

napoli

napoli

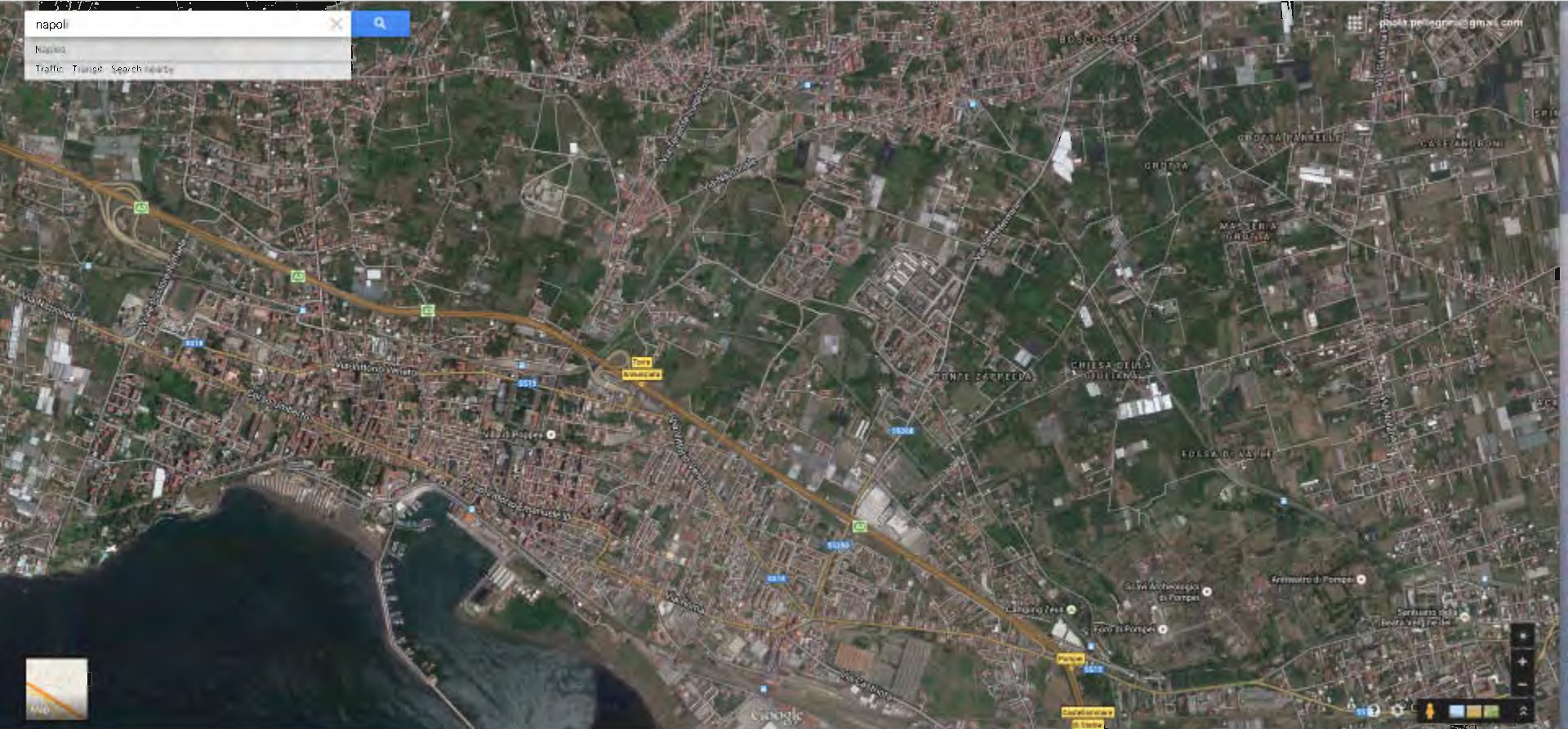
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napoli

Napoli

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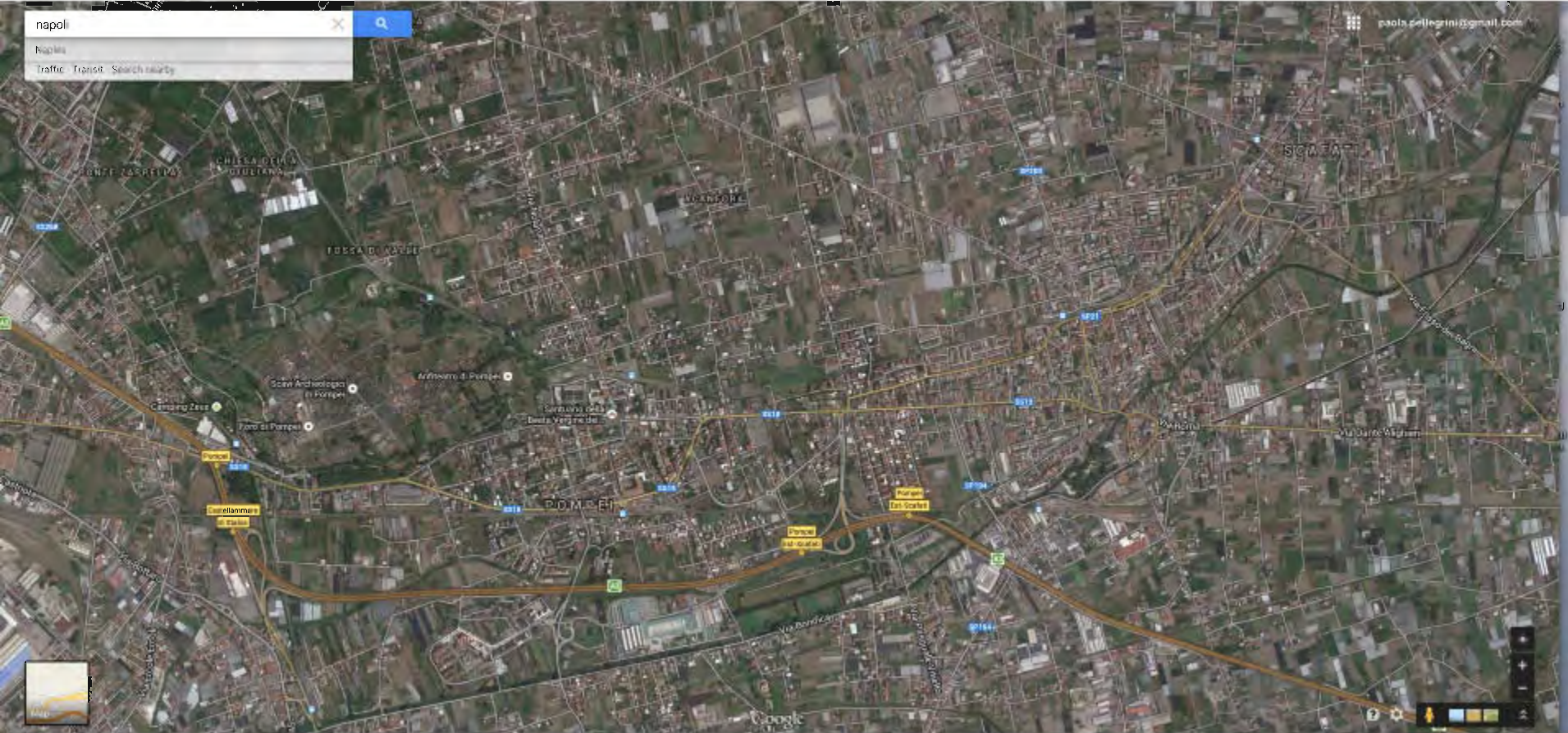


napoli

Napoli

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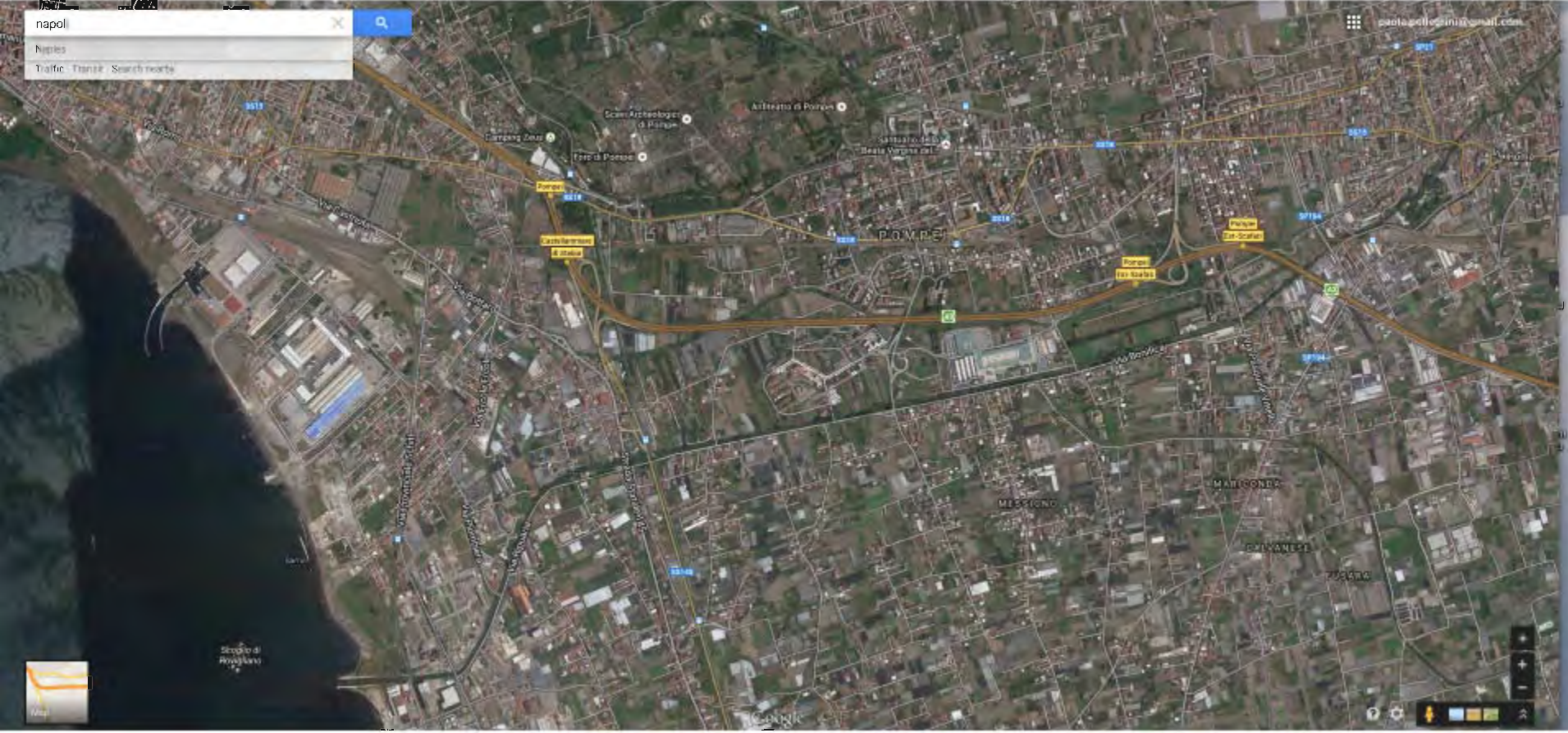


napoli

Naples

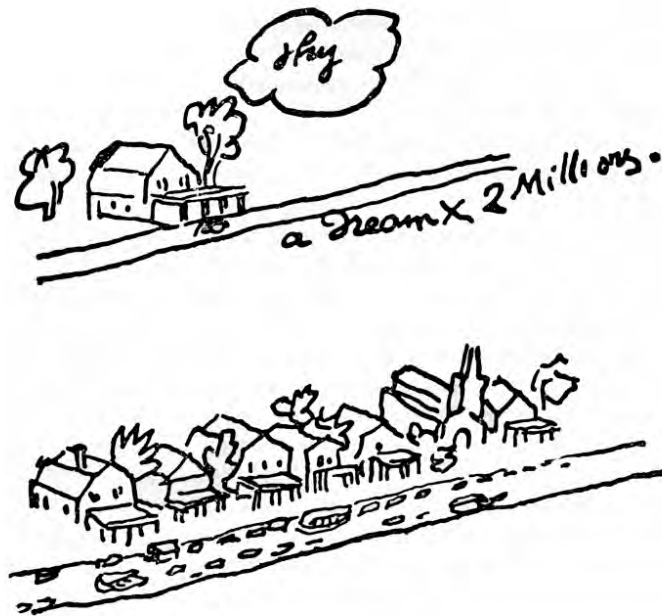
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paola.elfrosini@gmail.com



