050

initiators
Ashok Lall (AshokBLall architects), Romi Khosla (Romi Khosla Design Studio), Anne Feenstra (arch I platform), Bart Vink (Dutch Ministry of Infrastructure and the Environment), Ton Venhoeven (VenhoevenCS architecture+urbanism)

project team
Tanvi Maheshwari, Kushal Lachhwani, Rakesh Baidya, Mariyam Zakiah (arch i platform New Delhi), Katharina Hagg, Thijs van Spaandonk, Ruth Lanting, Christian Rommelse (VenhoevenCS architecture+urbanism, Amsterdam), Bart van Bleek (Dutch Ministry of Infrastructure and the Environment)

in collaboration with
Richard Sliuzas, Martin van Maarseveen, Javier Martinez (ITC), Maurits de Hoog (Delft University of Technology/DRO), Diego Sepolveda (Delft University of Technology), Tile von Damm (MOD Institute), Roelof Stuurman (Deltares), Stijn Koole (Bosch Slabbers), Chris Bremmer, Arie Bleijenberg (TNO), Jeroen Haver (Dutch Ministry of Infrastructure and the Environment) Ronald Wall (Institute of Housing and Urban Development Studies/EUR), Els Hegger, Femke Hoekstra (WUR), Marijn Spoelstra (Mountainworks), Yvette Govaart (COUP), Suresh Rohilla (CSE), Mahavir (SPA), Rajeev Malhotra (NCRPB), Geetam Tiwari (TRIPP,IIT), Manju Mohan (CAS,IIT), Alok Jain (MVA), Amitabh Kundu (JNU), Madhav Raman, Iftikhar Mulk Chishti (SPA)

realized with the financial support of Dutch Design Fashion and Architecture, the Dutch Ministry of Infrastructure and the Environment, Maastricht School of Management

POSCONFLICTO LABORATORY

URBANÍSTICA – Taller del Espacio Público Guatemala City, Asociación Centroamericana Taller de Arquitectura

direction
Roberto Soundy (Asociación Centroamericana Taller de Arquitectura, a—c—t—a), Álvaro Véliz (URBANÍSTICA – Taller del Espacio Público, Guatemala City)

project team
Rossana García Ovalle, Silvia García Vettorazzi, Erick Mazariegos, Eva Campos, Werner Solórzano,

Gustavo González, Hans Schwarz, Felipe Vásquez, Jorge Villatoro, Rafael Aycinena, Frank Carrascoza, Diego Castillo, Mónica Santos, Emilio Vargas

work groups
Mariano Ventura (Housing Promoting Group), Ana de Méndez (SOSEP), Raúl Monterroso (General Planning Coordination), Guatemala City, the Guatemala Ministry of Housing, Universidad de San Carlos de Guatemala

contributions and consultancy
Daniel Matta (Municipality of Guatemala), Alonso Ayala, Carlos Morales-Schechinger (Institute for Housing and Urban Development Studies/EUR), Roberto Bianchi, Marco Vivar (Equilibrio Arquitectos), Carlos Ayala (USAC)

photography
Andrés Asturias (Estudio A2), Jean-Marie Simon

video
Byron Mármol, S.o.P.a.

realized with the support of Álvaro Arzú, Mayor of Guatemala City, Álvaro Colom, President of the Republic of Guatemala, and Estuardo Gálvez, Dean of Universidad de San Carlos de Guatemala

BORDEAUX MÉTROPOLE

Communauté Urbaine de Bordeaux

project teams
51N4E en GRAU in collaboration with D. Boudet, T. Laverne, 3E

Alexandre Chemetoff in collaboration with De Pardieu Mattei, Oasiis, ETC, MDETC, S. Marot

Lacaton-Vassal in collaboration with Druot, Hutin, Marlin, Rivière Environnement, VPE

L'AUC in collaboration with Bas Smets, NFU, Icade, Tribu, F. Gilli, Arup, Étude Chevreux

OMA in collaboration with Coloco, Elioth, Iosis, CBRE

Michel Jacques, *(arc en rêve centre d'architecture Bordeaux)*, Jean Marc Offner, *(a'urba – Agence d'Urbanisme Bordeaux Aquitaine)*, Jean Louis Subileau, *(une fabrique de la ville)*

realized with the support of Communauté Urbaine de Bordeaux, Vincent Feltesse (president)

MAKING INNER CITY ROTTERDAM

City of Rotterdam, Department of Urban Development

Department of Urban Development
Astrid Sanson, Martin Aarts, Nico Tillie, Lloyd Stenhuijs, Caroline Rijke

participants
Doepel and Strijkers Architects, LAP Landscape & Urban Design, Interrreg IV B/MUSIC, TNO, DRIFT

REMAKING ZURICH

ETH Zurich, Christ & Gantenbein Architects, Amt für Städtebau Zürich

project team
Emanuel Christ, Christoph Gantenbein, Victoria Easton, Guillaume Yersin met the support of Sebastian Ernst, Malte Kloes, Benjamin Olschner, Julian Trachsel

partners
Patrick Gmür, Christoph Durban *(Amt für Städtebau Zürich)*

production
Emanuel Christ, Christoph Gantenbein *(ETH Zurich)*

realized with the financial support of D-ARCH, Faculty of Architecture ETH Zurich, and Amt für Städtebau Zürich

INTENSE STAD, INTENSE LAAGBOUW, BOUWJONG!

