DELIRIOUS NEW WORLD

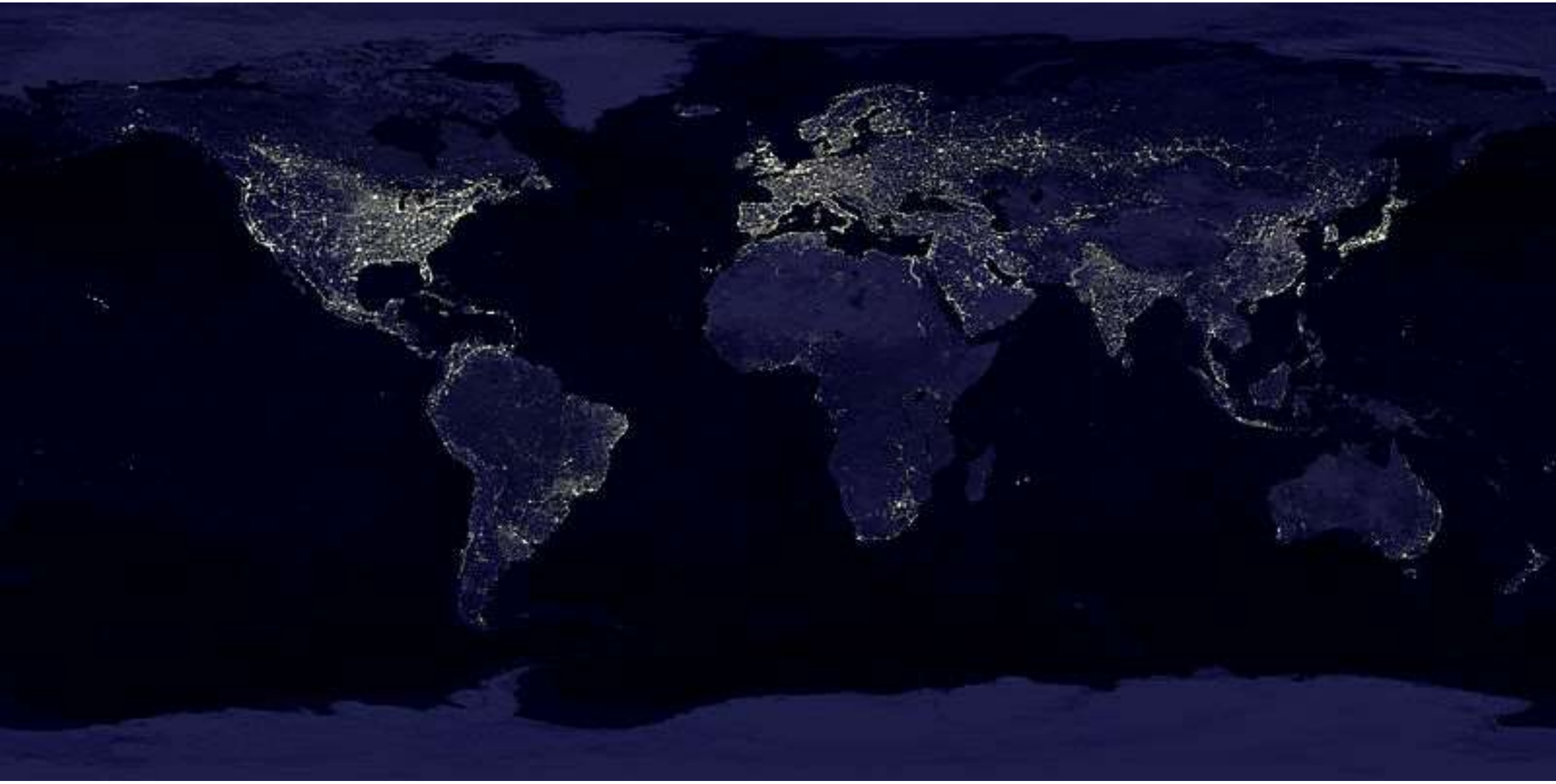
Static City and the Engineering of Collective Spaces of Otherness