**Dispersion.
Sprawl and
*città diffusa***

Paola Pellegrini



**Le Corbusier, a housing dream for 2 millions
can threaten the dream**

**American
way of dispersion,
or “sprawl”**



Levittown, PA
Standardization to produce a dream for the mass

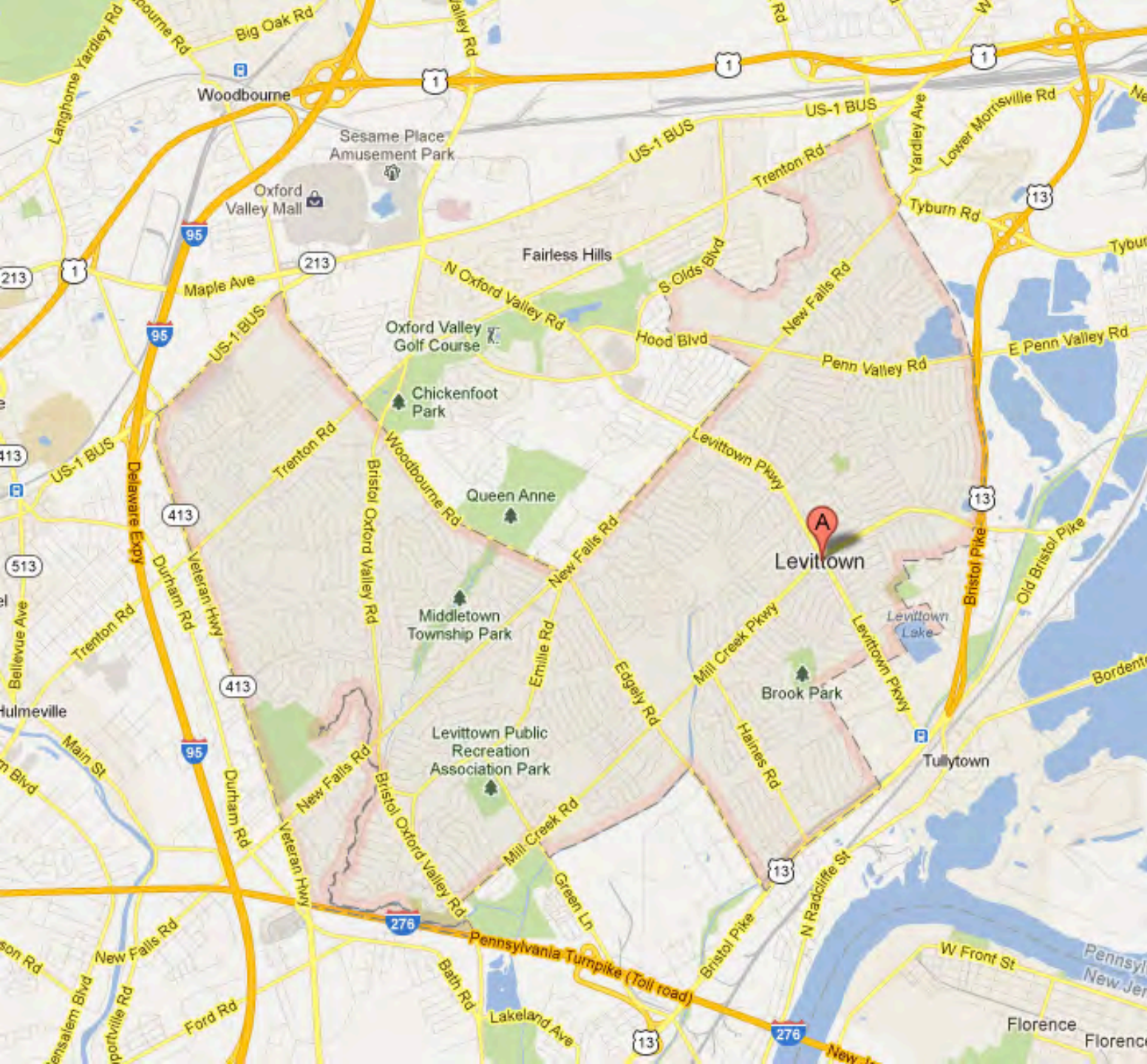


Bernard Levey family in front of original Cape Cod



LIFE

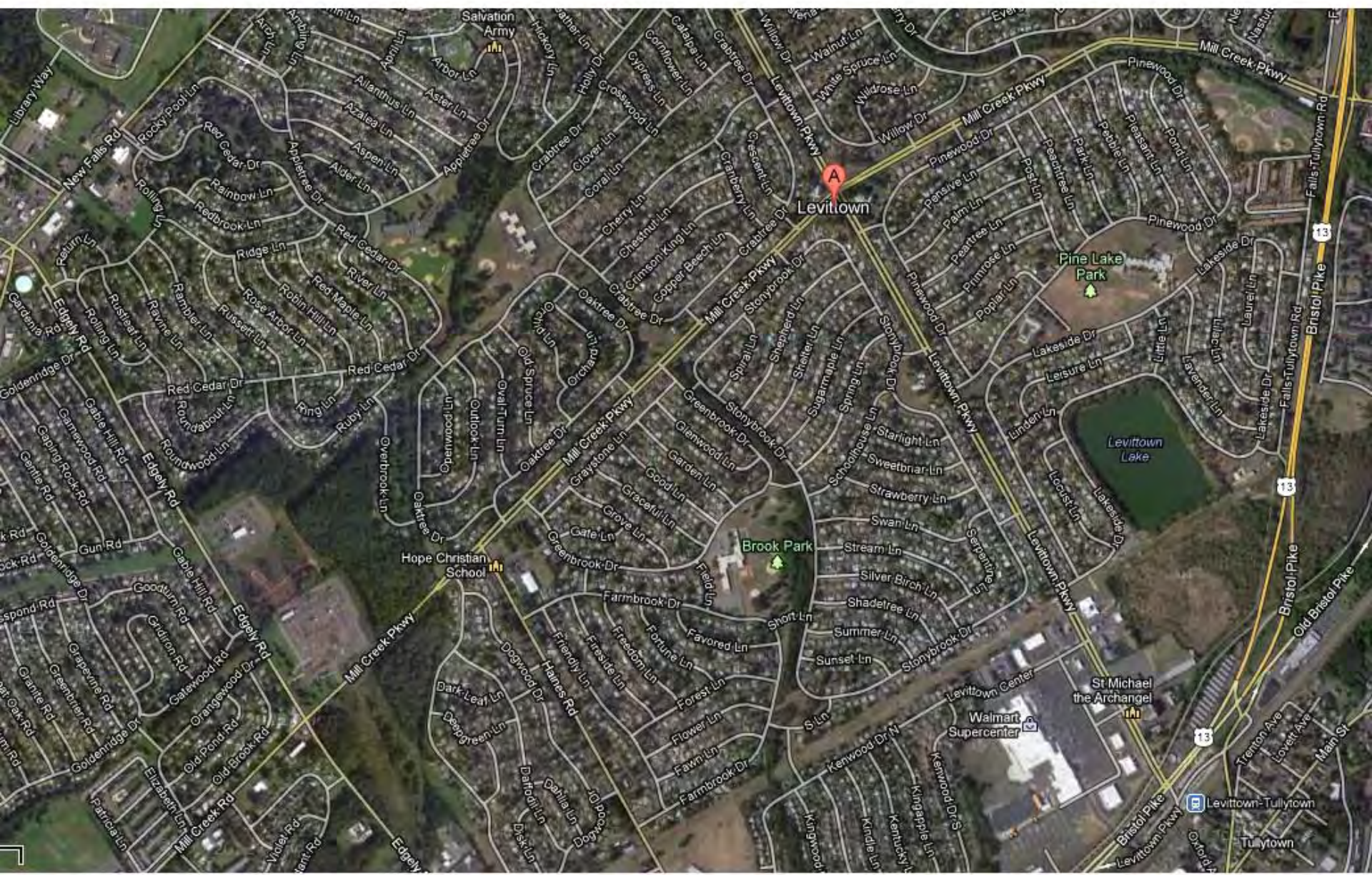
Levittown, PA – **standardized MASS PRODUCTION** the plan, unveiled in July **1951**, went far beyond providing homes for steelworkers. **17,311 houses** between Routes 1 and 13. They would be built cheaply, and quickly.
1 plot: 21 m x 30 m (630 mq)



7 km x 7 km
No proximity
with existing centers;
Basic unit: master block



**Levittown, PA
Shopping mall**



Levittown

Pine Lake Park

Brook Park

Levittown Lake

St Michael the Archangel

Walmart Supercenter

Levittown-Tullytown

Tullytown

13

13

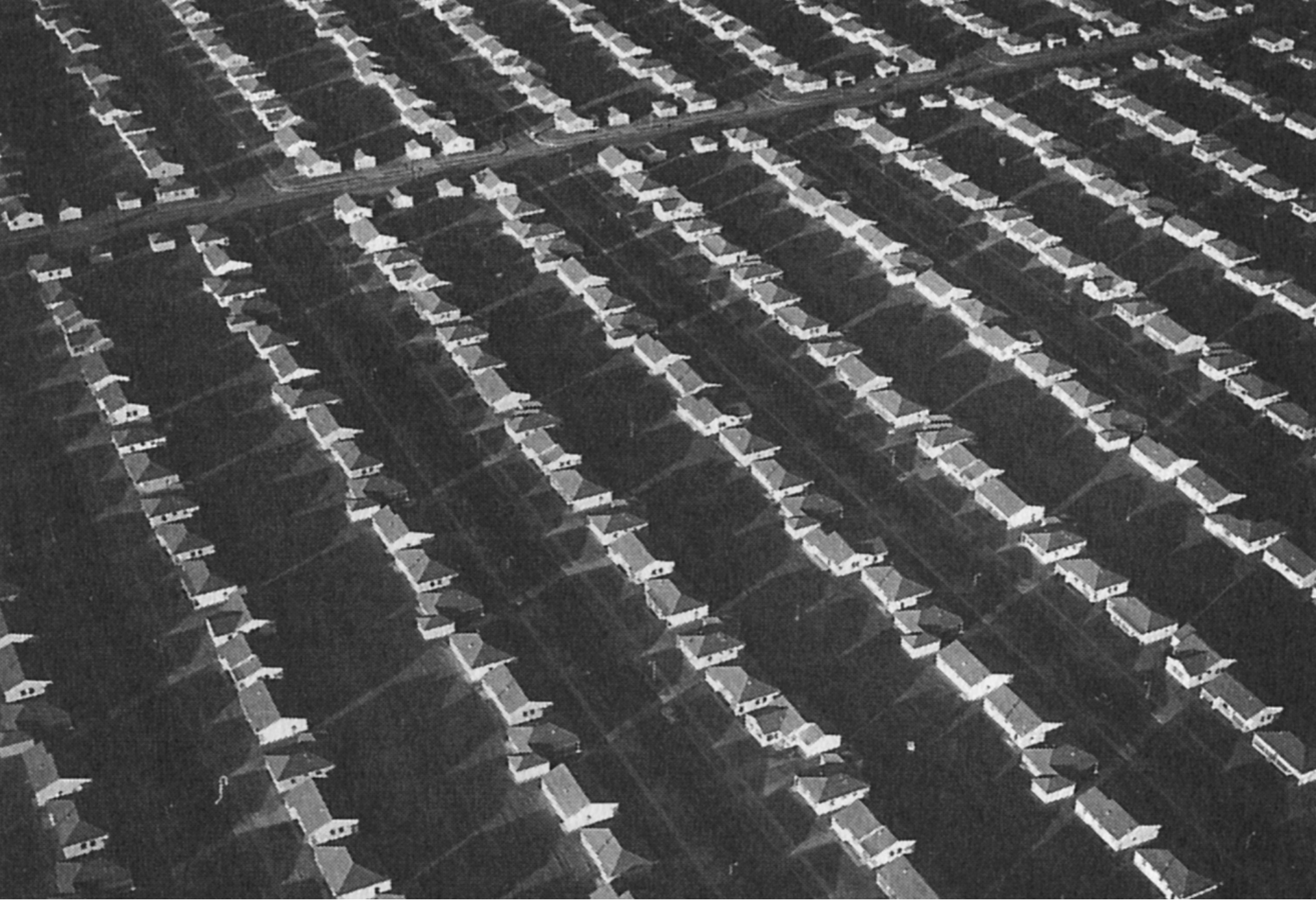
13



“The Congress declares that the general welfare and security of the Nation and the health and living standards of its people require [...] the realization as soon as feasible of the goal of **a decent home and a suitable living environment** for every American family”
Housing Act, 1949

“to **disperse** our factories, our stores, our people; in short to create a revolution in living habits”
Federal-Aid Highway Act, 1956

In the 40s the federal government was in the process of developing and implementing a set of policies that would determine American urban development for decades



Lakewood, CA - D.J. Waldie, *Holy Land*, a suburban memoir, 1996 / "an instant city" of mass-produced working-class houses started in 1953 and in 1960 had already 67.000 inhabitants



**This is in no way an informal phenomenon,
even though there is no land use planning at
a wide scale**

**Inhabitants have no previous relation to the
site of the settlement.**



Buying the middle class american dream; in USA there is just one social class: middle



SMALL HOMES
Year Book THE 1940 EDITION
 FORTY-TWO CENTS

THE STANDARD GUIDE FOR HOME BUILDERS

SMALL HOMES
Year Book

How to get ready NOW to build your new home

It's a promise!

JIM'S going away tomorrow . . . and there will be long, lonely days before he comes back.

But that little house sketched there in the sand is a symbol of faith and hope and courage. It's a promise, too. A promise of gloriously happy days to come . . . when Victory is won.

Victory Homes of tomorrow will make up in part at least for all the sacrifices of today . . . and that's our promise!

They will have better living built in . . . electrical living with new conveniences, new economies to make every day an adventure in happiness.

Plan for your Victory Home now . . . the one sure way is to buy War Bonds. Every Bond you buy is an investment in your future happiness and security . . . every dollar you put into Bonds helps bring our boys back sooner—and safer. Buy another Bond today.

The General Electric Consumers Institute at Bridgport, Conn., is devoted to research on wartime home problems such as Nutrition • Food Preparation • Food Preservation • Appliance Care • Appliance Repair • Lumbering • Home Heating and Air Conditioning. Related booklets are available from your G-E Appliance Dealer, or General Electric Consumers Institute, Dept. L-5-S.

APPLIANCE AND MECHANICAL DEPARTMENT, BRIDGPORT, CONN.

GENERAL ELECTRIC

Look to the "Frank" Book and the "How" Book. "Frank's" booklets come out G.E.S. On "How" right down to the "How of them" and N.E.C. the newspaper of the nation.



Sprawl – residential developments, small strip malls, regional scale shopping malls, office parks, recreational facilities
city planning tradition in USA is very weak, i.e. consensus on planning, which means to oblige people to follow prescriptions in building on their property, is not popular

Issues



the term means:

Sprawl = **description**; the current pattern of growth (city expansion processes, its consequences, models of settlement, reasons why the model is applied)

Sprawl = **evaluation**; sharp negative meaning of what is low density, leapfrog, fragmented and irregularly arranged

Sprawl = **consequences** of development negative cultural, economic, environmental and social consequences



anti-urban ideology: cities are un-American

T. Jefferson: "I view great cities as pestilential to the morals, the health, and the liberties of man."

F.D. Roosevelt: rural land is the "backbone of our nation's efficiency."

Brendan: "I'm not suburban, I'm rural."

**influences behaviour,
establishes
homogeneous
social identity,
distroys
social asset**



Sprawl is a way of life as much as a form of urbanism, it's a mode of socialization (community without propinquity, Melvin Webber, 1963), it's a consumer culture (house as a commodity)

From a popular novel by John Keats, *The crack in the picture window*, 1956

Woman-wife: dull-witted naging slob (ottusa zoticon e brontolona)

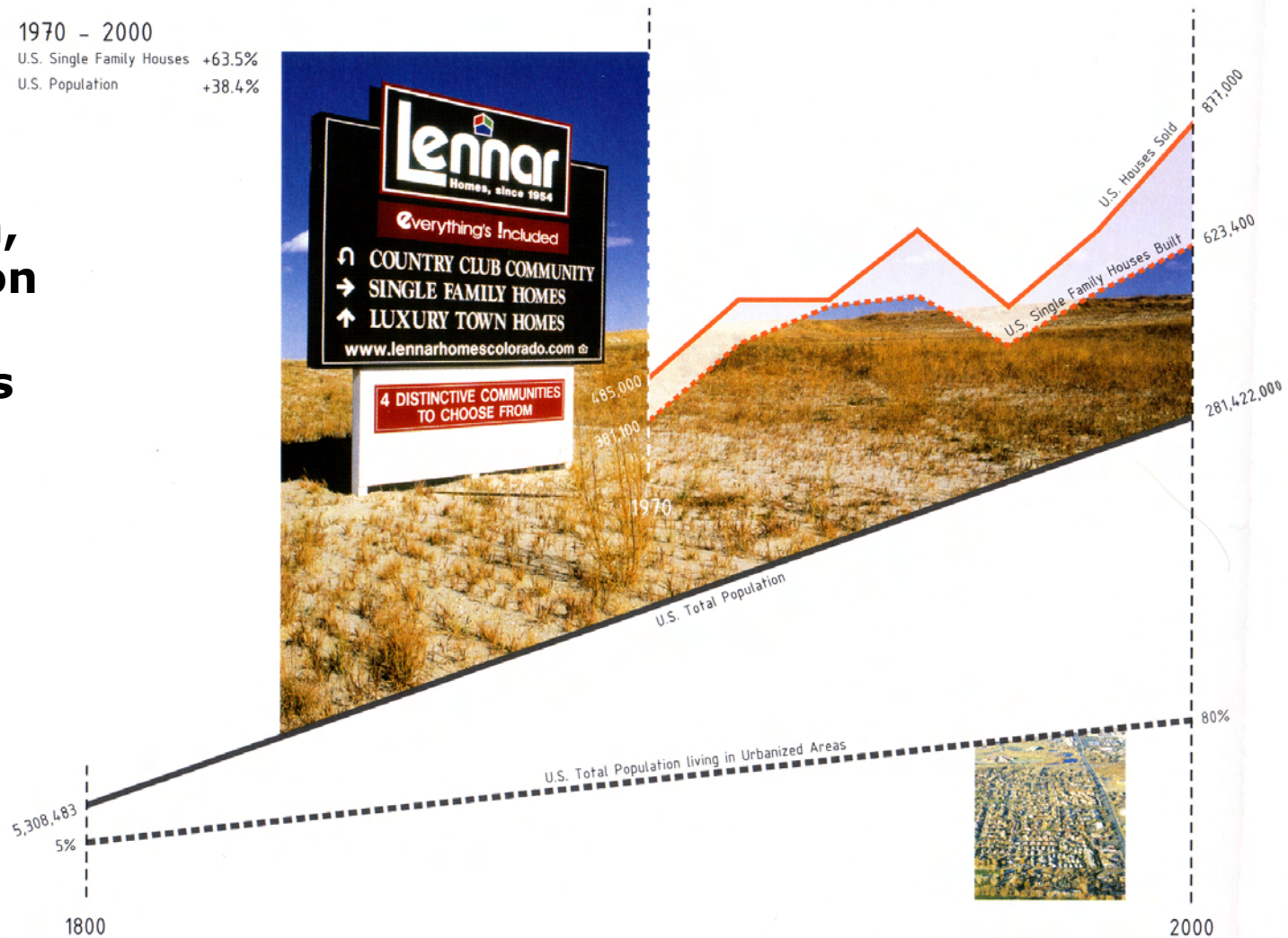
Man-husband: woman-bossed, inadequate, money terrified neuter

**produces
wasteland:
low density,
ground
consumption,
fragmentation
of rural and
natural areas**

1970 - 2000

U.S. Single Family Houses +63.5%

U.S. Population +38.4%



2—Landscape Urbanization in the U.S.

Over the past century America's urbanized environments have evolved from dense, vertical, and architecturally dominated places to the horizontal opposite. Single family homes built from 1970 to 2000 grew nearly 64 percent, while population only increased by 38 percent.