Department of Urban Planning and Economic Affairs, City of Groningen

DE INTENSE STAD!

architects
AAS Architecten, arons en gelauff architecten, Architecten|en|en, Architectenbureau Holvast en Van Woerden, Architectenbureau Marlies Rohmer, Architektenbureau Van der Veen, Bureau Noordeloos, Casanova + Hernández Architecten, Claus en Kaan Architecten, DAAD Architecten, Diederen Dirrix Van Wylick Architecten, Hosoya Schaefer Architects, Inbo, KAAP 3 ontwerpbureau, Johannes Kappler Architecten, MAD architekten, MVRDV, Nieto Sobejano Arquitectos, De Nijl Architecten, Onix, Oving Architekten, Bureau Ritsema, Sacon, SANAA, Scheffer Van der Wal, SKETS achitectuurstudio, TANGRAM Architecten, Team 4 Architecten, Van Herk en De Kleijn architecten, Van Ringen Architecten, De Zwarte Hond

clients and other parties
Woonzorg Nederland, Ballast Nedam Ontwikkelingsmaatschappij, BAM Woningbouw, De Boer projectontwikkeling, Ceylonstaete, gebr. Dekker, Develop Havelte, VOF Drieweg, Duurkens & Tichelaar, gemeente Groningen, Geveke Bouw, Heijmans IBC Vastgoedontwikkeling, Hoogland & Versteegh, De Huismeesters, Woningcorporatie In, Kroeze & Partners Vastgoed, KUUB centrum particulier bouw, Nijestee, Nijhuis Bouw, Ontwikkelcombinatie OCR, Chritselijke Woningstichting Patrimonium, Proper Stok, Rabo Vastgoed, SIG Real Estate, Strukton Vastgoedontwikkeling, Ter Steege Vastgoed, B. Timmer projectontwikkeling, Vestia projectontwikkeling, Vlasblom Projectontwikkeling, Volker Wessels Vastgoed, Walsma Ontwikkeling, Van Wijnen Noord

INTENSE LAAGBOUW!

architects
0-9 atelier, 2012Architecten, AAS Architecten, AEQUO Architects, ANA architecten, Angelis + Partner Architekten, architecten van Mourik, Architectenbureau Holvast en Van Woerden, Architectuurstudio Herman Hertzberger, Architekturbüro Schwalm-Theiss & Bresich, Atelier Kempe Thill, atelierbruut, blauraum, broekbakema, Bureau Noordeloos, Bureau Ritsema, CIMKA, Cino Zucchi Architetti, DAAD Architecten, De Zwarte Hond, Dorste Droste & Urban, Emma architecten, Erwin van Liempt, Franz Ziegler, Grosfeld van der Velde Architecten, gruppeomp, Huggen Berger Fries Architekten, Jarmund/Vigsnæs Arkitekter, JDS Architects, Johannes Kappler Architekten, Jutten Architectuur, KAW architecten, Klein architecten, laura alvarez architecture, Loos Architects, MAD Architekten, ,

MD Landschapsarchitecten, NEXT architects, Noard-Architectuur, NRJ-Architectuur, Onix, pdb|design, pool Architektur, pvanb architecten, SKETS architectuurstudio, Team 4 Architecten, TWA architecten, Van Ringen Architecten, Zofa Architecten

clients and other parties
AM Wonen, BAM, De Huismeesters, Lefier, gemeente Groningen, Heijmans, Jorcom, Nijestee, Slokker Vastgoed, Urban Interest.

BOUWJONG!

architects
AAS Architecten, Architectenbureau Marlies Rohmer, Architektenburo Eduard C. Gerds, Architekturbüro Schwalm-Theiss & Bresich, Atelier Kempe Thill, Bureau Noordeloos, Bureau Ritsema, Cees Coppens, DAAD Architecten, Dok architecten, FABRIC, Inbo, JAS – Jeroen Architectuur Studio, KAW architecten, Karlijn Keppel, LEF architects, Joost Luijendijk, MAD architekten, Marco Henssen Architecten, MD Landschapsarchitecten, oving architekten, pvanb architecten, TD Architects, Team 4 Architecten, Van Ringen Architecten, Vdp Architecten, WAL architectenbureau, Wind Architecten Adviseurs, Zofa Architecten

clients and other parties
Ballast Nedam, Beleggingsmaatschappij Klein, gemeente Groningen, De Huismeesters, Lefier, m2o5 Real Estate, Nijestee, Nijhuis Bouw, Patrimonium, Strukton, TCN, Van Wijnen, R. Vegter, BUKO Bouwsystemen, De Meeuw, Hibex, Jarino Groep, Jan Snel, Tempohousing, Ursem Bouwgroep, Van der Wiel Planontwikkeling, VDM Woningen

211

CONFERENCES, LECTURES AND DEBATE

MAKING CITY – THE URBAN SUMMIT

concept
Henk Ovink, Joachim Declerck, Marieke Francke, George Brugmans

production
Nicis Institute/ The European Metrolitan Institute *(EMI)*: Wim Hafkamp, Koen Hollander, Cees-Jan Pen, Marloes Hoogerbrugge, Miriam Voets, Mariska Aanhane

THE MAKEABLE CITY?

Regional Science Association the Netherlands

Martijn Burger *(Erasmus University Rotterdam)*, Gert-Jan Hospers *(Twente University of Technology and Radboud University of Nijmegen)*, Ronald Wall *(Institute for Housing and Urban Development Studies (IHS), Erasmus University Rotterdam)*

MAKING 'DESIGN & POLITICS'

ANCB Metropolitan Laboratory

organized by
Dutch Ministry of Infrastructure and the Environment: Henk Ovink, Elien Wierenga, Saskia Newrly, Marja Jongeneel

ANCB The Metropolitan Laboratory: Kristin Feireiss, Hans-Jürgen Commerell, Áine Ryan, Beate Engelhorn

Dutch Embassy Berlin: Marnix Krop, Bart Hofstede, Loek-ten Hagen

input
Monika Griefahn, Michael Braungart, Peter Rehwinkel, Rinus van den Berg, Arthur Thomaes, Thomas Auer, Stefan Behnisch, Florian Idenburg, Joop Paul, Pauline Terreehorst, Jan Edler, Anh-Linh Ngo, Johannes Kuehn, Edzo Bindels, Dieter Grau, Han Meyer, Reiner Nagel, Paula Verhoeven, Richard Black, RI Il-O, Pu Miao, Harsh Purohit, Daniel Schwabe, Antje Stokman, Michael Roper, Koos Wieriks, Eduard Kögel, Christopher Dell, Theo Deutinger, Markus Fernhout, Wouter Vanstiphout, Petra Wesseler, Ulrich Beckefeld, Regula Lüscher, Doris Kleilein, Ton Matton, Jürgen Patzak-Poor, Martin-Rein Cano, Barbara John, Olv Klijn, Ratna Omidvar,