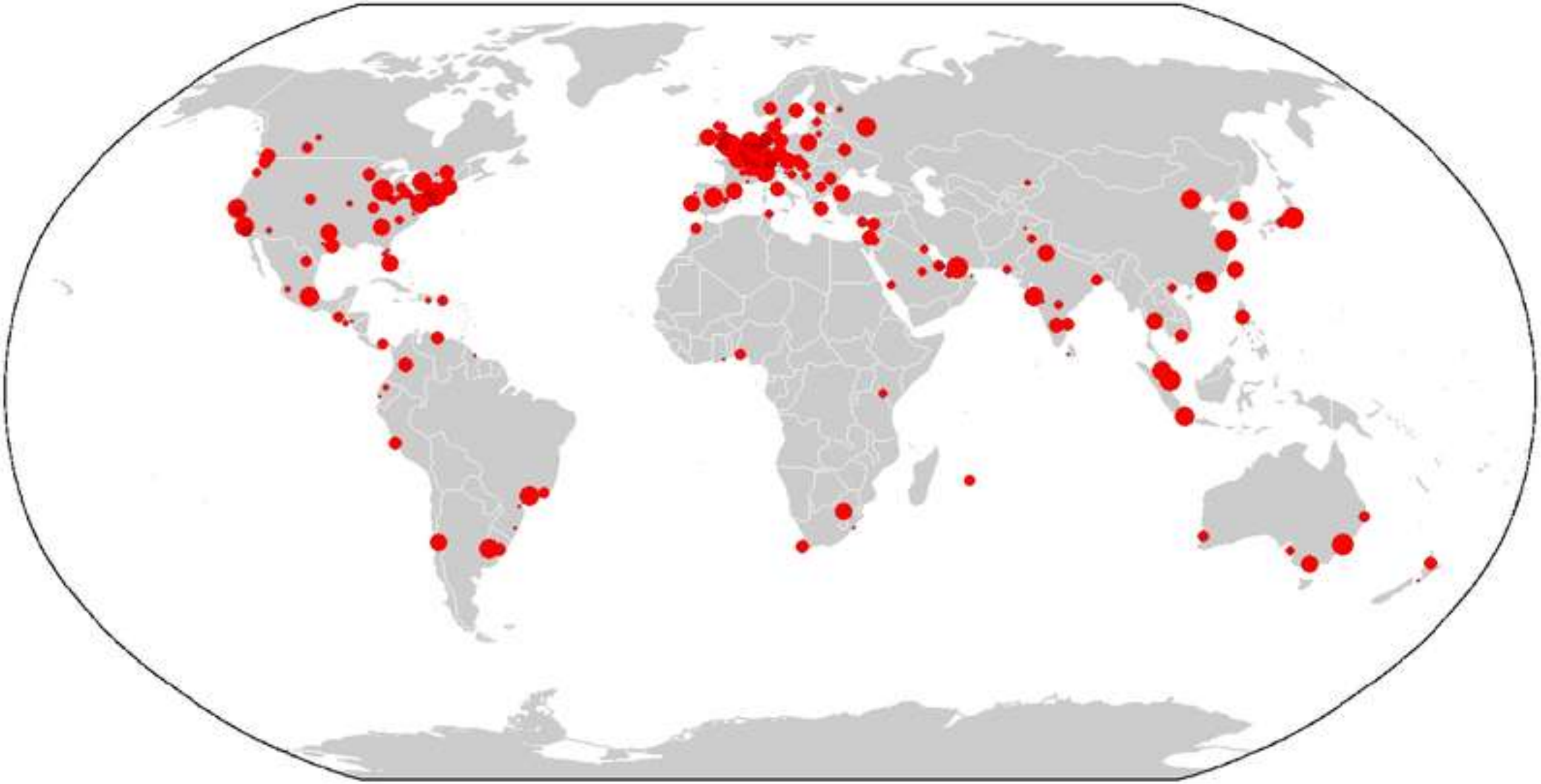
Eka Swadiansa

Alliance for Sustainable Initiatives in Architecture

OFFICE OF STRATEGIC ARCHITECTURE

The world is changing. The Earth is crumbling. And if the world is confined as Mother Nature and human being; then the destruction of the planet will also means the downfall of the human civilization. However through science and history, it is rational enough to imagine that even the extinction of the millions years old humankind will not bring total annihilation to the billions years old Earth. It is the human world that needs to be save, not necessary the planet itself. Because even after worst case scenario of human extinction happened, nature will most likely find its way. To heal itself, and finally move on with or without the presence of human civilization (Ecological premise).





Human civilization is a paradox. Naturally progress over one entity would always means degradation on the other. Catastrophic turmoil was generated when generations after generations of human being failed to see this paradox, only to be deceived by what they believed to be the ever-growing (economic) progress. Progress are engineered to enhance competitiveness. Competition will not exist when there is no more habitat to live in. However superior or inferior nation, group of nations, race… are, we are all living on a single Spaceship Earth (Economic premise).