4 UNITS PER ACRE



Prescott, AZ 4.6 units / acre



Kansas City, MO 4.7 units / acre



Boulder, CO 4.7 units / acre



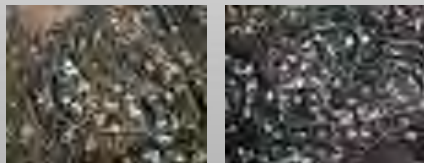
context



context

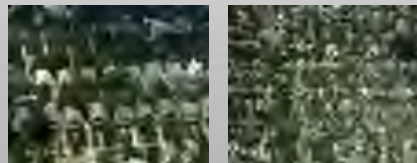


context



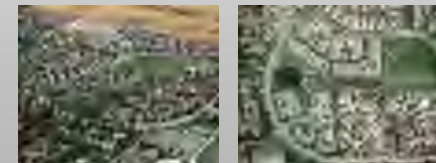
neighborhood

plan



neighborhood

plan



neighborhood

plan



street pattern



street pattern



street pattern

LESS THAN 1 UNIT PER ACRE



Phoenix, AZ 0.5 units / acre



Cave Creek, AZ 0.5 units / acre



Plano, TX 0.6 units / acre



context



context



context



neighborhood



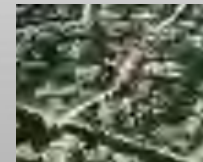
plan



neighborhood



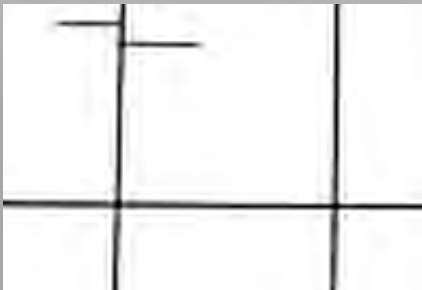
plan



neighborhood



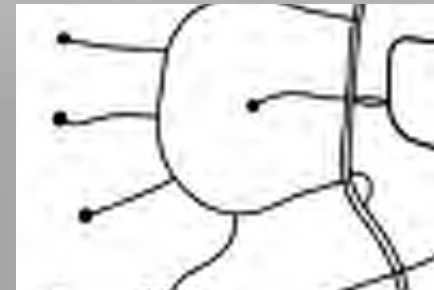
plan



street pattern



street pattern



street pattern

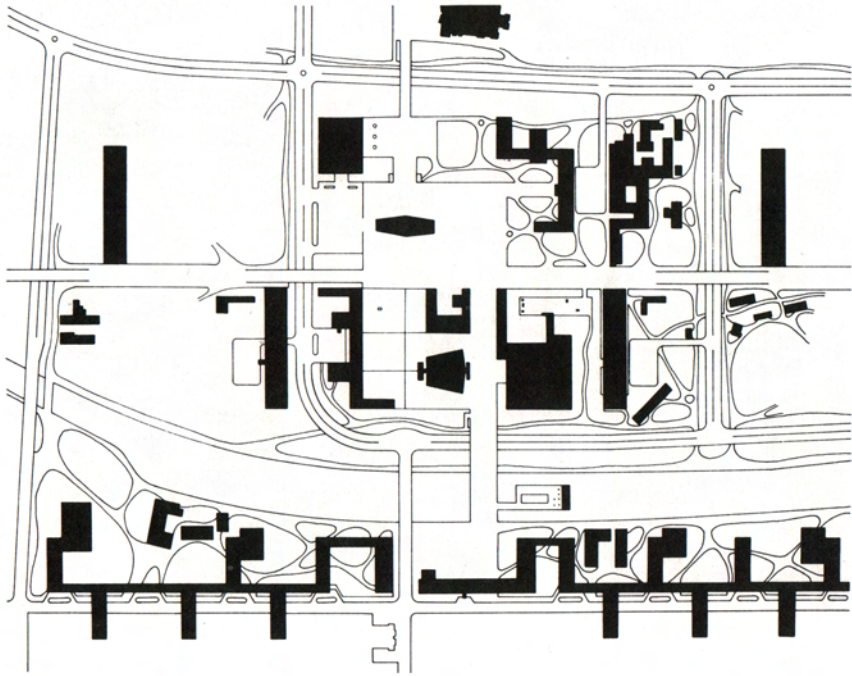
**detachment,
separation,
distance,
specialization of uses**



Dispersed suburban business district
Rock Spring, Maryland



Compact suburban business district
Bethesda, Maryland



Le Corbusier: project for Saint-Dié, figure-ground plan



Parma, figure-ground plan

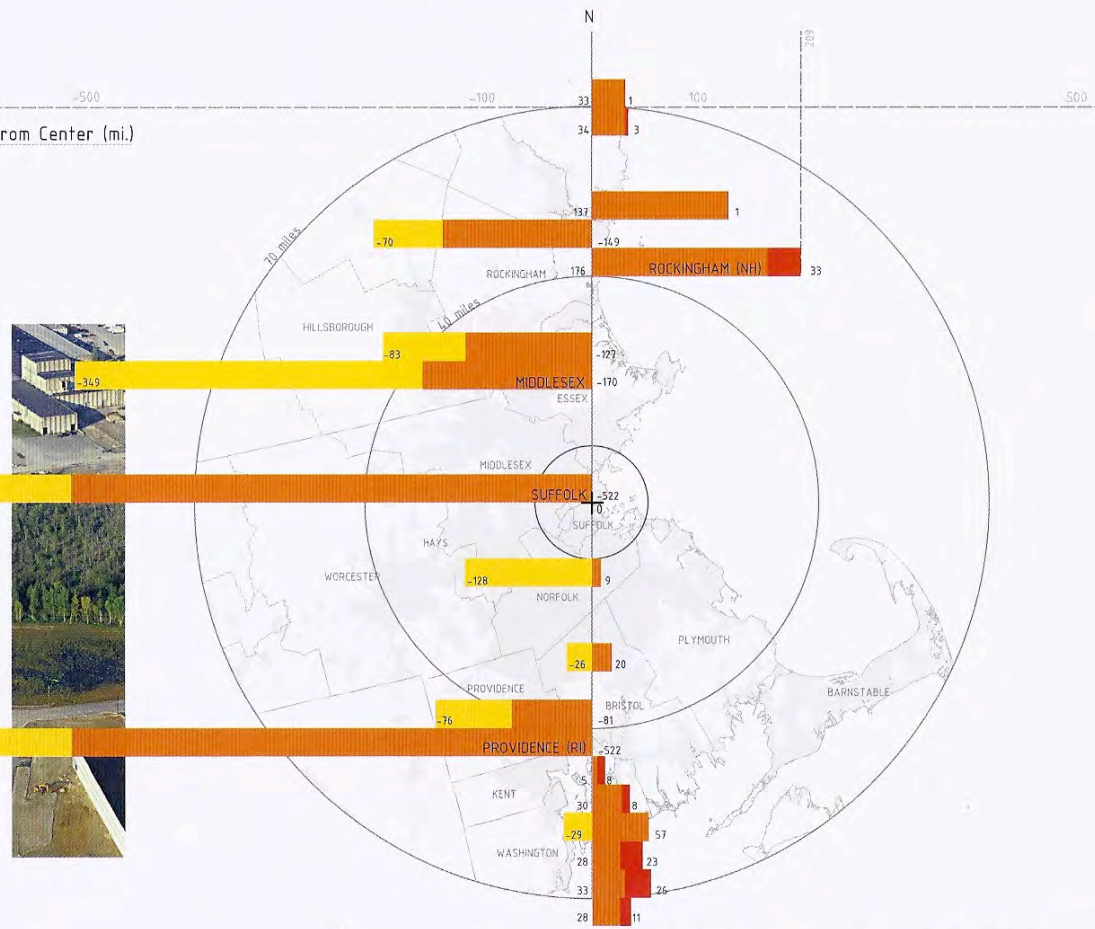
Manufacturing Establishments Change, 1977-1992
 Manufacturing Establishments Growth, 1992-2001
 Manufacturing Establishments Decline, 1992-2001

65—Spindle Chart
Boston-Lowell,
Massachusetts /
Providence,
Rhode Island

Since 1977 the central counties in Boston and Providence have lost 61 percent and 49 percent of their manufacturing establishments, respectively. This region's greatest manufacturing growth is located in New Hampshire and Rhode Island, some forty-five to seventy miles outside of the central cities.

COUNTY RANKING:
 1977-2001

% Change in Manufacturing Est.	Distance from Center (mi.)	
MERRIMACK (NH)	18%	75.5
TOLLAND	13%	75.2
STAFFORD (NH)	32%	66.8
WASHINGTON (RI)	55%	63.9
WINDHAM (CT)	23%	59.5
BARNSTABLE	15%	58.4
HILLSBOROUGH (NH)	25%	54.0
NEWPORT (RI)	59%	50.0
WORCESTER	-15%	46.7
ROCKINGHAM (NH)	72%	45.5
BRISTOL (RI)	15%	45.2
PROVIDENCE (RI)	-49%	4.19
BRISTOL	-15%	37.0
PLYMOUTH	-1%	26.9
MIDDLESEX	-16%	25.8
MIDDLESEX	-19%	20.2
PROVIDENCE	-61%	0



**car driven
 development and
 consequent
 congestion,
 pollution and time
 waste**

Old Central Sites



New Peripheral Sites



**destroys
public spaces
or common ground**

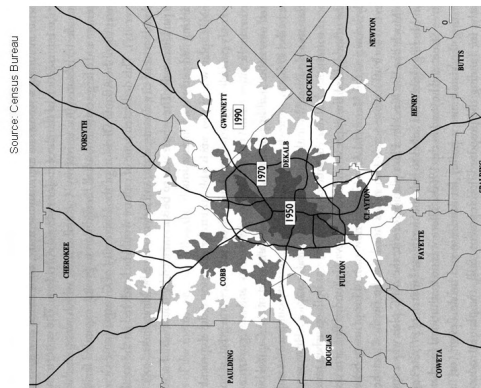
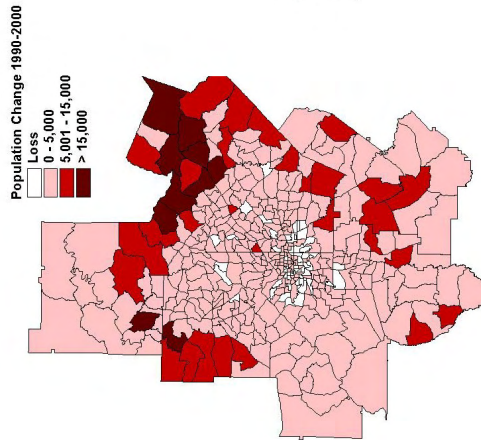
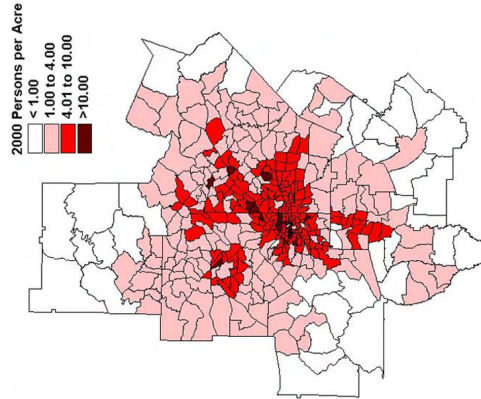


shrinking cities
inner suburban areas



Deserted Housing
Detroit, Michigan

Ref #: LS_7310_06



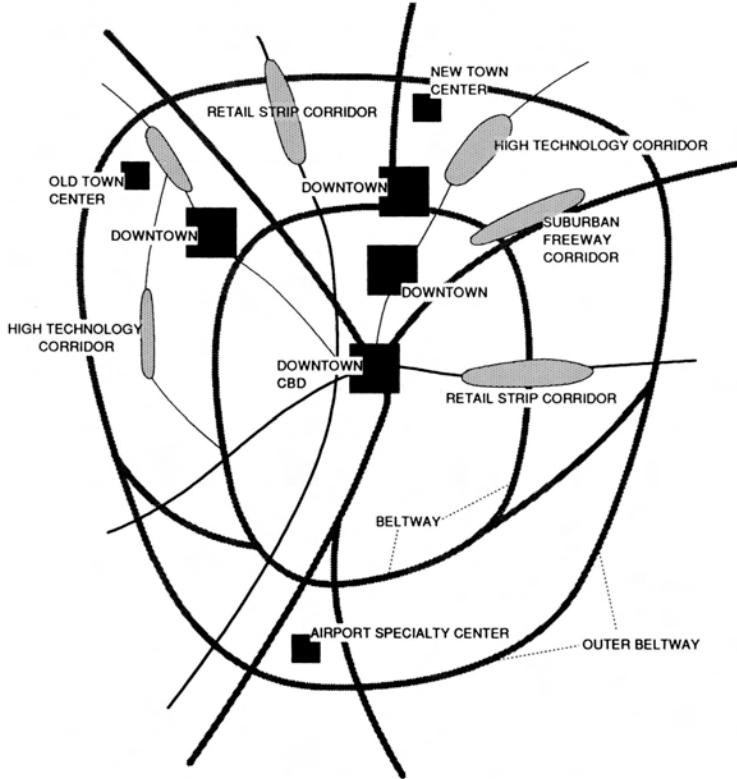
Atlanta metropolitan region

Post-metropolitan

*“...the real city at the end of the 20th century could be found there... [...] Atlanta [...] reveals some of the most critical shifts in architecture/urbanism of the past 15 years, the most important being the shift from center to periphery and beyond. No city illustrates this shift, its reason and its potentials better than Atlanta. In fact Atlanta shifted so quickly and so completely **that the center/edge opposition is no longer the point. There is no center, therefore no periphery. Atlanta is now a centerless city or a city with a potentially infinite number of centers.** In that way Atlanta is like LA, but LA is always urban, Atlanta sometimes posturban.”*

Rem Koolhaas, Atlanta, in S, M, L, XL, 1992

**MODEL OF HIGH ORDER METROPOLITAN
COMMERCIAL CORRIDORS AND CLUSTERS**



Several types of commercial clusters and corridors provide settings for office, retail, and hotel activity in the polycentric metropolis.

Atlanta edge city: Buckhead Lenox

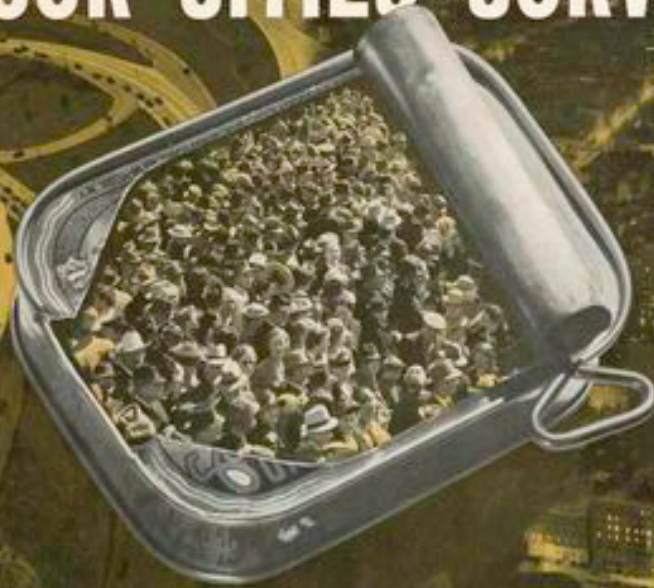






CAN OUR CITIES SURVIVE?
J. L. SERT
C. I. A. M.

CAN OUR CITIES SURVIVE?



J.L.SERT C.I.A.M.

\$5.00

PUBLISHER'S NOTE

Laymen as well as architects will find this ABC of city planning a most stimulating volume because it attacks the problems of the modern city from an entirely new angle. Mr. Sert points out that our cities have probably changed more during the past century than in any equal span before and that even greater changes will be required in the immediate future as a result of war and post-war developments. Vulnerability from the air adds new problems to those resulting from mechanized production and mechanized transportation. Modern standards of health and recreation demand total replanning schemes. Such facts led the C.I.A.M. (Congreso Internacional de Arquitectura Moderna) to begin back in 1929 a thorough study of urban conditions. After an analysis of thirty-three European and American cities of the most varied types, the architects of the Congress have formulated a town-planning chart and made the results of their collaboration available in the present volume. It is the first book that approaches modern city problems from both a realistic and a human point of view, with a comparative method worked out by architectural authorities in Europe and America. It examines the four elementary functions—dwelling, economic, work, and transportation—with reference to the cultural, social, and political needs of large population groups, and proposes efficient safeguards against repetition of past errors. Over three hundred diagrams and illustrations present the subject in vivid form. The jacket has been designed by Mr. Herbert Bayer. Modern typography and format result in a most intriguing book.

HARVARD UNIVERSITY PRESS
CAMBRIDGE, MASSACHUSETTS

1949

(Should) our cities survive? an ABC of urban problems, their analysis, their solutions; based on the proposals formulated by the C.I.A.M., International Congresses for Modern Architecture, published **1942** by Harvard University Press
bad distribution of functions and **low density large scale decentralisation** (not “sprawl” yet) – such as interminable garden cities, advanced process of civic disintegration, laissez faire strategies

“it is at its best, one of the major **successes** of the American way of life, where it is allowed to exist on its own.”

LA has **no** density, **no** recognizability of distinct parts, **no** pedestrian dimension, but still offers everything a metropolis can offer.

“suburbia has responded to the changing character of families with more flexibility than critics of the suburbs want to admit. The new city is a city “à la carte”, families create their own city out of the destination they can reach.”

“a multitude of uniform, unidentifiable houses, lined up inflexibly, at uniform distances, on uniform roads, in a treeless communal waste, inhabited by people of the **same** class, the **same** income, the **same** age group, witnessing the **same** television performances, eating the **same** tasteless pre-fabricated foods, from the **same** freezers, conforming in every outward and inward respect [...]. Thus the ultimate effect of the suburban escape in our time is, ironically, a low-grade uniform environment from which escape is impossible. [...] The end product is an encapsulated life, spent more and more either in a motor car or within the cabin of darkness before a television set.”