Michael Künzel, Eric Frijters, Mekonnen Mesghena, Daniela Patti, Christine Hentschel, Rients Dijkstra, Martin Ertl, Marc Wolfram, Dirk Heinrichs, Paul Gerretsen, Philipp Rode, Florian Lennert, Peter Haimerl, Hubert Klumpner, Michel Heesen, Oliver Schütte, Floris Alkemade, Petra Rutten, Lars-Christian Uhlig, Klaus Overmeyer, Jan Nikolas Schulz, Stefan Rettich, Roland Puttmann-Holgado, Afaina de Jong, Stephan Schwarz

Made possible by the Netherlands Architecture Fund, IABR, Goethe Institute Rotterdam, Netherlands Architecture Institute, 010 Publishers

MAKING CITIES = MAKING REGIONS: METROPOLITAN REGION ROTTERDAM THE HAGUE

Initiated by the Netherlands Environmental Assessment Agency (PBL) and the Dutch Ministry of Infrastructure and the Environment in partnership with the IABR and the Metropolitan Region Rotterdam The Hague

PLATFORM NAI

curator Platform NAI
Marten Kuijpers

assistant curator Platform NAI
Karin van Rooij

The conferences and lectures have been made possible in part by the dedication of the entire staff of the NAI

DE DÉPENDANCE

curators
Elma van Boxel, Kristian Koreman *(ZUS)*

in collaboration with
IABR, Netherlands Architecture Fund, AIR, Motel Mozaïque, ZigZagCity, Department of Urban Development Rotterdam, Stylos

MEDIA

VPRO

THE CITY FOREVER

more information:
www.vpro.nl/levedestad

project manager
Wim Schepens
line producer
Karin Vermeulen
research
Nicolette Nol and Sarah Sylbing
internet coordination
Geert Jan Strengholt
radio coordination
Gert Hindriks
VPRO Guide coordination
Arne Leffring
communication
Diederik Hoekstra, Christa Niekamp
press
Marloes Steverink

TELEVISION

BACKLIGHT
SMART CITY UNLIMITED

direction
Alexander Oey
research
Marijntje Denters
commissioning editors
Henneke Hagen and Jos de Putter
(VPRO) and George Brugmans (IABR)

A co-production of VPRO and IABR

THE BATTLE OF HOLLAND
PARKCITY 1 AND PARKCITY 2

host
Roland Duong, Teun van de Keuken,
Andrea van Pol
commissioning editors
Roland Duong, Teun van de Keuken

BOOKS

host and commissioning editor
Wim Brands

NEWCOMERS

host
Wim Brands
direction and commissioning editor
David Kleijwegt

LABYRINTH

host
Eric Arends
commissioning editors
Rob van Hattum, Marcia van Woensel

A co-production of VPRO and NTR

FREE SOUNDS
'CITY MUSIC'

host and commissioning editor
Melchior Huurdeman

CHANGING TIMES
THE BLUE CITY, A GHOSTTOWN IN
THE COUNTRYSIDE

host
Hans Goedkoop
commissioning editors
Karin van den Born, Yfke Nijland

A co-production of VPRO and NTR

IMPORT
URBANIZED

production
Film First Comp.
USA 2011

VILLA ACHTERWERK:
FROM HERE TO TOKYO

commissioning editor
Francine van der Lee

HOLLAND DOC 24
www.hollanddoc24.nl

commissioning editor
Hansje van Etten

RADIO

VILLA VPRO

host
Ger Jochems, Tessel Blok
commissioning editor
Sietske van Weerden

With the support of the IABR

DE AVONDEN

hosts
Botte Jellema, Lotje IJzermans
commissioning editors
Lotje IJzermans, Maurice Woestenburg

BRANDS MET BOEKEN

host and commissioning editor
Wim Brands

ARGOS

host
Max van Weezel
commissioning editor
Kees van den Bosch

OVT

host
Michal Citroen

commissioning editor
Paul van der Gaag

With the support of the IABR

VPROS FOREIGN DESK

host
Harm Ede Botje
commissioning editor
Ellen van Dalen, Sietske van Weerden

With the support of the IABR

LABYRINTH RADIO

host
Pieter van der Wielen
research and commissioning editor
Gerda Bosman

A co-production of VPRO and NTR

HOLLAND DOC RADIO

commissioning editor
Anton de Goede

INTERNET

WEBSITE THE CITY FOREVER

web editor
Anya Boelhouwer

CITY OF DREAMS

direction
Sarah Sylbing
research and line producer
Felicia Alberding
web editor
Anya Boelhouwer
commissioning editor
Wim Schepens
production coordinator
Karin Vermeulen

*With the support of The Netherlands
Architecture Fund*

*In collaboration with ShootLab and the
IABR*

THE CITY OF THE FUTURE
VPRO DORST DESIGNS THE CITY OF
THE FUTURE

commissioning editor
Boris van Hoytema

*VPRO Dorst in collaboration with The
Balie Generation IK ©*

EXHIBITIONS

213

SMART CITIES - PARALLEL CASES II

curators
Stefan Bendiks, Rogier van den Berg, Matthijs de Boer, Jan Duursma (coordination), Annet Ritsema

project selection
Stefan Bendiks, Rogier van den Berg, Matthijs de Boer, George Brugmans, Jan Duursma, Marieke Francke, Annet Ritsema, Linda Vlassenrood

exhibition design
Willem de Kooning Academie Rotterdam: Joep Brouwer, Anne Burgaud, Suzanne Hoenderboom, Maurice Leeflang, Ayla Stomp, Bizhou Wang (tutors: David Baars, Brigit Lichtenegger, Roger Teeuwen)

advice and coordination NAI
Ole Bouman, Teun van den Ende, Johan Idema, Suzanne Kole, Jeroen Vallenduuk

project assistant
Vivian Zuidhoff

exhibition realization
Landstra & de Vries

light
Rapenburg Plaza

controller
Reinout Crince

Parallel Cases - Smart Cities II is a project of Amsterdam Academy of Architecture, ArtEZ Academy of Architecture Arnhem, Academy of Architecture Groningen, Maastricht Academy of Architecture, Academy of Architecture and Urbanism Tilburg, and Rotterdam Academy of Architecture and Urban Design

Parallel Cases - Smart Cities II has been made possible by the Netherlands Architecture Fund, IABR, Amsterdam Academy of Architecture, ArtEZ Academy of Architecture Arnhem, Academy of Architecture Groningen, Maastricht Academy of Architecture, Academy of Architecture and Urbanism Tilburg, and Rotterdam Academy of Architecture and Urban Design

SMART TRANSFORMATIONS

The Amsterdam Academy of Architecture

teachers
Rogier van den Berg, Machiel Spaan, Marieke Timmermans, Aart Oxenaar (director)

students
Jesse de Bosch Kemper, Ivar van der Zwan, Jeroen Schoots, Jasper Smits, Jasper ten Bosch, Robert Wienk, Cliff Lesmeister, Gert-Jan Wisse

THE PRODUCTION OF WELL-BEING

ARTEZ Faculty of Architecture Arnhem

teachers
Ton Matton (Wendorf Academy), Harmen van de Wal (Krill) Stefan Bendiks (Artez)

students
Geert Jan van der Aa, Arnold de Bruin, Elsemiek Ebers, Koen Geraedts, Hans Huizinga, Klaas-Geert Koolhout, Steven van Leeuwen, Niels Matitawear, Lieke Roerink, Ben Verbaan

installation
Brenno Visser

FUTURE CITIES

LIA Labor für Integrative Methoden der Architektur, Technische Universität Berlin, Germany

teachers
Vesta Nele Zareh, With Bruno Cruz, Cécile Oberkampf

students
Øystein s. Aspelund, Nicola Agnes, Juan Pedro Benitez Garcia, Johanna Burkert, Miguel Cabezas Prudencio, Steve Cherpillod, Marie Charlotte Dalin, Séverine Delamare, Thomas Gilloz, Carles Guinot, Heinrich Heidelmann, Joana Jordáo, Daniel Julve, Cécile Labbe, Petros Lazaridis, Martin Lepoutre, Gabriela Looke, Martha Lopez Marcos, David Malaud, Tsampika Alexandra, Manou Margaux Maurice, Flora Marchand, Jose Alberto Mariano, Ricardo Matias, Larissa Nebesnyt, Milena Petkova, Veselina Petkova, Thibault Pierron, Pedro Rodriguez Lopez, Delia Schaedel, Fabian Scholz, Filipe Serro, Victor Serrander, Laure de Soras, Christopher Skinner, Eleni Toliopoulou, Camille Vullierme, Gunn Irja Wälberg, Lisa Watanabe, Ramon Zamora Martinez

RAUMSTADT-MODELL

Technische Universität Berlin, Germany

concept
Vanessa Miriam Carlow (COBE) and Jana Gutge

model
Vanessa Miriam Carlow met Jana Gutge, Adriano Hellbusch, Niklas Kuhlendahl, Stefan Liczkowski, Melanie Mißfeld, Leo Stuckardt, Daniel Vedder

students
Vanessa Miriam Carlow, Jana Gutge, Adriano Hellbusch, Niklas Kuhlendahl, Stefan Liczkowski, Melanie Mißfeld, Leo Stuckardt, Daniel Vedder, Mariya Barbudova, Nina Barkmann, Florentine Dreier, Paul Girardet, Olga Gordaschnik, Paul Hansen, Leon Jank, Ruben Kiewiet, Marian Lemm, Janine Luther, Anna Mohn, Consuelo Montaner, Katerina Navalova, Anja Neupert, Deborah Nickles, Maria Oikonomou, Ulrich Pappenberger, Jakob Pawlowski, Johannes Rentsch, Noam Rosenthal, Sebastian Roßius, Heinrich Sparla, Willem Wopereis, Linda Wortmann, Linh Vu

MESSYTECH – LOS ANGELES CLEANTECH CORRIDOR COMPETITION

University of Virginia School of Architecture, Charlottesville, USA

students
Randall Winston, Jennifer Jones, Renee Pean

faculty advisors
William Sherman, Peter Waldman, Bruce Dotson

CHANGING PATTERNS

University of Strathclyde, Department of Architecture, Glasgow, Scotland

teacher
Ulrike Enslein

design studio teachers
Jude Barber, Kieran Gaffney, Ewan Imrie, David Hasson, Ivan Marquez, Gordon Murray, David Page, Alan Pert, David Reat, Ombretta Romice, Nicola Thomson

students
Craig Johnston, Steven Byrne, Micheal Holliday, Joseph Murphy, Tom Witham, Andrew Paul, Andrew Campbell, Matthew McKenna, Keith McGregor, Mairi Laverty, James Huddleston, Mark Sneddon, Stuart Russell, Elizabeth Smith, Richard Penny, John Burns, Rebecca Thomas, Marianne Keating, Cara Shields, Kevin McLaughlin, Gary Cullen, Scott Jordon, Scott Abercrombie, Neil Brady, Agata Baranowska

THE INTEGRAL TRAM

Academy of Architecture Groningen

organisation
Gert ter Haar, Jochem Koster, Anne Nighten

client
Regiotram Groningen

guidance
Jan Martijn Eekhof, Jasper Schweigman, Jochem Koster, Andrea Stultiens, Ingeborg Ploum

students
Academie van Bouwkunst Groningen, Kunst Academie Minerva, City of Talent Groningen

DELTA CITY

Graduate School of Design, Harvard University, Cambridge, USA

instructor
David Mah

students
Chen Chen (Delta City), Melissa How (Dismantling/Rebuilding)

SENDAI OASIS – POST 311

Graduate School of Engineering Department of Architecture, Urban and Architecture Design Laboratory + Sendai School of Design (SSD) PBL studio 2, Tohoku University, Japan

mentors
Toshikazu Ishida (professor), Hiroki Ogawa, Maya Nishikori

team
Naoki Kanno, Yasuaki Kodashima, Yuri Akagaki, Takayuki Sasaki + Ishida Lab.