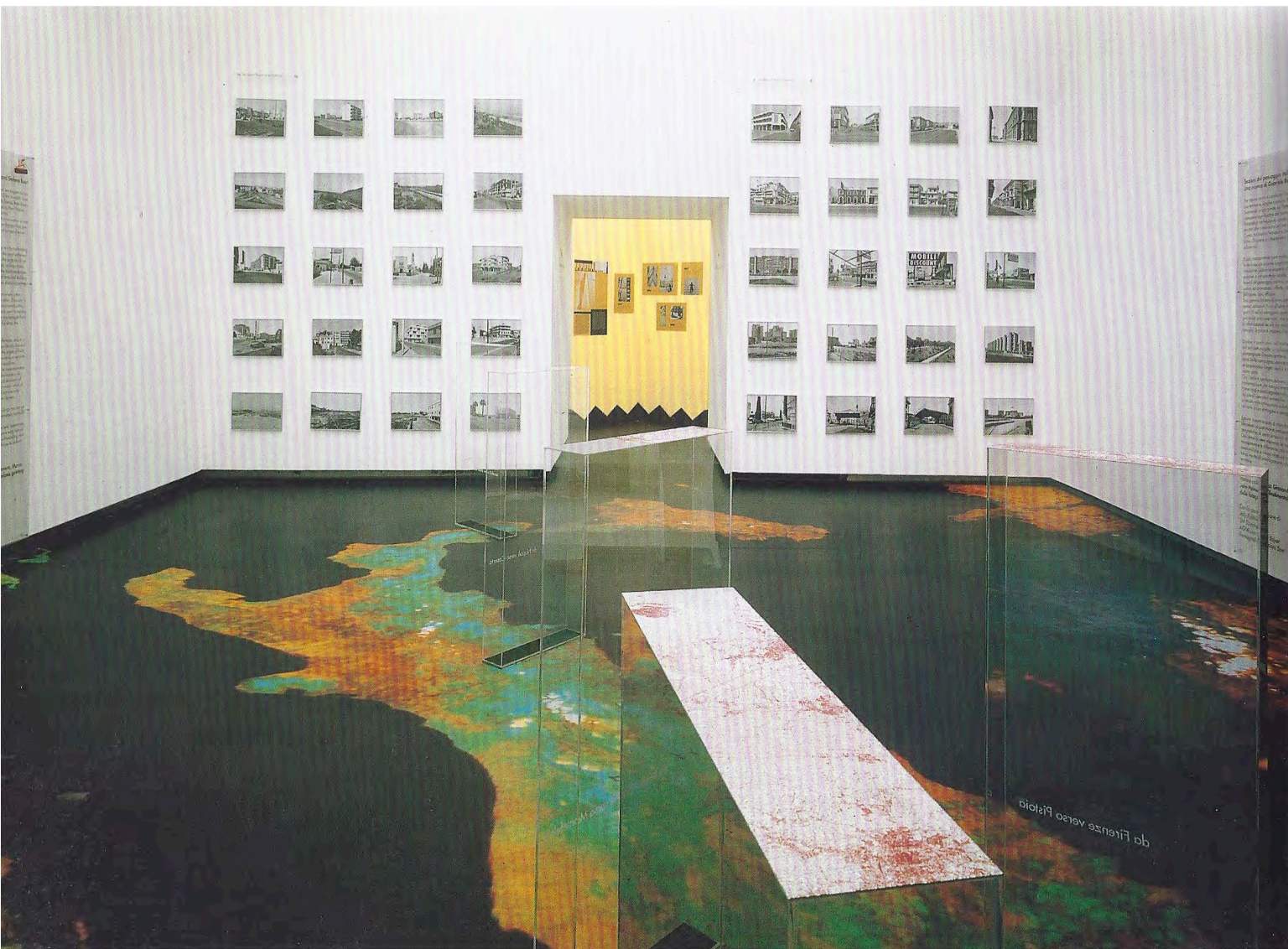
Lewis **Mumford**, *The city in history*, 1961 (http://www.youtube.com/watch?v=e5b_59mls4M)

Reyner **Banham**, *Urbanism: USA*, in *Architectural Review* 1961 vol.130, and *LA, Architecture of four ecologies*

Robert **Fishman**, *Bourgeois utopia, the rise and fall of suburbia*, 1987

- mass production (large allotments)**
- standardization of housing types and building materials**
- national government official support (via mortgages)**
- no pre-existing system of urban centers as urban structure**
- no previous relation of newcomers with the land**
- anti-urban ideology as cultural tradition**

**Italian (not only...)
way of dispersion,
or *città diffusa***



1. Le sei sequenze fotografiche contenute in questo libro, sono state esposte tra i mesi di settembre e novembre 1996 nella camera introduttiva del Padiglione Italia ai Giardini della Biennale di Venezia. L'allestimento ospitava sul pavimento una grande immagine satellitare della penisola dalla quale emergevano, come degli estrusi, i modelli in plexiglass e magnesio delle sei porzioni di territorio entro le quali erano state scattate le sequenze di fotografie; queste ultime coprivano per intero le pareti della stanza circondando il visitatore che si trovava così a cercare corrispondenze e a muoversi entro tre diverse "rappresentazioni" del territorio abitato. Alla realizzazione dell'allestimento hanno collaborato Gianandrea Barreca, Marco Brega, John Palmesino con Mario De Stefanis e Gianni Nigro. Cfr. S. Boeri, *Sezioni del paesaggio italiano*, in (a cura di)

Sezioni del paesaggio italiano, 1996 Biennale di architettura di Venezia, Padiglione Italia, Boeri e Basilico
6 sections 50 km by 12 km, ideal-typical situations of the new Italian urban condition represented by synthetic images, chosen because they have similar characteristics: the historical traditional sequence of urban spaces and order has disappeared





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BACCALA
SALLINI

RIA



DOMENICO ALVE

REGOLIA

EGE









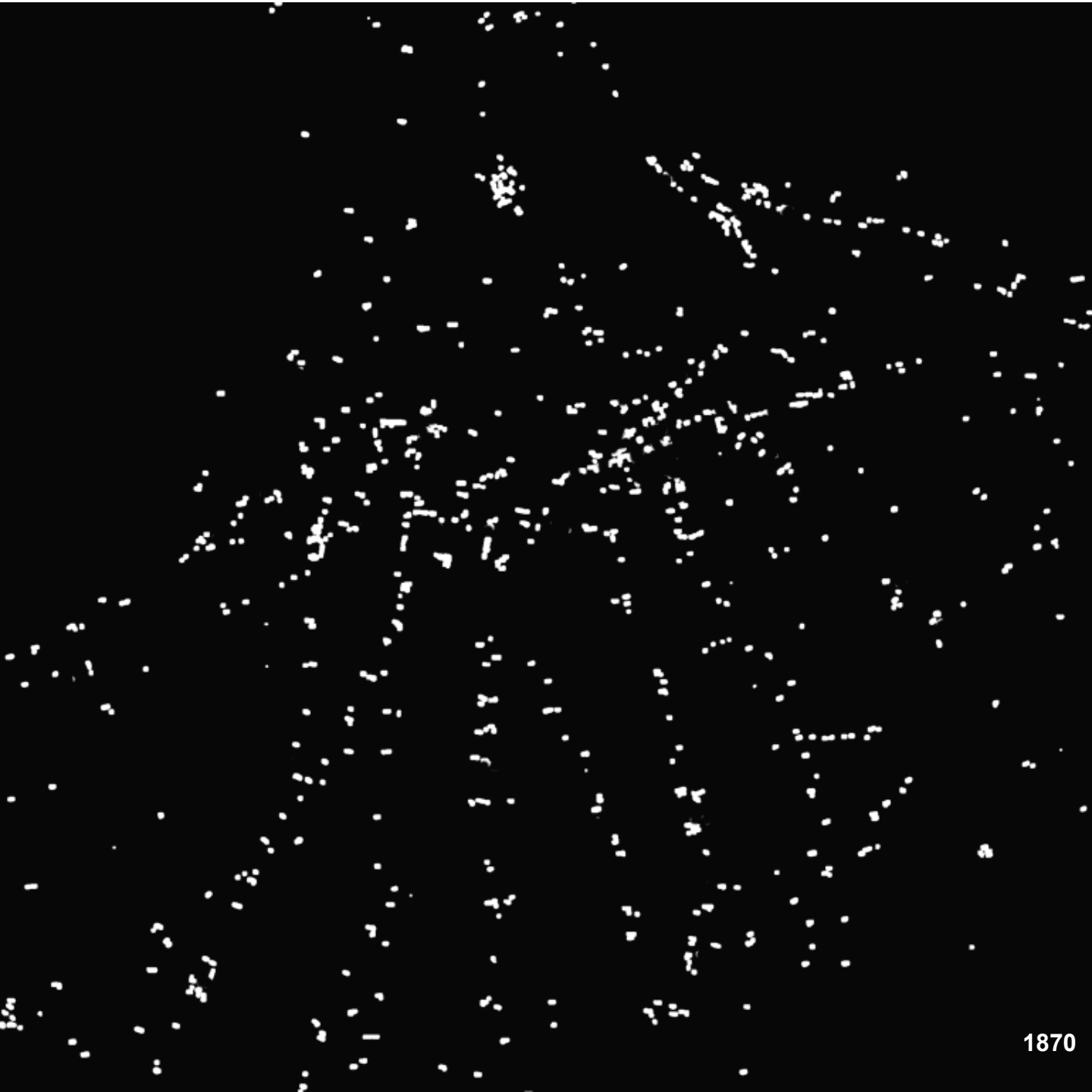
Issues

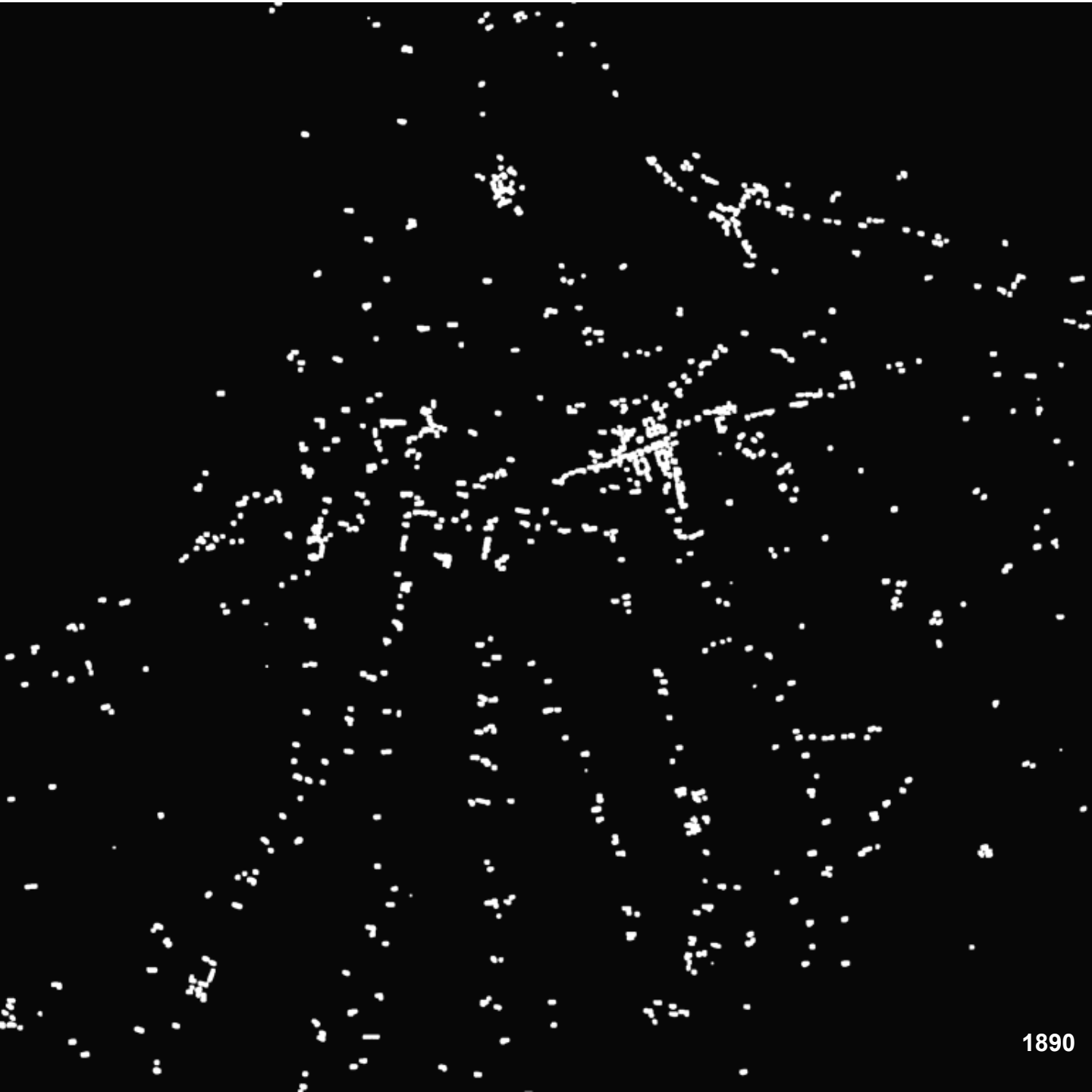
dispersion is an enduring characteristic, newly built houses and factories in recent times have led to a densification of this historic dispersion

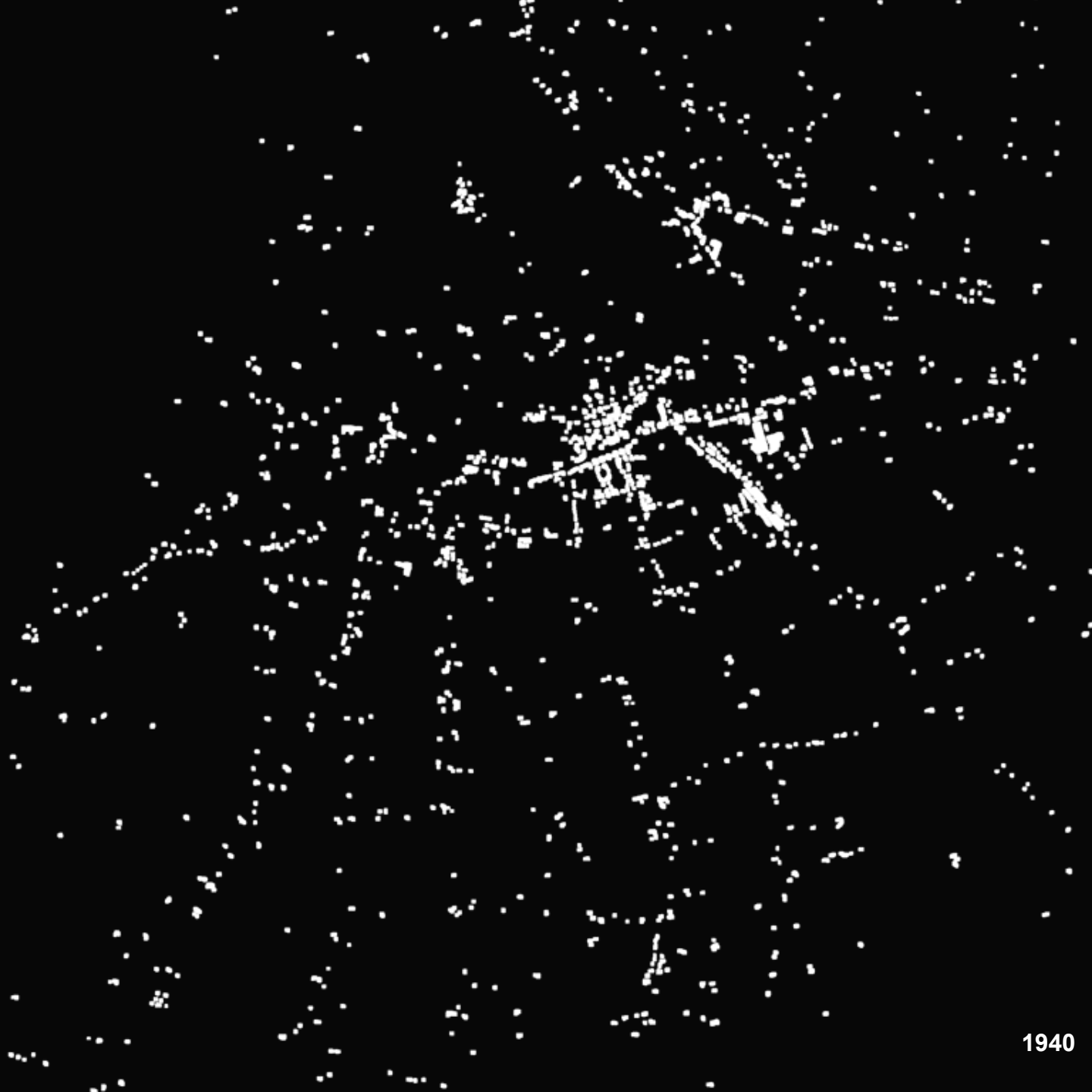
White= built space before 1981
Red= built space after 1981



Montebelluna. In the Veneto central region dispersion is an **enduring** characteristic, newly built houses and factories in recent times have led to a densification of this historic dispersion (da Munari e Tosi, New Territories exhibition, Università Iuav di Venezia, 2002) - 1990









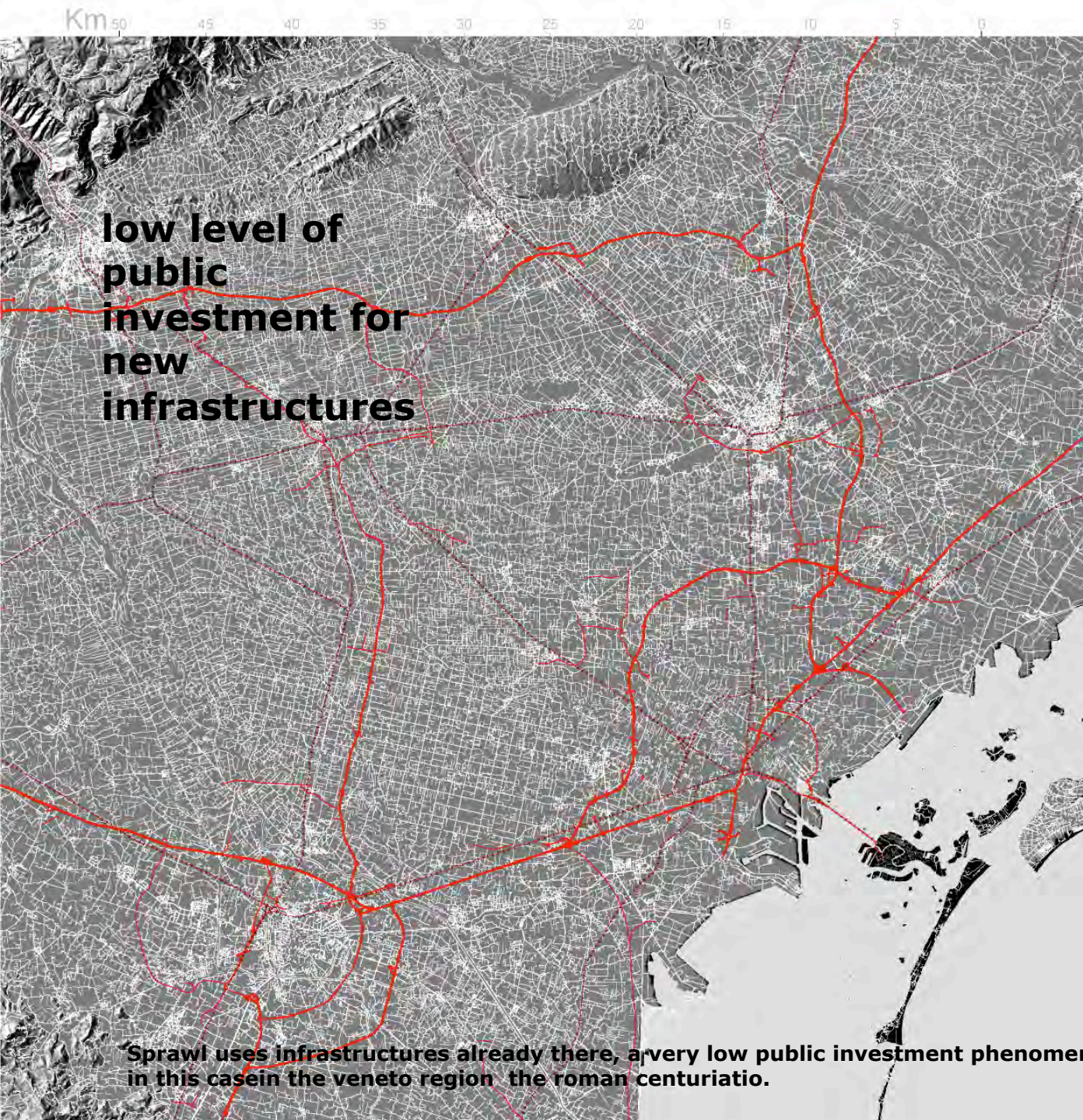
1970

#3 PESCARA

10km

Built up 1993

territory



low level of public investment for new infrastructures

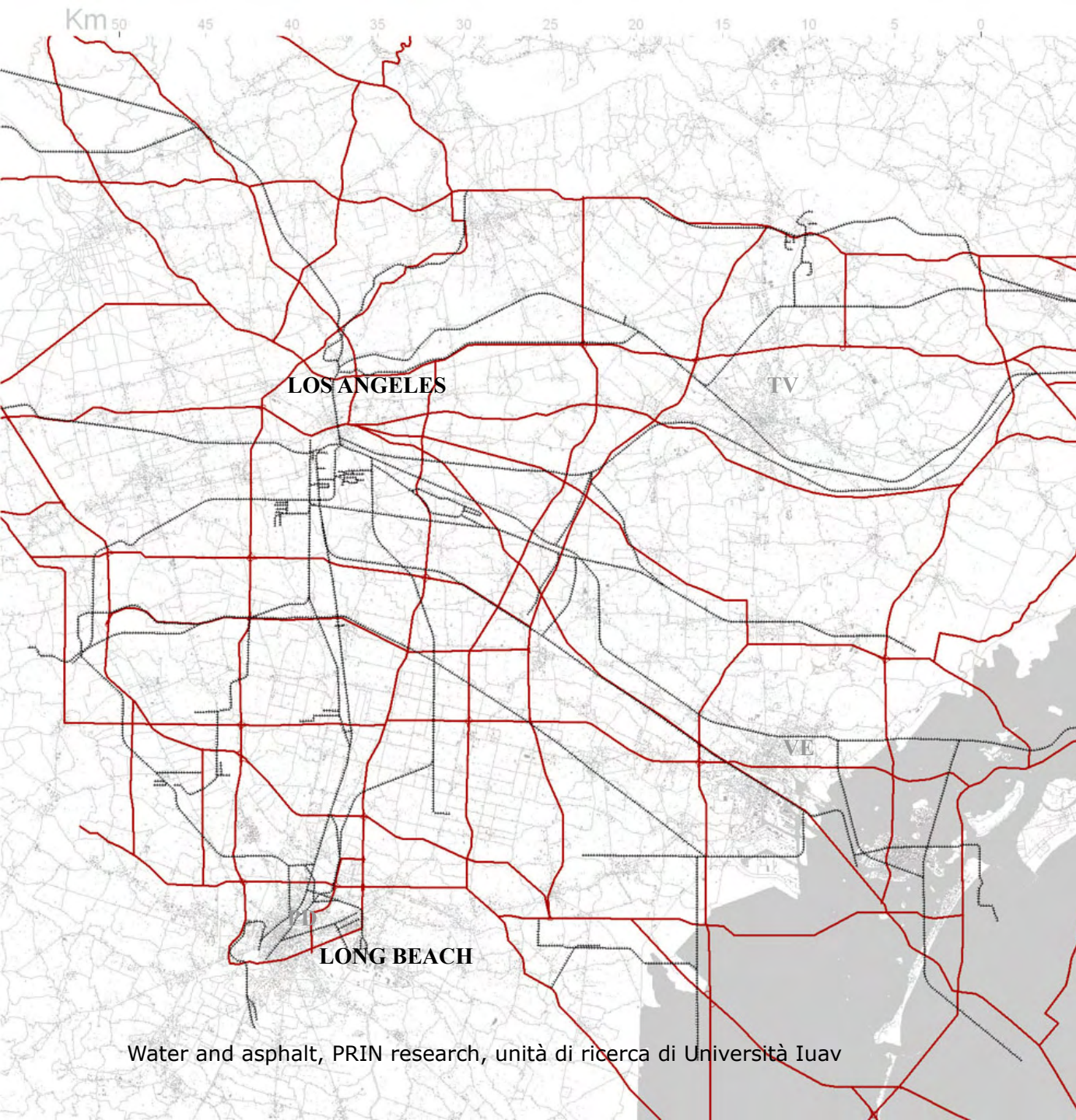
Main mobility infrastructures and secondary roads

Roads are very diffuse but it's difficult to separate different traffic flows (long distance – short distance, people – freight) and to re-qualify existing.

Strade, strade poderali, strade bianche

Autostrade e superstrade

Sprawl uses infrastructures already there, a very low public investment phenomenon in this case in the veneto region the roman centuriatio.



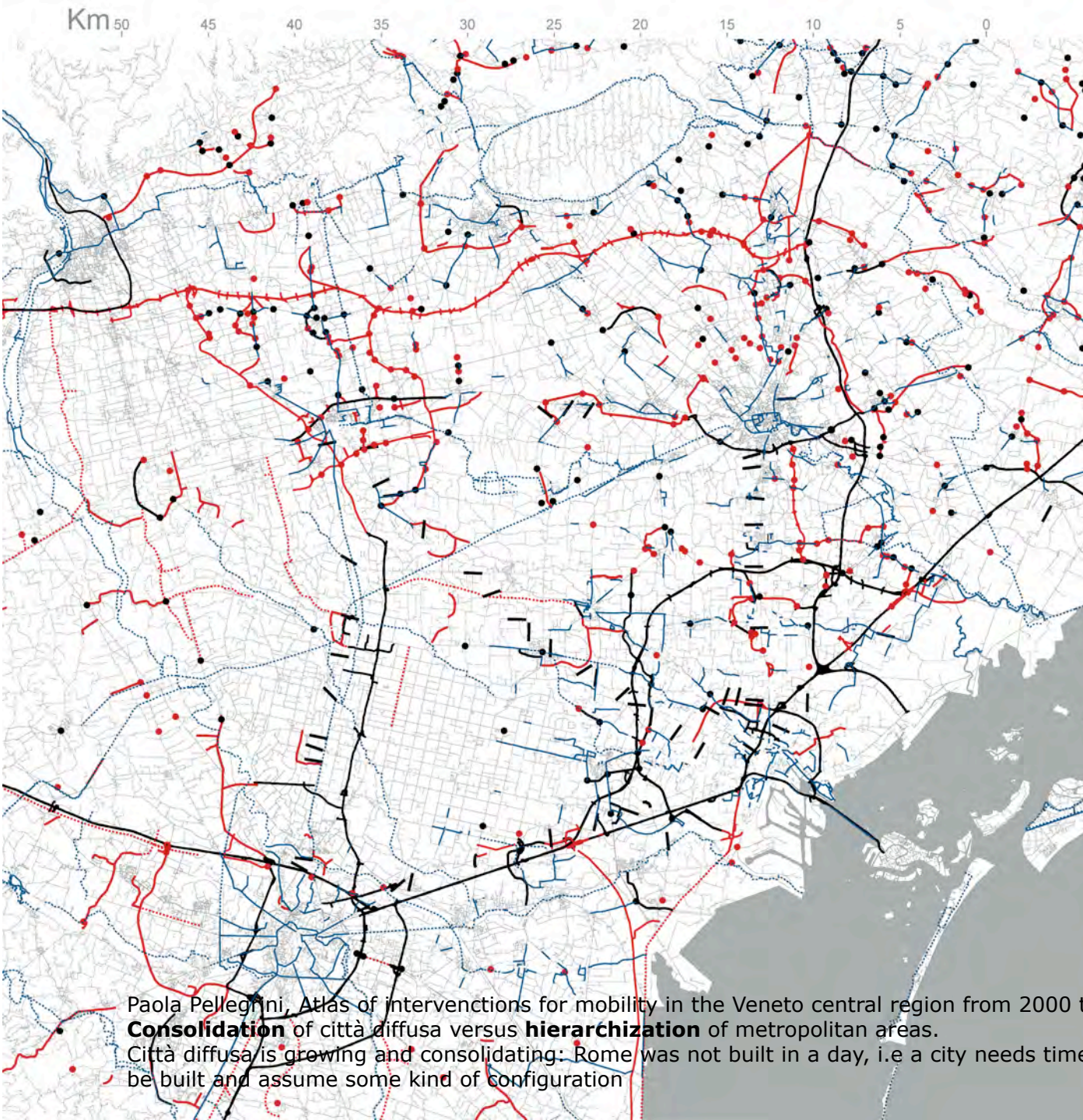
Main mobility infrastructures
Overlapping: central Veneto VS L.A. region

Central Veneto
1.900.000 inh.

L.A. region
10.000.000 in

Water and asphalt, PRIN research, unità di ricerca di Università Iuav

net of percolation
rail roads
fast roads



Paola Pellegrini, Atlas of interventions for mobility in the Veneto central region from 2000 to 2008

Consolidation of città diffusa versus **hierarchization** of metropolitan areas.

Città diffusa is growing and consolidating: Rome was not built in a day, i.e a city needs time a different processes to be built and assume some kind of configuration

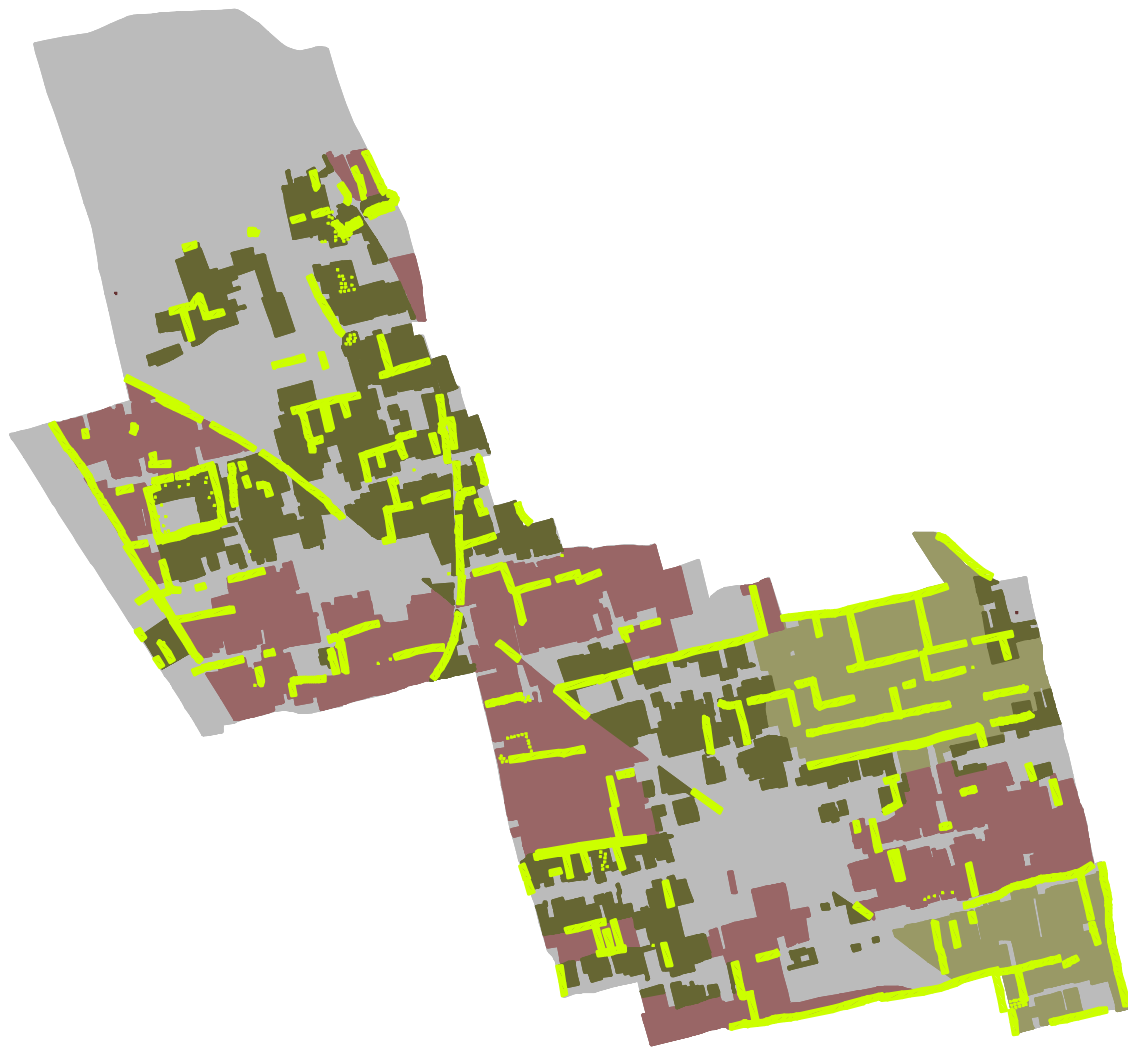
An aerial photograph of a rural town, likely Cassola, showing a mix of residential buildings, industrial structures, and large open fields. The town is spread out across the landscape, with buildings interspersed among fields and trees. The overall scene depicts a 'diffuse city' where urban development is not concentrated in a single core but is scattered across a wider area.

**open space,
often still rural
and productive**

Paola Viganò, the territory as "città diffusa" in Cassola and beyond
SEARCH FOR HABITAT QUALITY in a situation of facilities deficit (the capitale fisso sociale = roads, open areas, channels, embankments...), the family and the small enterprise are the main actors in deciding the localization of the inhabited land
Attempt to escape unsatisfactory urban conditions for scarcity of public facilities and comfort; settlements use existing infrastructures as possible