JEPPE (2009-2011)

School of Architecture and Planning, University of the Witwatersrand, Johannesburg, South Africa, with the participation of ASRO, Catholic University, Leuven, Belgium

curator
Hannah le Roux

graphic design and layout
Fred Swart *(dieateljee)*, Bronwyn Kotzen

team 2009
Rudi Benade, Faheem Cassim, Kevin Egnos, Ilona Frankenberg, Pauline Hayward, Ryan Janks, Charles Johnson, Bradley Krom, Raffaella Lepore, Danielsun Okeya, Carrie-Anne Richardson, Tessa-Anne Roux, Jonathan Webb

team 2010
Naomi Roux, Pauline Hayward, Nicolette Garrett, Dale Swanepoel, Philipp Baer, Dwayne Saldahna

team 2011
Nerali Patel, Marko Coetzee, Stephen Hoffe, Katerini Karandreas, Nokubekezela Mchunu, Nontokozo Mhlungu, Nicole Otte, Karabo Pitsoe, Shayne Schwendenwein, Lee-Anne Scott, Leatile Seemule, Craig Warman, Paulien Herbots, Thomas Lenaerts, Annick Verhaegen, Christof Van Wyk, Steven Levitt, Dorothee Kreuzfeldt, Amel Belay

CITY STREAKERS

MMA+, Maastricht Academy of Architecture

staff
Carlos Apers, Tim Prins, Nick Ceulemans

students
40 studenten van de MMA+, Maastricht, 60 studenten van de AAS, Tilburg

teachers and guest lecturers
Govert Derix, Oswald Devish, Tim Rutten, Liesbeth Thewissen, Sven Verbruggen, Pascal Wauben, Alex Warnock-Smith, Citystreakers

URBAN DATING

RMIT University, Melbourne, Australia

teachers
Rosalea Monacella, Marco Broekman; Assistance from Craig Douglas, Thomas Harper

students
Emmaline Bowman, Seada Besic, Ting Cao, Bronwyn Robins, Jasper Tipping, John Paul Martin, Melissa Stagg, Julianne trinh, William Welsh, Robert Lagator, Alastair De Fegely, Kristine Marshall, Fletcher Hawkins, Christopher Thomas, Anthony Sharples, James Pasco, Charles Allen, Ricky Ricardo, Benjamin Kronenberg, Bella Leber Smeaton, Jonathon Allison, Hiroshi Yoshinaga, Hieu Truong, Kenny Nguyen, Edi Oforikumah, Ben Kazacos

THE (I)DEAL CITY

Alfred A. Taubman College of Architecture and Urban Planning at the University of Michigan, USA

instructor
Assistant Professor McLain

students
Bryan Alcorn, Susannah Cramer-Greenbaum, Christopher Gerdes, Michael Gradis, Frank Kava, Melinda Rouse, Lauren Shirley, Alexander Simmons, Peter Spaulding, Erica Wannemacher, Christopher Wheeler, Katie Wirtz

SUSTAINABLE INFORMAL TERRITORIES LAB_HELIÓPOLIS

Faculdade de Arquitetura e Urbanismo, Universidade Presbiteriana Mackenzie, São Paulo, Brazil

teachers
Carlos Leite, Charles Vincent, Maria Isabel Villac

students
Daniela Getlinger *(TA)*, Victor Sardenberg *(TA)*, Michele Grein, Anna Junni, Nina Dalla, Yara Baiardi, Camila Girão, Patrícia de Palma, Lorreine Claudio, Marcelo Macedo

Amsterdam Academy of Architecture

teachers
Rogier Van Den Berg, Donald Van Dansik

students
Veronika Kovacsova, Robert Wienk, Cliff Lesmeister, Els Van Looy, Geert Den Boogert, Luc Spee, Jasper Smits, Jasper Ten Bosch

Parsons The New School for Design, New York

teachers
Brian McGrath *(School of Constructed Environments)*, Victoria Marshall *(School of Design Strategies)*, Jane Pirone and Claudia Bernett *(School of Art, Media and Technology)*

students
Jeffery Parkman Carter, Leif Percifield, Alison Dalton Smith, Anamaria Vrabie, Howard Chambers, Jacqueline Cooksey, Amy Findeiss, Mai Kobori, Minh-Nguyet Le, Amy Johnson, Tara Mrowka, Lauren Zailyk, Olivia Gilmore

Secretaria Municipal de Habitação, Prefeitura da Cidade de São Paulo
Elisabete França, Vanessa Padiá de Souza

Local community organizations
CEDECA, UNAS

RESILIENT FEIJENOORD

Rotterdam Academy of Architecture and Urban Design

tutors
Duzan Doepel *(Doepel Strijkers Architects)* and Jeroen de Willigen *(De Zwarte Hond)*

presentation
Marino Wieland *(Wieland en Gouwens)*

students
Hendrik Bloem, Stephan Boon, Daan Brolsma, Gabriela Kopacikova, Sijmen Schroevers, Marieke Veling

URBAN RECYCLING 21

Hochschule Biberach, Studiengang Architektur, Institut für Architektur und Städtebau, Germany

teachers
MSAAD Ute Margarete Meyer, Hans-Ulrich Kilian, Frieder Goeser, Consultant Landscape, Ecology and Infrastructure, Fabian Schuster, Consultant Real Estate Economics and Project Development

students
Marianne Bolmer, Julia Braun, Gülsemin Cicek, Franziska Haag, Harald Harscher, Delia-Rahel Moritz, Nicolas Otto, Stefan Nicolas Schmidt, Sandra Their, Mariana Vargas Mondragó

MIQ: MADE IN QUEMOY

Tamkang University, Department of Architecture, Taiwan

teacher
Tsao, Lo-E

students
Chen Cheng-Bang, Chen Min-Yu, Chiang Chia-San, Hsiao Yu-Chi, Hung Tsung-Yi, Lin Chia-hoa Dennis, Lee Neng-Chen, Lu Yen-An, Su Li-Ya

HOLLANDSTAD INVERTED METROPOLIS

Academy of Architecture and Urbanism Tilburg

tutors
Jan Willem van Kuilenburg, and Pieter Feenstra

students
Dave Bone, Marno van Broekhoven, Lieke Frings, David Peeters, Peter Leeuw, Tim Robben and Damaris Verleun

individual tutors of students
Arzu Ayikgezmez, Aude de Broissia, Duzan Doepel, Cor Geluk, Jacco van Leeuwen, Paul Verhoeven and Pascal Wauben.