- paesaggio agrario aperto
- paesaggio agrario semiaperto
- paesaggio agrario suburbano
- alberature



paesaggio agrario

**minimal rationality i.e.
limited to what is strictly
necessary to guide choices
of individual actors**

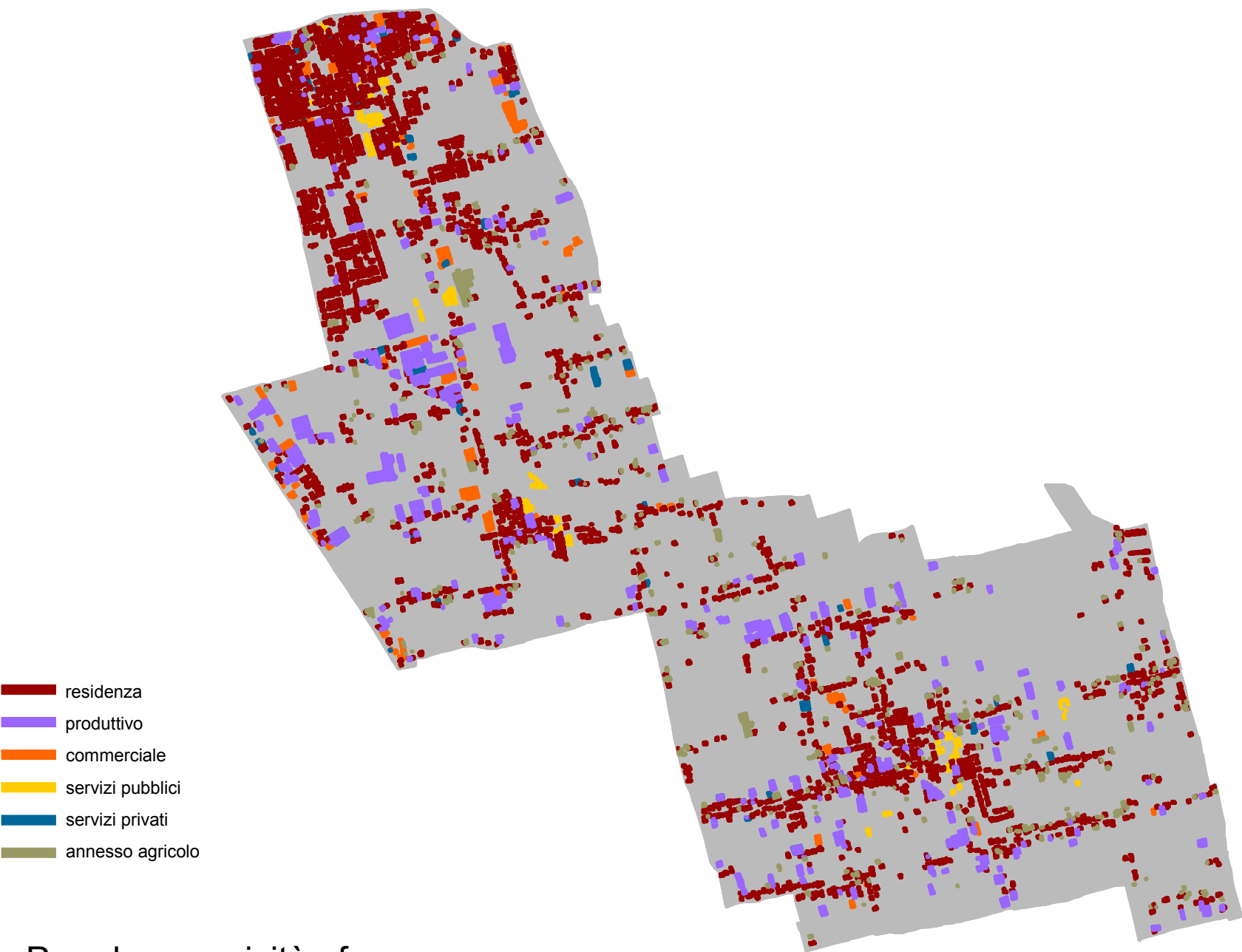
Situazioni: la "periferia" di La Spezia



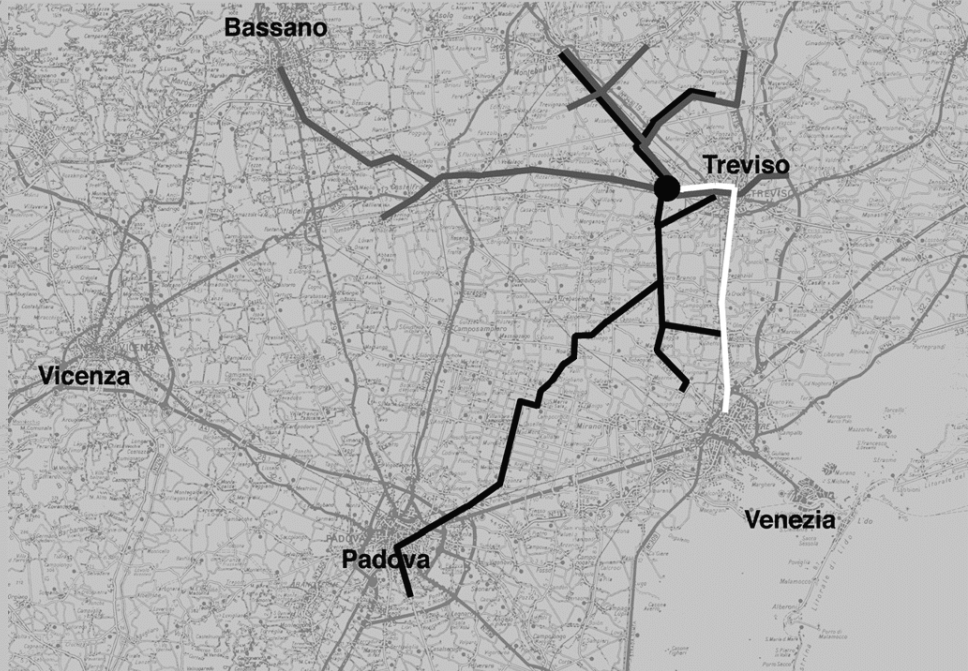
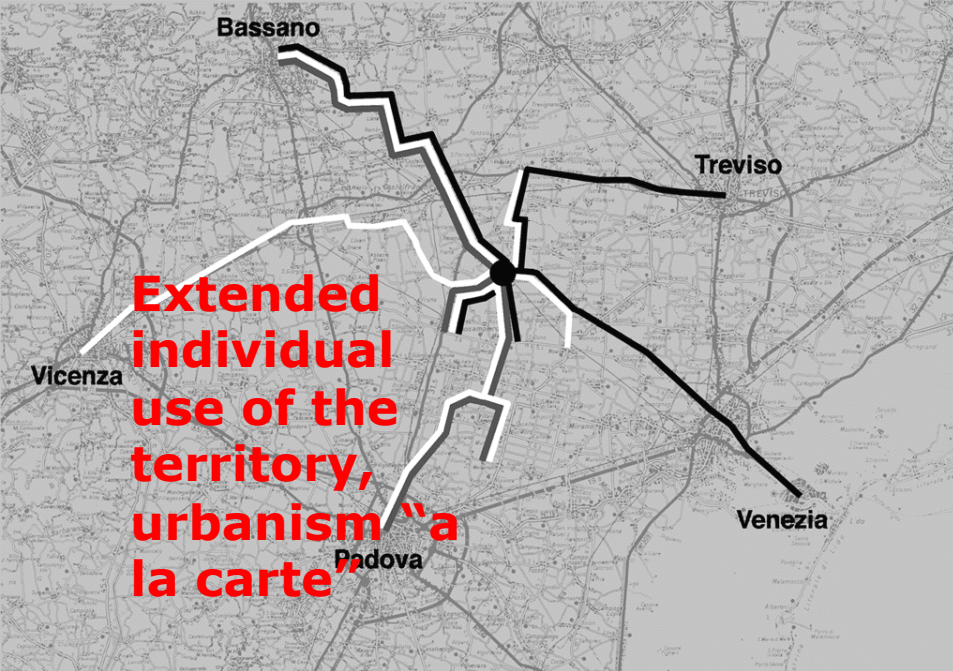
Situazioni: la "città diffusa" nella Valle della Magra"; S. Stefano



La Spezia Val di Magra plan: comparison between “old style periphery” and areas of dispersion
- **restructuring of the city** (the conventional periphery) – continuity, proximity with the existing urban structure
- single family house, little workshops, but also **atopic** objects – **new organization of territory** ESITO DI
RAZIONALITA' MINIMALE (minimal rationality i.e. limited to what is strictly necessary to guide choices of actors; categories are often vague, weak and open)



Paradoxes: mixitè of uses

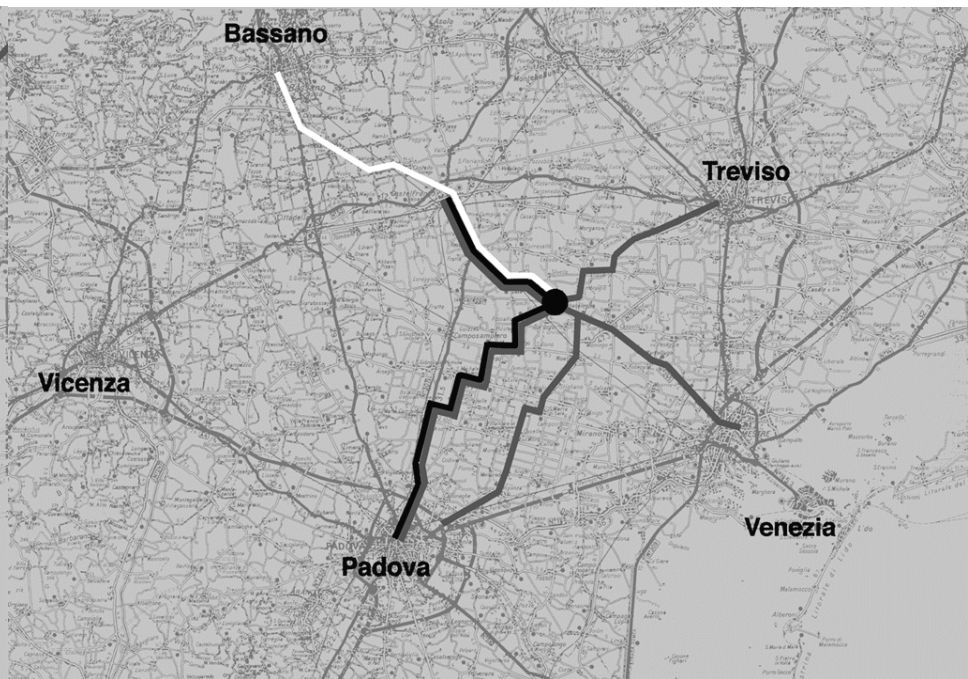
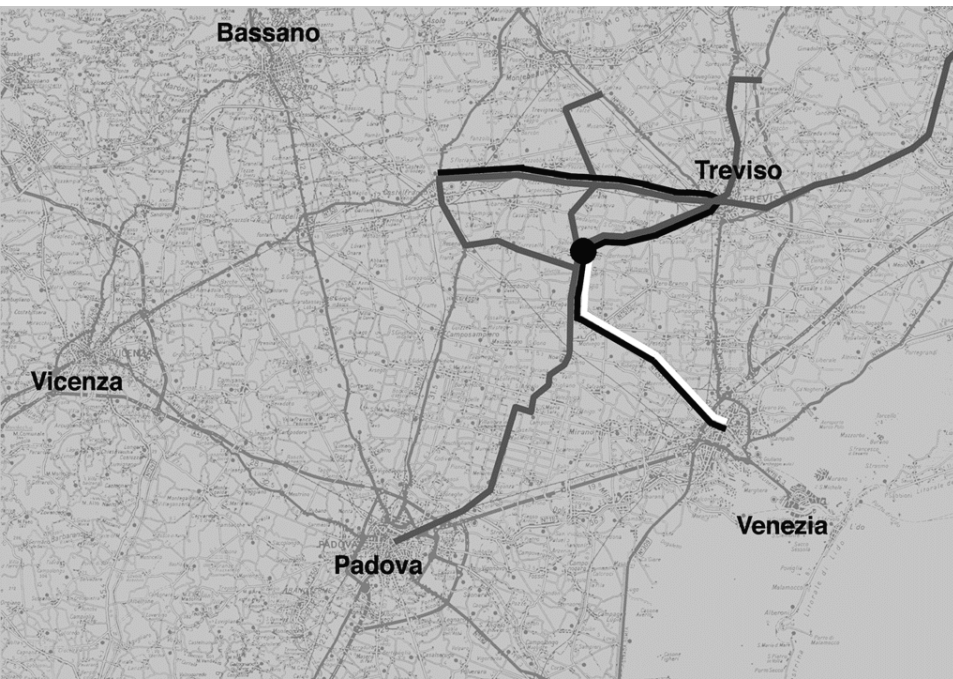


Movements of people

white=shopping

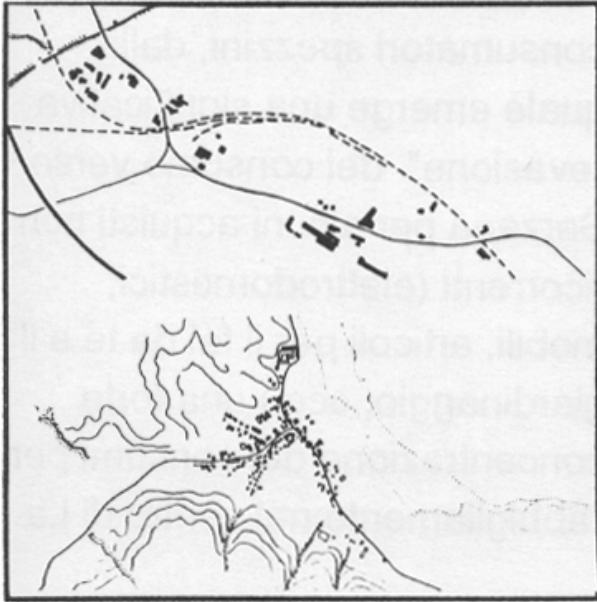
black=work + study

grey=leisure time

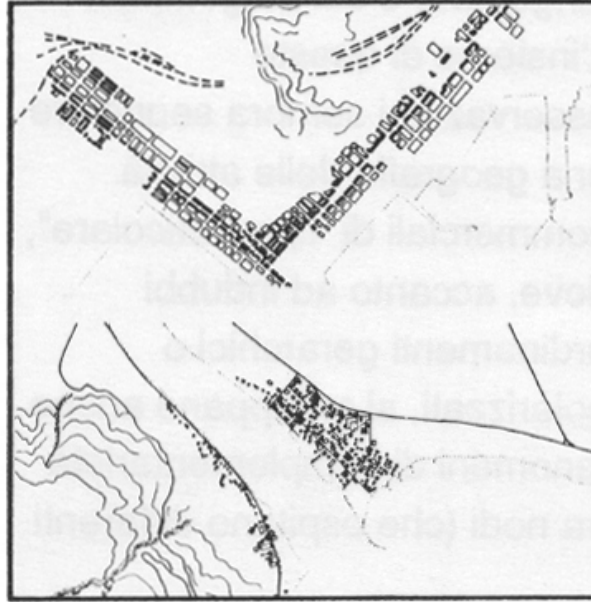


**efforts to describe this
minimal rationality:
recurrent elements,
settlement strategies**

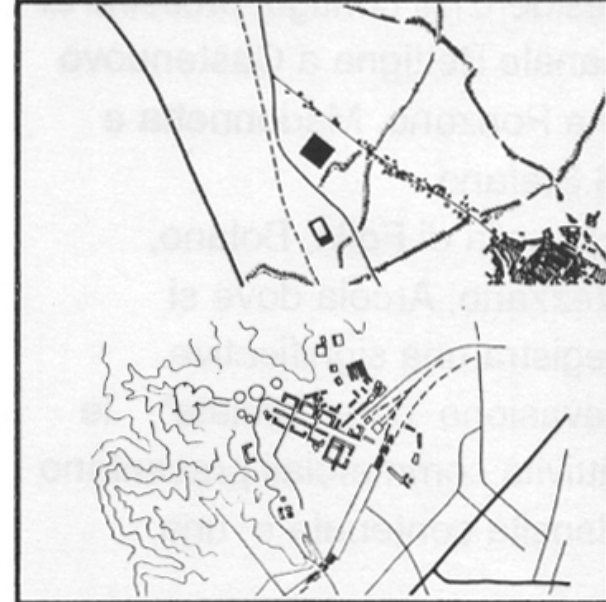
Le strade mercato: Sarzana e Romito.



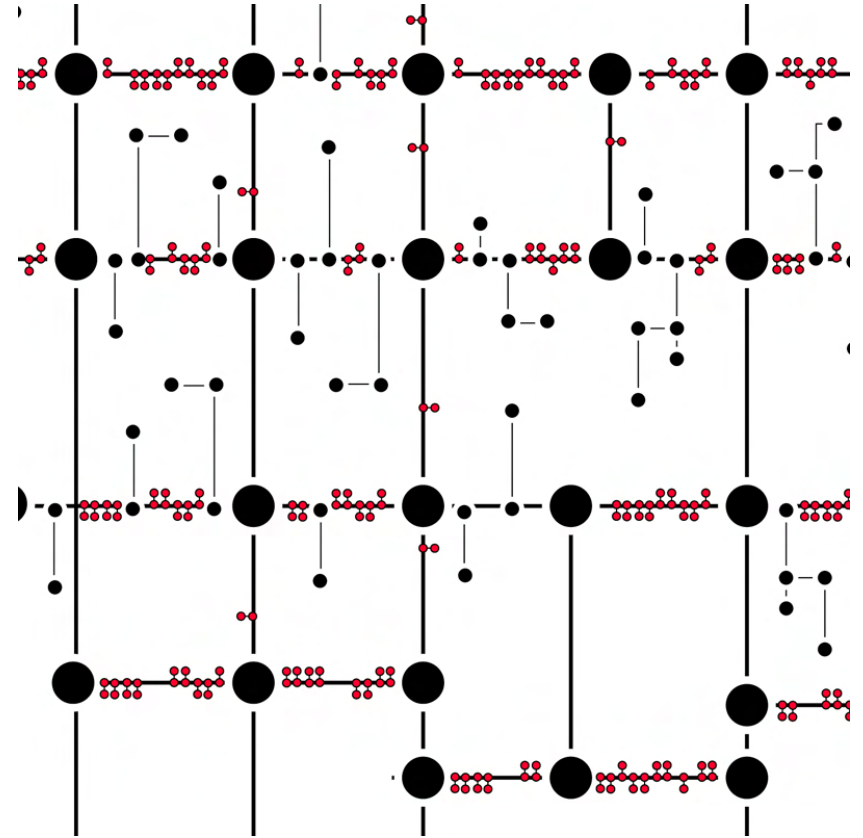
Gli assi commerciali urbani: La Spezia e Fiumaretta.



I grandi centri commerciali: Sarzana e l'area ex IP.