INTERACTIVE PRESENTATION OF THE HOLLANDSTAD MASTER PLAN FOR IABR

tutors
Gustavo Nascimento, Silvia Roxana Palfi, Damaris Verleun

students
Burcu Dalgicoglu, Chris van Heeswijk, Bjorn Hendriks

INFRASTRUCTURAL RECLAMATION

University of Toronto Daniels Faculty of Architecture, Landscape, and Design, Toronto, Canada

designers
Amy Norris, Clint Langevin

advisors
Steven Fong (Steven Fong Architect), Marc Ryan *(West 8)*, Carol Moukheiber *(Studio n-1)*

INFOSTRUCTURES

University of Toronto Daniels Faculty of Architecture, Landscape, and Design, Toronto, Canada

design
Ali Fard

academic advisor
Mason White

PEOPLE MAKE SMART CITIES

Universitá IUAV Venice, Italy

authors
Anna Laura Govoni and Cristina Peraino

reference
Alberto Ferlenga *(IUAV School of Doctorate Studies)*

TRACING FOOTSTEPS

Akademie der bildende Künste Wien, Vienna, Austria

design
Grga Basic

advisor
Nasrine Seraji, AADipl RIBA

INFRASTRUCTURE BEAUTIFUL

Politechnika Warszawska, Faculty of Architecture and Urban Planning, Warsaw, Poland

mentor
Paweł Grodzicki

student
Maria Anna Kowalska

DESIGN AS POLITICS

first curator
Wouter Vanstiphout

second curator
Marta Relats

project selection and management
Chair Design as Politics at Delft
University of Technology

exhibition design
Dominique van 't Hof, Roderick
van Klink, Jan Loerakker, Samir
Bantal, Marta Relats, Wouter
Vanstiphout

exhibition realization
Tim Peeters, Jan van Ballegooijen,
Toon Stallaart, Ori Rubin,
Dominique van 't Hof, Roderick
van Klink, Jan Loerakker, Andrea
Bagnato, Azadeh Mashayekhi, Mike
Emmerik, Marta Relats, Wouter
Vanstiphout

Design as Politics is a project of
the Chair Design as Politics at Delft
University of Technology

Design as Politics was made possible by
IABR, Dutch Ministry of Infrastructure
and the Environment, Delft University of
Technology Faculty of Architecture, City
of Rotterdam Department of Art and
Culture, Hofbogen B.V. and Crimson
Architectural Historians

MAKING DOUALA 2007-2013

curators
Marilyn Douala-Bell, Didier Schaub
(doual'art), Xandra Nibbeling, Kamiel
Verschuren *(ICU art projects)* en Lucas
Grandin

project management
ICU art projects

exhibition design/production
Kamiel Verschuren, design office OONA
and Lucas Grandin

project selection SUD 2010
Didier Schaub (doual'art), Simon Njami,
Koyo Kouoh, Elvira Dyangani and ICU
art projects

Making Douala 2007-2013 is a project
of doual'art and ICU art projects with
Lucas Grandin and the participating
artists and architects

Making Douala 2007-2013 was made
possible by IABR, Mondriaan Fund, Arts
Collaboratory and Center for Visual Arts
foundation Rotterdam

MAKING ALMERE

curator
International New Town Institute *(INTI)*

design
Pro Arts Design

Research by design
Zandbelt&vandenBerg architecture and
urban design in collaboration with Go
West Project

Gaming Oosterwold
TReC Network & Play the City
Foundation

Based on the Development Strategy for
Oosterwold by MVRDV in cooperation
with Werkmaatschappij Almere
Oosterwold

UAR (Urban Augumented Reality)
App UAR Almere can be downloaded
via: www.nai.nl/uar

publication
Catalogue Making Almere

publicity
Almere City Marketing *(ACM*

Making Almere was made possible
by the financial support of Rijk-
regioprogramma Amsterdam-Almere-
Markermeer (RRAAM), Dutch Ministry
of Infrastructure and the Environment,
Municipality of Almere, and Almere City
Marketing (ACM)

VISITOR INFORMATION

EXHIBITIONS

MAKING CITY
SMART CITIES – PARALLEL
CASES II
20 April – 12 August 2012

Location: Netherlands Architecture Institute (NAI)
Museumpark 25
3015 CB Rotterdam
www.nai.nl

Admission:
Adults: € 10
Up to 18 years of age / Museumkaart / Rotterdampas / Friends of the NAI: Free
Seniorenkaart / CJP / Student / Rotterdam Welcome Card: € 6.50

Opening Hours:
Tuesday to Saturday: 10 a.m. – 5 p.m.
Sundays and Holidays: 11 a.m. – 5 p.m.
Closed on Mondays and on 30 April

MAKING DOUALA 2007-2013
20 April – 1 June 2012

Location: Test Site Rotterdam, RiverClub Gallery
Delftsestraat 6
3013 CJ Rotterdam
www.schieblock.com

I / WE / YOU MAKE ROTTERDAM
20 April – 12 August 2012

Location: Test Site Rotterdam, Schieblock and environs
Schiekade 189
3013 BR Rotterdam
www.schieblock.com

Admission: Free

Opening Hours:
These vary with each program component, as these will take place both in the Schieblock and in the adjacent public space. For the latest information, go to www.iabr.nl.
The Friday Afternoon Café in De Dépendance (Schiekade 201) is open every Friday from 5 to 7 p.m. between 11 May and 12 August. You can also get a drink or a bite to eat at any of the pop-up restaurants on the Test Site Rotterdam, Friday to Sunday from 12 to 8 p.m.

DESIGN AS POLITICS
20 April – 7 July 2012

Location: Test Site Rotterdam, Mini Mall
Raampoortstraat 30
3032 AH Rotterdam
www.mini-mall.nl

Admission: Free

Opening Hours:
Tuesday to Thursday: 11 a.m. – 6 p.m.
Friday: 11 a.m. – 9 p.m.
Saturday: 11 a.m. – 5 p.m.
Sunday: 12 – 5 p.m. (on the first Sunday of each month only)

MAKING ALMERE
21 April – 29 July 2012

Location: Citymall Almere
Belfort 13
1315 VA Almere
www.makingalmere.nl

Admission: Free

Opening Hours:
Monday to Friday: 11 a.m. – 6 p.m.
Thursday until 9 p.m.
Saturday: 10 a.m. – 5 p.m.
Sunday: 12 – 5 p.m.

MAKING CITY SÃO PAULO
19 June – 12 August 2012

Location: **Museu da Casa Brasileira, São Paulo, Brazil**

MAKING CITY ISTANBUL
1 – 31 October 2012

Location: **Taksim Cumhuriyet Sanat Galerisi Maksem, Istanbul, Turkey**

EVENTS

TEST SITE ROTTERDAM (SCHIEBLOCK)

ZUS is organizing a range of activities on the Test Site Rotterdam: lectures, festivals and film showings. In eight lectures Dutch and international experts will talk about their experiences in relation to the Test Site Rotterdam, every other Tuesday from 8 to 10 p.m. between 8 May and 12 August. You can also attend small discussions and film showings every Friday from 5 to 7 p.m. between 11 May and 12 August. For the latest program information, go to www.iabr.nl and www.imakerotterdam.nl.

EVENTS AT THE NAI

Every Thursday from 8 to 10 p.m. during the IABR, the NAI will host a program of lectures and debates on the theme *Making City*. In addition, the IABR, in collaboration with its partners, will organize a varied program of lectures, debates and other activities at the NAI. You can find a complete list in the calendar at www.iabr.nl and www.nai.nl.

DIRECTIONS

All IABR locations in Rotterdam are in the center of the city and easily accessible on foot, by public transportation or by rental bicycle (OV-fiets) from Rotterdam Central Station. To reach the NAI, take the metro, Tram 7 or 20 (stop: Eendrachtsplein) or Bus 32 (stop: Rochussenstraat). There is limited metered parking space at the NAi; the Museumpark parking garage is located across the street. The Mini Mall can be reached by tram, on Line 4 (stop: Station Hofplein/Heer Bokelweg). The Schieblock is located about 10 minutes' walking distance from Central Station.

Citymall Almere is located about five minutes' walking distance south of the Almere Centrum train station and is easily accessible by bus (stops: Passage, Stadhuisplein, Flevoziekenhuis or Station Centrum). Citymall Almere is a car-free zone.

See www.9292ov.nl for complete, door-to-door public transportation travel information.

AFFILIATED PROGRAM

From 20 April to 6 May the first edition of the architecture festival ZigZagCity will dovetail with the 5th IABR: *Making City*. ZigZagCity reveals hidden places via an alternative route filled with art works, music and theater (with or without a guide) through the Lijnbaankwartier area. ZigZagCity links the central sites of the IABR, and along with the Motel Mozaïque art festival the events provide a new look at the city, displaying the present, past and future of the city in a unique and informal way.

See also www.zigzagcity.nl.

CALENDAR

Friday 20 April
Parallel Cases Biennale Award (award for best contributions to Smart Cities – Parallel Cases II)

Location: NAI, auditorium
Time: 6:30 – 8 p.m.
Language: English
Admission: Free

Tuesday 24 April
Conference: 'The Makeable City?' (Regional Science Association Nederland)

Location: NAI, auditorium
Time: 9 a.m. – 6 p.m.
Language: Dutch
Admission: € 100 p.p. incl. meal, coffee and tour (€ 80 for RSAN members)
Registration: via www.rsanederland.nl

Saturday 21 April
Lecture: 'Smart Synergy, Examples and Valuation of Smart Urbanism' (Stadslab)

Location: Berlage Institute, Botersloot 27
Time: 8 – 10 p.m.
Language: English
Admission: Free
Registration: via www.stadslab.eu

Sunday 22 April
Seminar: 'Smart Metropolitan Systems' (Stadslab)

Location: Berlage Institute, Botersloot 27
Time: 8 – 10 p.m.
Language: English
Admission: Free
Registration: via www.stadslab.eu

Monday 23 April
Seminar: 'Smart Post Urban Transition Processes' (Stadslab)

Location: Berlage Institute, Botersloot 27
Time: 8 – 10 p.m.
Language: English
Admission: Free
Registration: via www.stadslab.eu

Tuesday 24 April
Book Launch: Design and Politics #6 – Are We The World? (Dutch Ministry of Infrastructure and the Environment and Delft University of Technology)

Location: NAI, auditorium
Time: 8 – 10 p.m.
Language: English
Admission: € 7.50 (€ 3 for students)
Registration: via www.nai.nl

Thursday 26 April
Book Launch: Urban Green-Blue Grids (opMAAT)

Location: NAI, auditorium
Time: 9:30 a.m. – 2 p.m.
Language: Dutch and English
Admission: Free
Registration: Compulsory via iabr@opmaat.info

Wednesday 25 April
Debate: Making 'Design & Politics' (ANCB Metropolitan Laboratory)