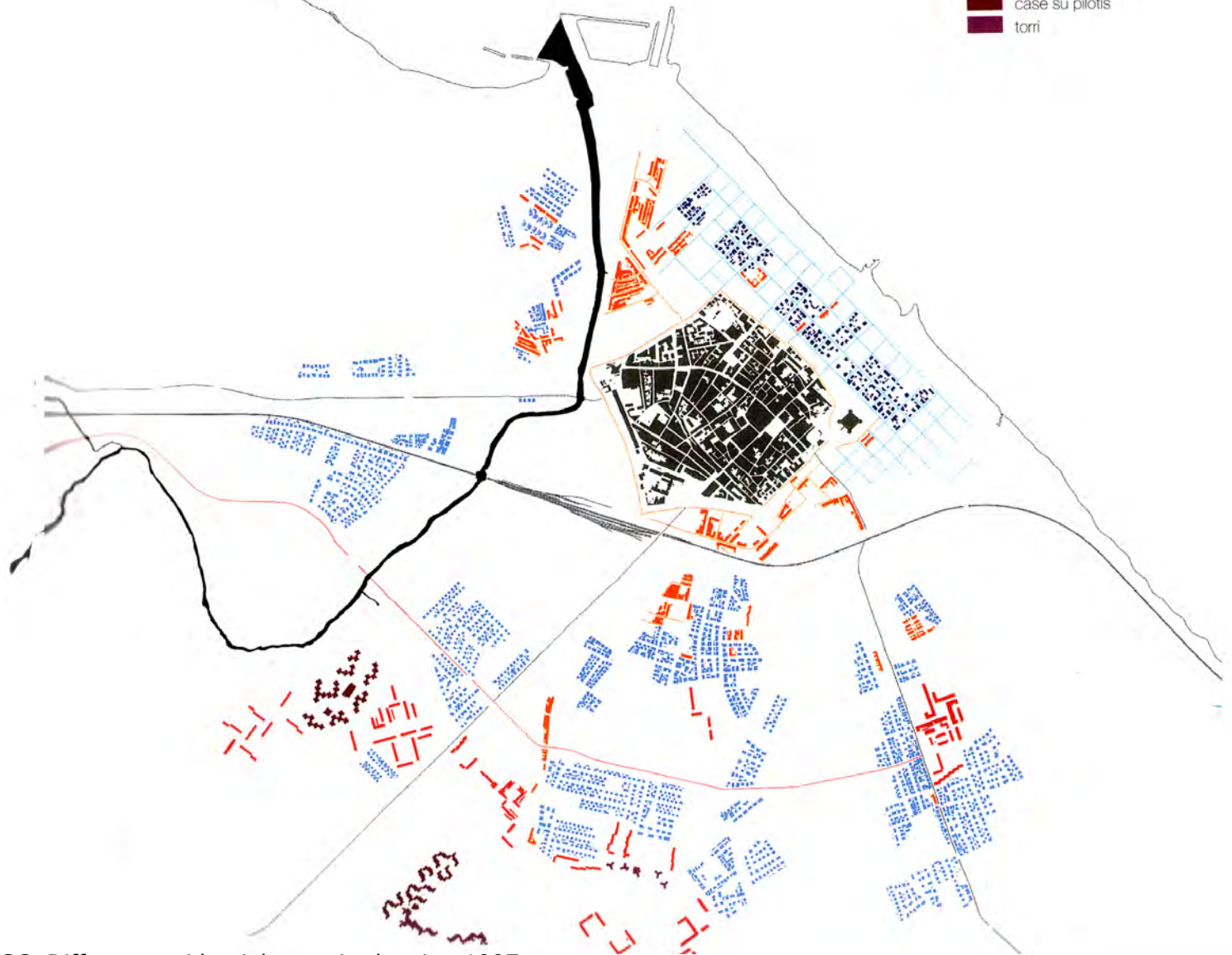
Different recurrent elements in città diffusa: market road (strip mall); main commercial axes; large shopping areas



Lorenzo Fabian, relation roads – residential buildings in Veneto central region
Water and asphalt, PRIN research, unità di ricerca di Università Iuav – **ISOTROPY**: each point is very well connected with the same degree of accessibility

Parti di città tipologicamente connotate

- centro storico
- case a schiera
- ville
- villette
- case in linea
- case su pilotis
- torri



Pesaro, PRGC, Different residential parts in the city, 1997



Changes in Milan metropolitan area:
(definition of some figures in the
metamorphosis processes)

Islands

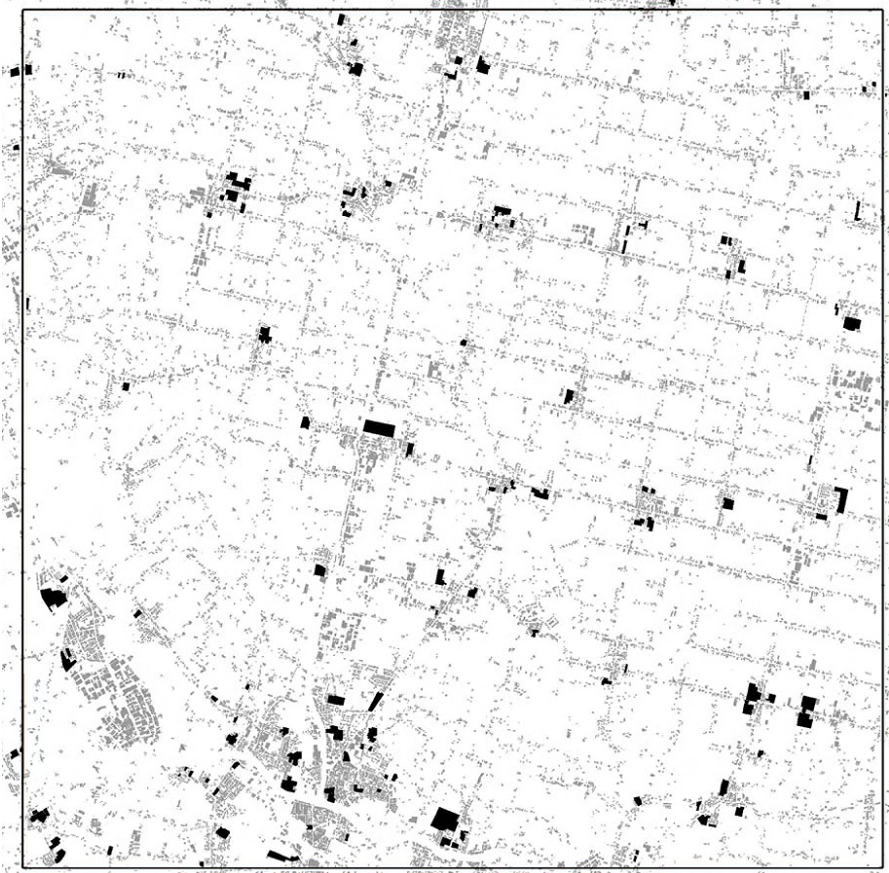
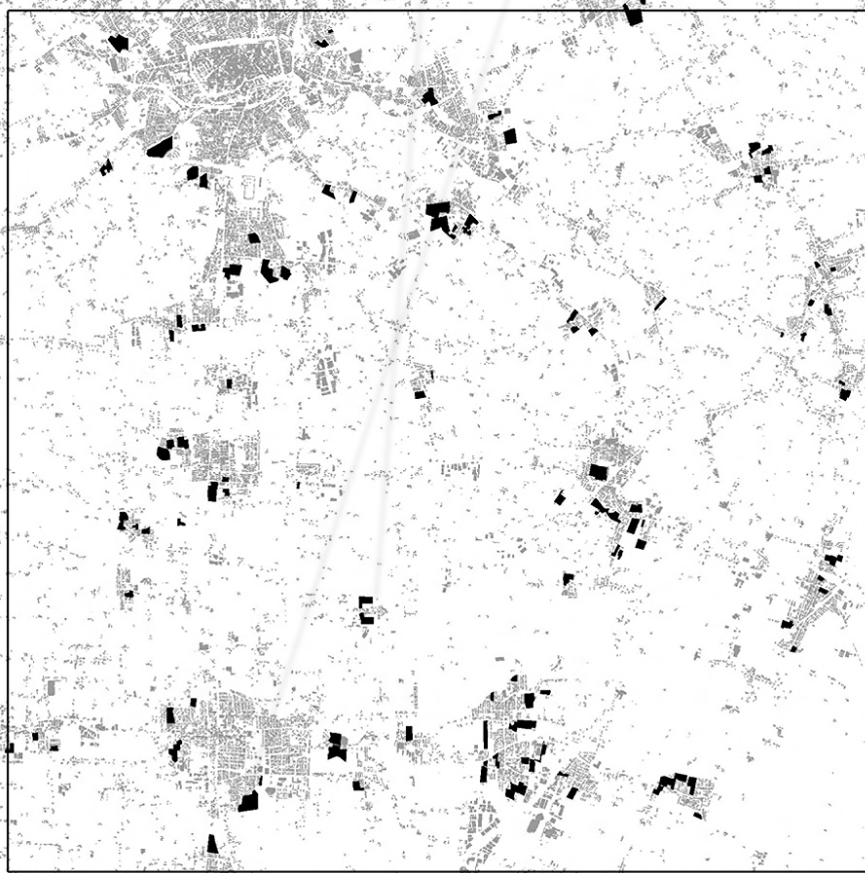
Linear attractors

Hybrid machines

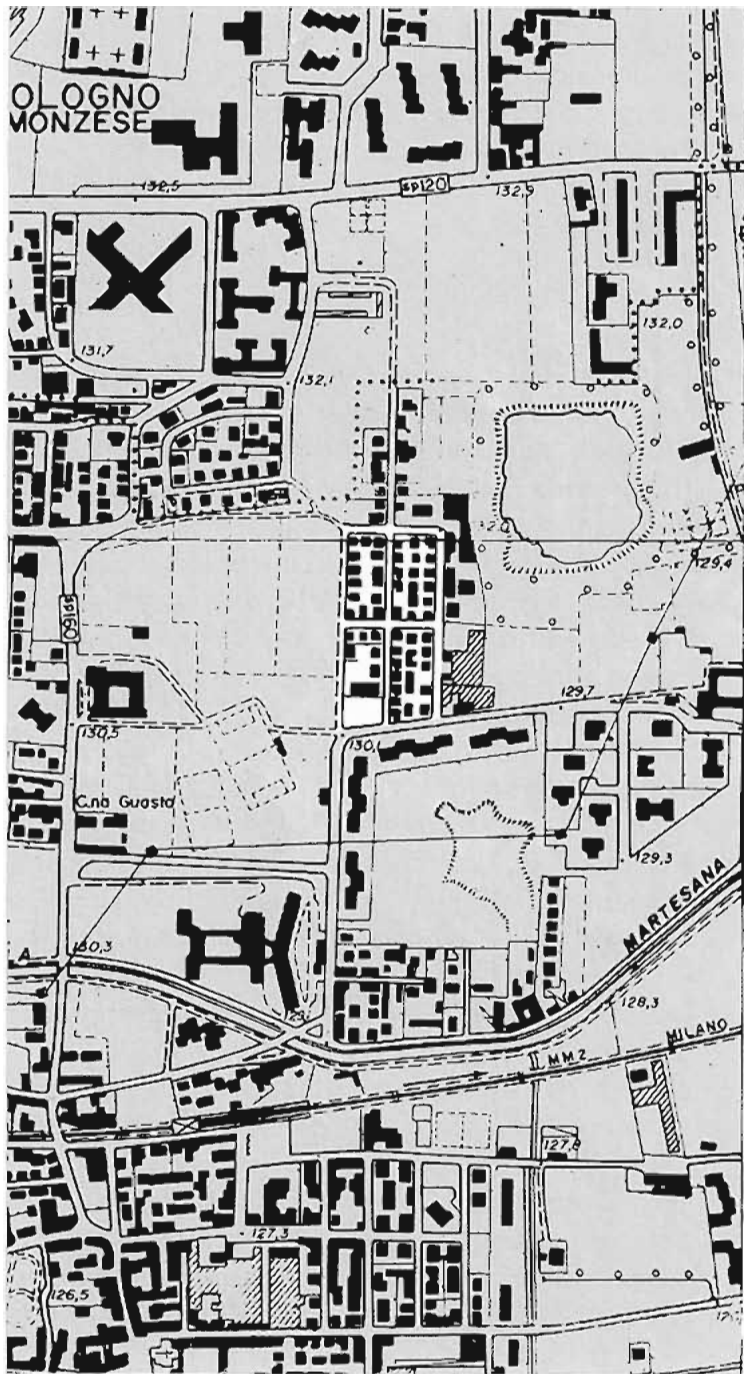
Plugs (tassello)

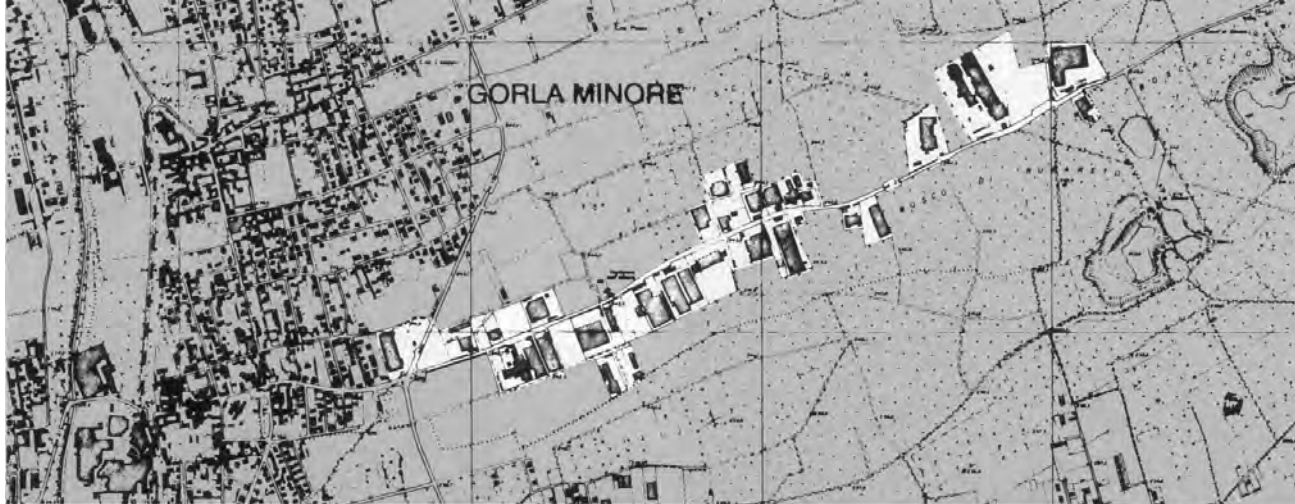


Islands (il magentino): il mutamento per addizioni di porzioni introverse e pianificate di territorio, con reiterazione di oggetti edilizi simili, Lottizzazioni residenziali introverse a bassa densità



Islands: not single families development anymore, but "islands" with higher density, some kind of green areas, proximity to consolidated dispersed centers





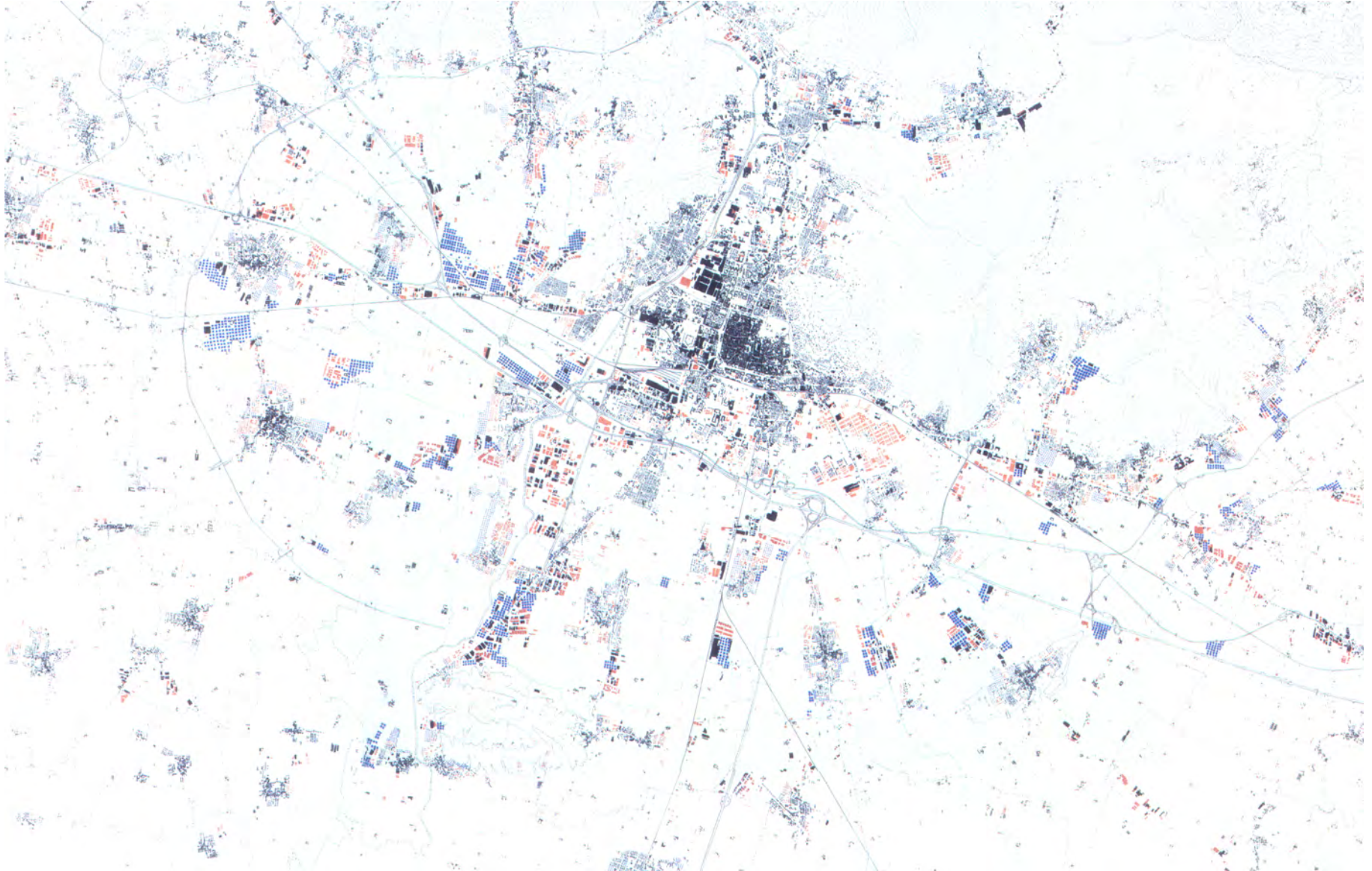
Linear attractors: il mutamento attorno ad un tracciato con sequenze di edifici



Linear attractors: shopping strip (strada mercato)



Prato, PRGC, elements structuring the settlement (also support to dispersion), 1994



Brescia, **dispersion as fractals (METAPHOR TO EXPLAIN THE SPRAWL**, any of various **extremely irregular** curves or shapes for which any suitably chosen part **is similar in shape to a given larger or smaller part** when magnified or reduced to the same size), 1995

new typologies

Lotto occupato da un edificio con destinazione d'uso mista residenziale e produttivo-artigianale.

In alcuni casi l'edificio è l'esito dell'accostamento di una unità abitativa residenziale (una casa unifamiliare) ad un altro corpo edilizio destinato ad attività produttive, che può avere dimensioni e forme molto variabili.

In altri casi l'alloggio è posto al livello superiore, mentre al piano terra e/o a quello seminterrato sono ospitate le attività produttivo-artigianali.

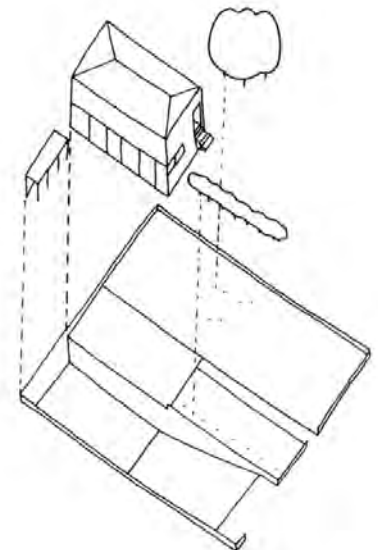
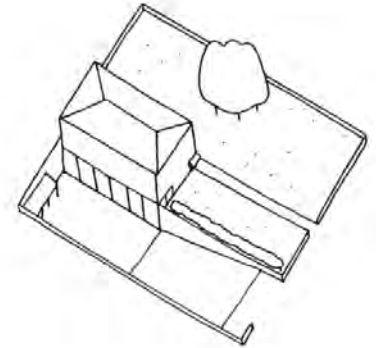
Tanto l'edificio quanto il lotto possono avere dimensioni e forme molto diverse.

Lo spazio aperto di pertinenza viene utilizzato per le attività legate alla produzione, alla manovra, al carico e scarico delle merci e in parte è sistemato a giardino riservato alla residenza.

A Seregno questo materiale urbano si inserisce puntualmente e in modo diffuso entro i tessuti residenziali.

Attualmente la casa capannone è presente nelle zone B1, B2, B5, B7, BP1 di Piano Regolatore.

Interventi che hanno per oggetto questi materiali sono proponibili nelle zone B2, B5, B7, BP1.



Casa negozio

Lotto di dimensioni molto variabili occupato da un edificio con destinazione d'uso mista, residenziale e commerciale, in genere a due piani fuori terra. L'alloggio è posto al livello superiore mentre il piano terra è occupato totalmente o prevalentemente dall'esercizio commerciale. Sono presenti anche casi in cui l'edificio ospita più alloggi ed esercizi commerciali; questa configurazione generalmente tende a collocare l'edificio direttamente sul margine del lotto prospiciente la strada. Soprattutto in questi casi i residenti degli alloggi non sono necessariamente i conduttori degli esercizi commerciali.

In tutti i casi questo materiale presenta dei requisiti particolari in relazione all'accessibilità, essendo spesso distinta quella relativa all'alloggio e quella per l'esercizio commerciale.

In alcuni casi il lotto non è recintato (o lo è solo nella parte retrostante, opposta alla sede stradale).

Lo spazio prospiciente la casa, e fra questa e la strada, può essere destinato a parcheggio pubblico o asservito ad uso pubblico.

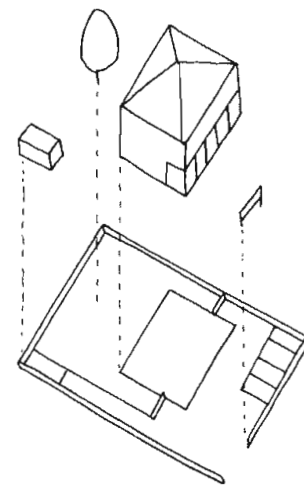
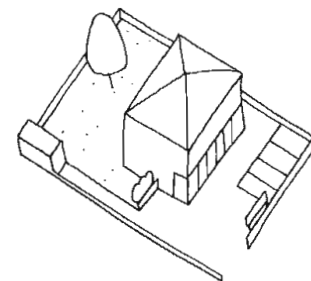
La presenza di uno spazio domestico a giardino dipende dalle dimensioni del lotto.

Lo spazio domestico può ridursi al solo spazio di manovra degli autoveicoli. A volte il trattamento a giardino verso la strada è parte determinante per la presentazione dell'attività commerciale e la sua visibilità.

Si tratta di un materiale urbano che a Seregno costituisce una "emergenza" nei tessuti che lo ospitano, sia per l'eccezionalità dello spazio pubblico che lo riguarda, sia per l'immagine che l'edificio propone verso la strada.

Attualmente la casa negozio è presente nelle zone B1, B2, B5, B7 di Piano Regolatore.

Interventi che hanno per oggetto questi materiali sono proponibili nelle zone B2, B5, B7, fatte salve le disposizioni del P.R.G. circa i tracciati tematici.





_stratification + mixed use

tricks

11

Adriatic city, house with shop

Contenitore di medie e grandi dimensioni con grande parcheggio privato

Lotto occupato da un edificio, nella prevalenza dei casi a destinazione commerciale, di dimensioni variabili (fino a 5000 mq. e oltre in alcuni rarissimi casi) e altezza pressoché costante (8-10 m.), e caratterizzato dalla presenza di un ampio spazio aperto destinato a parcheggio e a suo uso esclusivo.

L'edificio, spesso realizzato, in tutto o in parte, con le modalità della prefabbricazione, è collocato in un lotto che a volte non è recintato (o lo è solo nella parte retrostante).

Le modalità di occupazione dello spazio sono di volta in volta diverse e dipendono spesso dalla data di edificazione e comportano rapporti di copertura eterogenei (dal 70 al 50%).

Di solito il lotto è occupato da un solo manufatto; raramente sono presenti altri edifici o strutture edilizie.

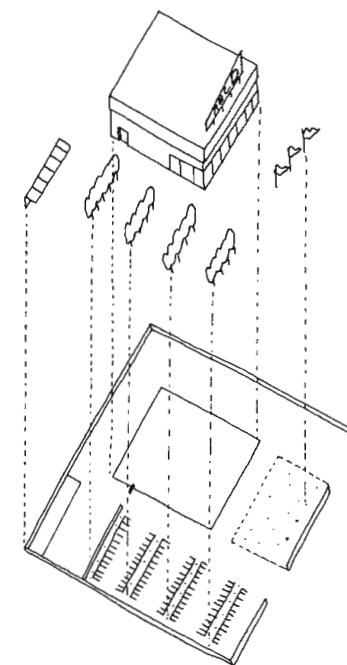
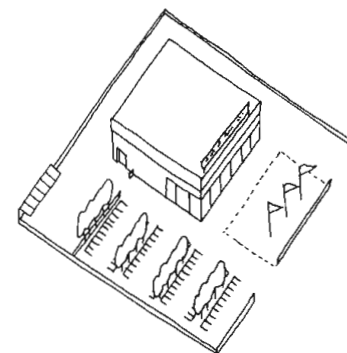
Lo spazio aperto è in buona parte impermeabile, destinato a parcheggio, in alcuni casi ad ospitare esposizioni verso la strada, alla circolazione e alla manovra degli automezzi, al carico e allo scarico delle merci, sul retro.

Raramente il parcheggio è alberato e dotato di spazi verdi filtranti distribuiti lungo gli stalli delle macchine.

A Seregno si trova isolato o in aggregazioni lineari con altri materiali urbani lungo le "strade mercato".

Attualmente i contenitori di medie e grandi dimensioni con grande parcheggio privato sono presenti nelle zone BP4 di Piano Regolatore.

Interventi che hanno per oggetto questi materiali sono proponibili nella zona BP4.



Phases in central Veneto region

1. people living and working in the countryside ameliorate their economic condition and build the house they consider best **on their plot**, no matter where it is.

“**campagna urbanizzata**”, family as reference. They use elements of fix social asset (capitale fisso sociale), there as historic heritage.

2a. People leave the city where prices are too high to build the house they consider best and public services are unsatisfactory; these accept also low quality settlements, facing heavy traffic roads and distant from railroad and services.

2b. Re-localization of production.

3. Plans with an incremental attitude to improve infrastructures and to realize and spread equipments that remain under-dimensioned anyhow.

“**città diffusa**” = some characteristics of urbanity

The "big Brescia" is the result of a massive phenomenon of dispersion and densification: of the subjects, enterprises, settlements; of their dispersion in a wide area that gradually becomes much denser and more consistent than it has ever been in its history.

What has happened in the last twenty years in the Brescia area, as in many other Italian and European regions, it is not only the progressive enlargement of a central city, the addition of new and ever more distant suburbs, the increase of city and its turning into a large metropolitan area. **The transformations undergone in Brescia, as in some other Italian and European cities at this time, build a radical break with the past**, a break that allows us to consider perhaps ended the story of "Brescia modern" and started to get full of unknowns' Brescia contemporary ".

- **house by house settlement, often on family rural property**
- **no standardization, but efforts for individual expression**
- **no official policy of support, but discovery of consequences once the process is well established**
- **pre-existing system of spread urban centers and infrastructures as support**

**A new spatial organization of the territory
(not an extension of previous conditions)**

**Question of legitimacy – affirm a right.
Local government allowed micro-additions.
No general plan and no infrastructures to guide
the development.**

**A new spatial organization of the territory
(not an extension of previous conditions)**

Question of maintenance: these kind of buildings and these kind of settlements are very expensive to maintain for singles and for collectivity, especially in times of economic crisis.

Question of quantity: many only children and many houses in property: in the future people will own often more than one house, even though probably decaying.



LA, San Bernardino Fwy today: process of densification



Atlanta, GA, densification of strip mall

Italian territory. Futures without maps

Two alternatives of territorial organization or two possible models are emerging:

a). **Italy as a network** (to project urban concentration);
that means to increase density along some territorial lines by the effect of an infrastructural policy that concentrate investments in few points and network lines. It's a radicalisation of the 'Short Italy' made by the high speed railway lines; the creation of a central urban plug, in opposition to low density territory.

b). **Italy as a park** (to project dispersion);
that means to look for a different territorial model, which uses new technologies and news parameters of environmental compatibility, and which is going to an hybridisation of urban and non-urban, giving form to a sort of no-stop city at low density.

The operative models hidden under these two options are at one side the project as construction of some invariants at a great scale, primary elements, stable borders in a context under quick transformation; at the other side the choice of the project as an instrument to give value, to recognize clues of changes that have to be put in a new frame sense.

“città diffusa” = some characteristics of urbanity

Low density (extensive, not intensive)

Wide extension (where does the metropolitan area ends?)

No spatial hierarchy (no sub-urbanity)

The only important element is the “home”,
not home with a collective context

Good connections thanks to a capillar road system
(capitale fisso sociale used as possible)

Multidirezionalità of movements

Preferred by not highly qualified people

FORM

- unlimited expansion (consumption of land)
- low density
- discontinuity of settlements and leapfrog development (fragmenting rural and natural areas)
- no land use planning at a wide scale

Issues **repeated:**

Monolith or diverse social identity?

Wasteful fragmentation or democracy?

Private commodity or public good?

Monotonous conformity or individual comfort?

Placeless-ness or place?

MOBILITY

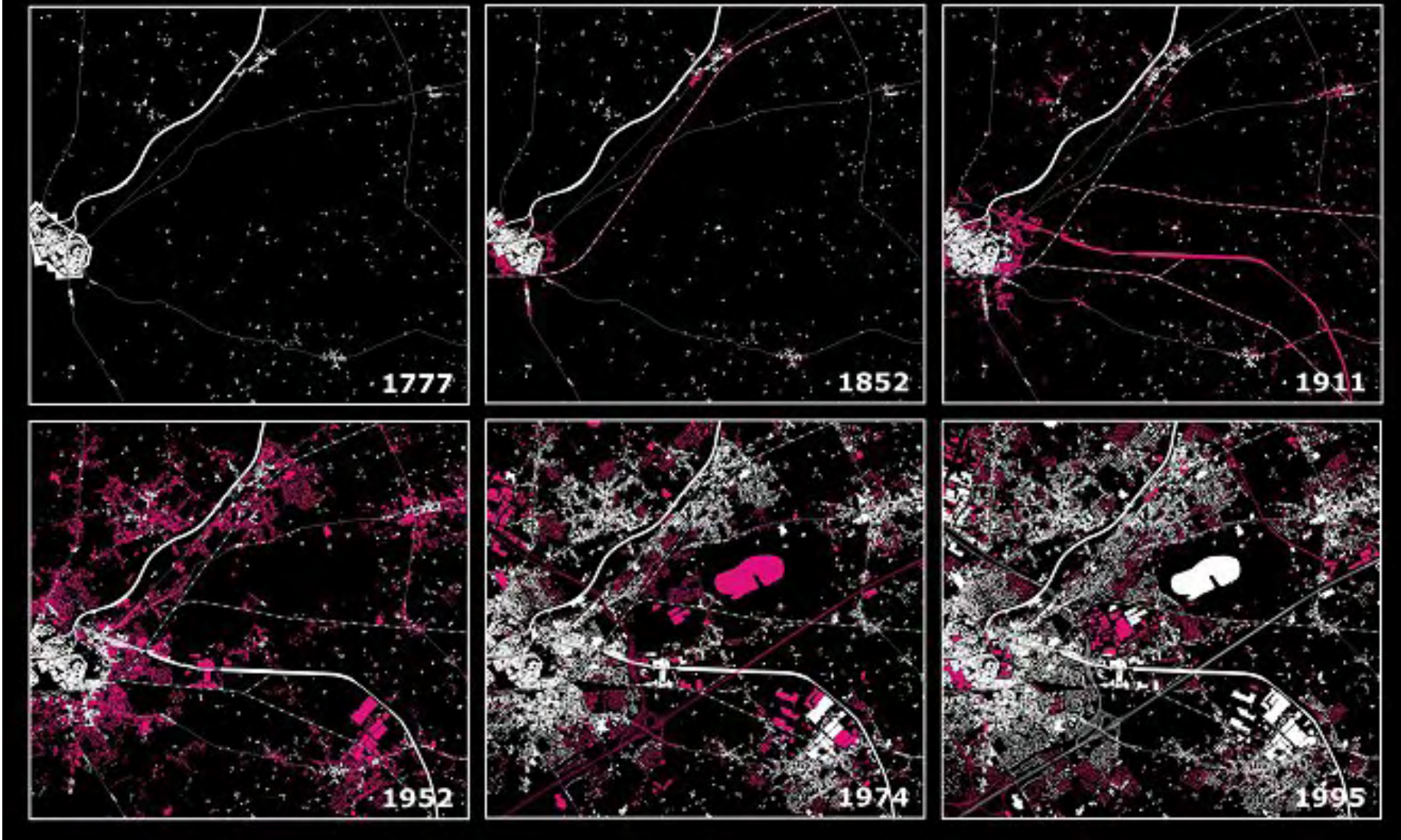
- car driven development and congestion with consequent pollution and time waste

EQUITY

- segregation of land uses and of social classes and of ethnic groups
- no affordable housing provided
- fiscal disparity among municipalities in order to attract newcomers

Sprawl problems summary, Anthony Downs, 1998

Peter Rowe, Making a middle landscape, MIT 1991



Evolution of Courtrai, Belgium - Bruno de Meulder and Michiel Dehaene, OSA, 2002

reading along the time scale, the second world war stands out as a structural breaking point

after the Second World War we see the emergence of larger 'self contained' patches, both with regard to building as well as infrastructure patterns

until 1911 the road pattern still reads as a grid with meshes of different sizes

additional roads built between 1911 and 1995 is inscribed within this historical grid without structurally refining it

until the 1950s the built pattern shows a continuous emerging city. ribbon development reaches deep into the periphery

the postwar development takes place within the large swaths of open land enclosed by these historical ribbons



Building suburbs was not new: the colonization of land (the West)... and since the second half of XIX century was common... it had to do with a rapid urbanization process and the demographic growth (immigration)
General Plan of Riverside, Olmsted, Vaux & Co. Landscape Architects, 1869, 1600 acre along the Des Plaines River west of Chicago and the Chicago, Burlington & Quincy **Railroad line**, **proximity** to the Loop, a **rural scenic** bedroom community