Location: NAI, auditorium
Time: 8 – 9:30 p.m.
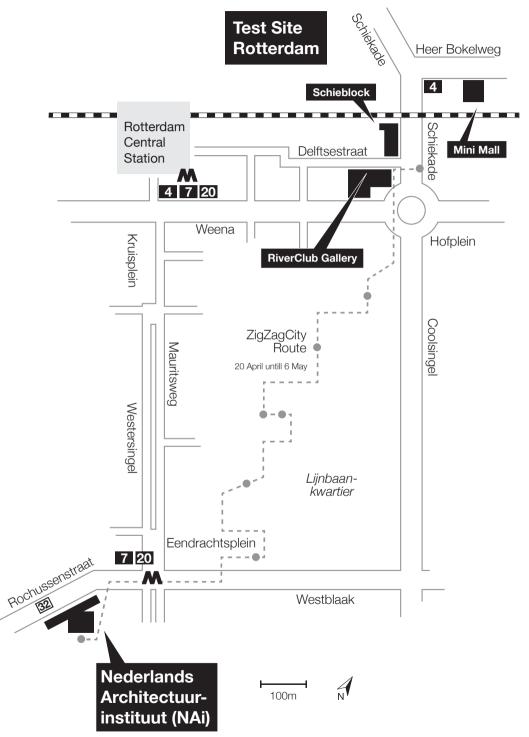*Language:* English
Admission: Free

Friday 27 April
Symposium: 'Making Cities = Making Regions: Rotterdam-The Hague Metropolitan Area' ('Atelier City', a collaborative venture of the Netherlands Environmental Assessment Agency (PBL) and the Dutch Ministry of Infrastructure and the Environment)
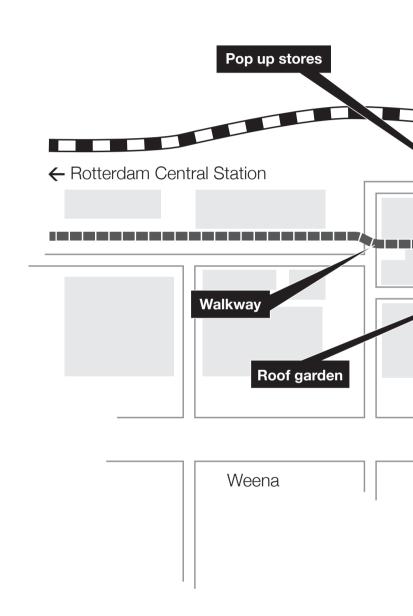
Location: NAI, auditorium
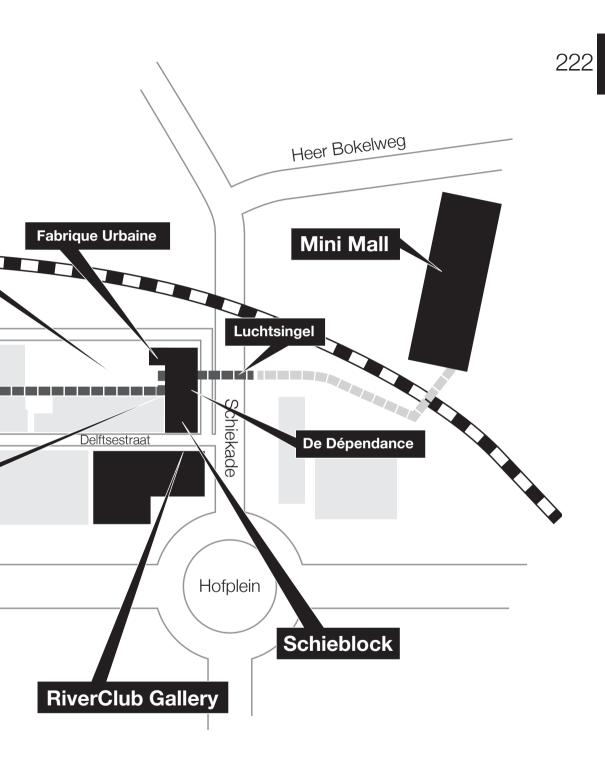*Time:* 1 – 6 p.m.
Language: Dutch
Admission: Free

Test Site Rotterdam

Schiekade

Heer Bokelweg

Schieblock

4

Mini Mall

Schiekade

Rotterdam Central Station

Delftsestraat

4 **7** **20**

Weena

Kruisplein

RiverClub Gallery

Hofplein

Coolsingel

ZigZagCity Route

20 April untill 6 May

Mauritsweg

Westersingel

Lijnbaan- kwartier

Eendrachtsplein

7 **20**

Rochussenstraat

Westblaak

32

Nederlands Architectuur- instituut (NAi)

100m

N

221

More Information
For more information, go to www.iabr.nl.
You can also follow the IABR on Facebook:
www.facebook.com/International.Architecture.
Biennale.Rotterdam and Twitter: @IABR

Test Site Rotterdam

Pop up stores

← Rotterdam Central Station

Walkway

Roof garden

Weena

Heer Bokelweg

Fabrique Urbaine

Mini Mall

Luchtsingel

Delftsestraat

Schiekade

De Dépendance

Hofplein

Schieblock

RiverClub Gallery

COLOPHON

5ᵗʰ International Architecture Biennale Rotterdam: *Making City*
19 April to 31 October 2012
Rotterdam / Almere / São Paulo / Istanbul

How is city made? That is the issue at the heart of the 5ᵗʰ IABR: *Making City*.
Ongoing urbanization is creating enormous political, social, economic, and
ecological challenges, challenges that manifest themselves in our cities,
which is also where we will have to find solutions. *No cities, no future*.
And our cities can only guide us to a better future if we do a better job of
designing, planning, and governing them.
The 5ᵗʰ IABR: *Making City* is therefore issuing a call to all involved –
administrators, policymakers, politicians, entrepreneurs, designers, and
citizens: If making city is what we have to do, we have to change how we
do so: by building strong alliances, by formulating an urban agenda, and
by putting design first.

Edited by
George Brugmans and Jan Willem Petersen

With contributions by
Ahmed Aboutaleb, Asu Aksoy, Elma van Boxel, George Brugmans, Joan
Clos, Joachim Declerck, Elisabete França, Bruce Katz, Kristian Koreman,
Regula Lüscher, Fernando de Mello Franco, Henk Ovink, Melanie Schultz
van Haegen, Anne Skovbro, Robert Yaro, GRAU