Goldman Sachs Global Economic Paper
no. 99 (2003), 134 (2005), and 157 (2007)

G8 >>> *G7* (-Rusia)

Canada, France, Germany, Italy, Japan, UK, USA

BRIC

Brazil, Rusia, India, China

NEXT 11

Bangladesh, Egypt, Indonesia, Iran, Mexico, Nigeria, Pakistan, Philippines, South Korea, Turkey, Vietnam

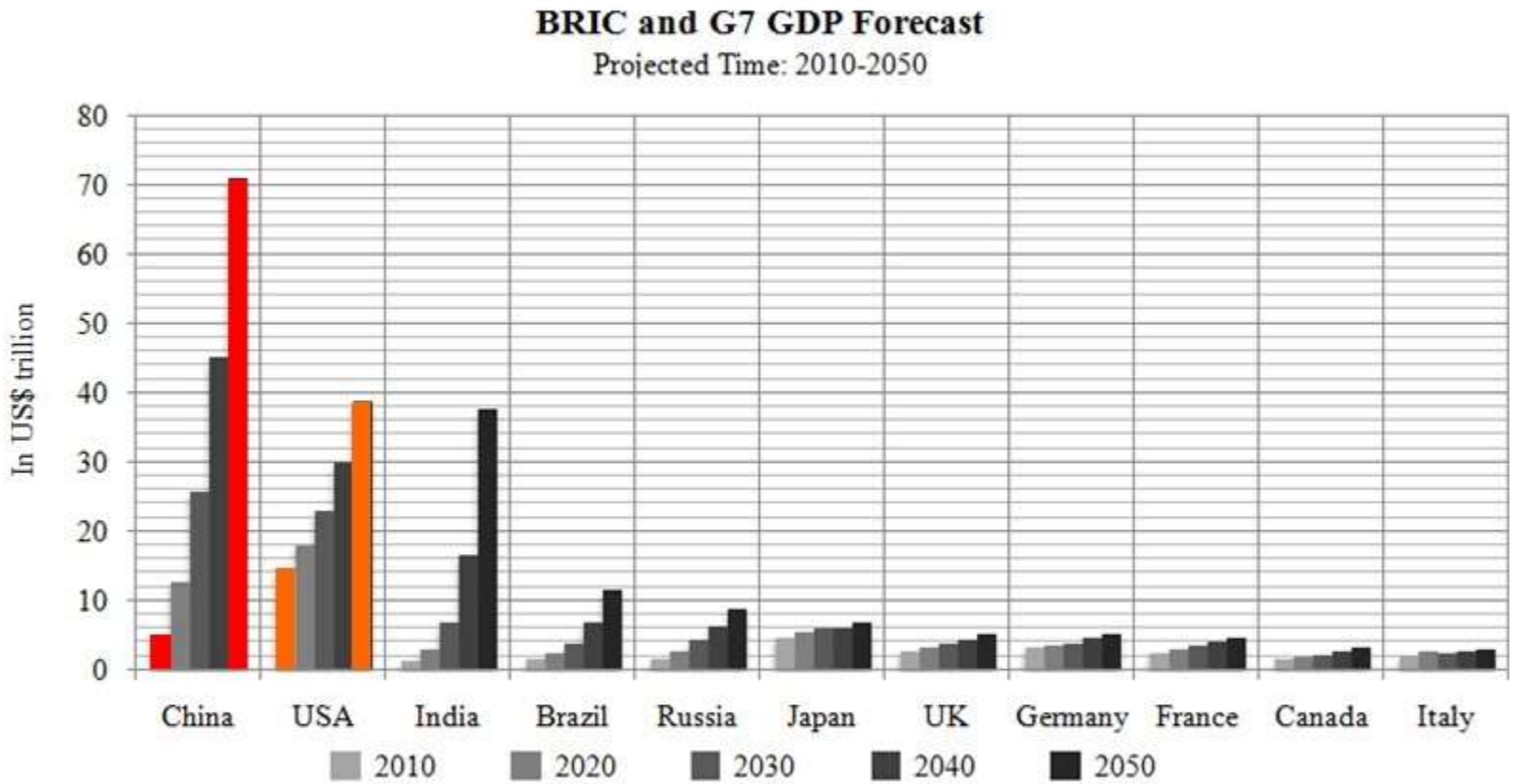


Chart 6; data source: *Goldman Sachs*, chart & analysis: *Swadiansa, 2011*

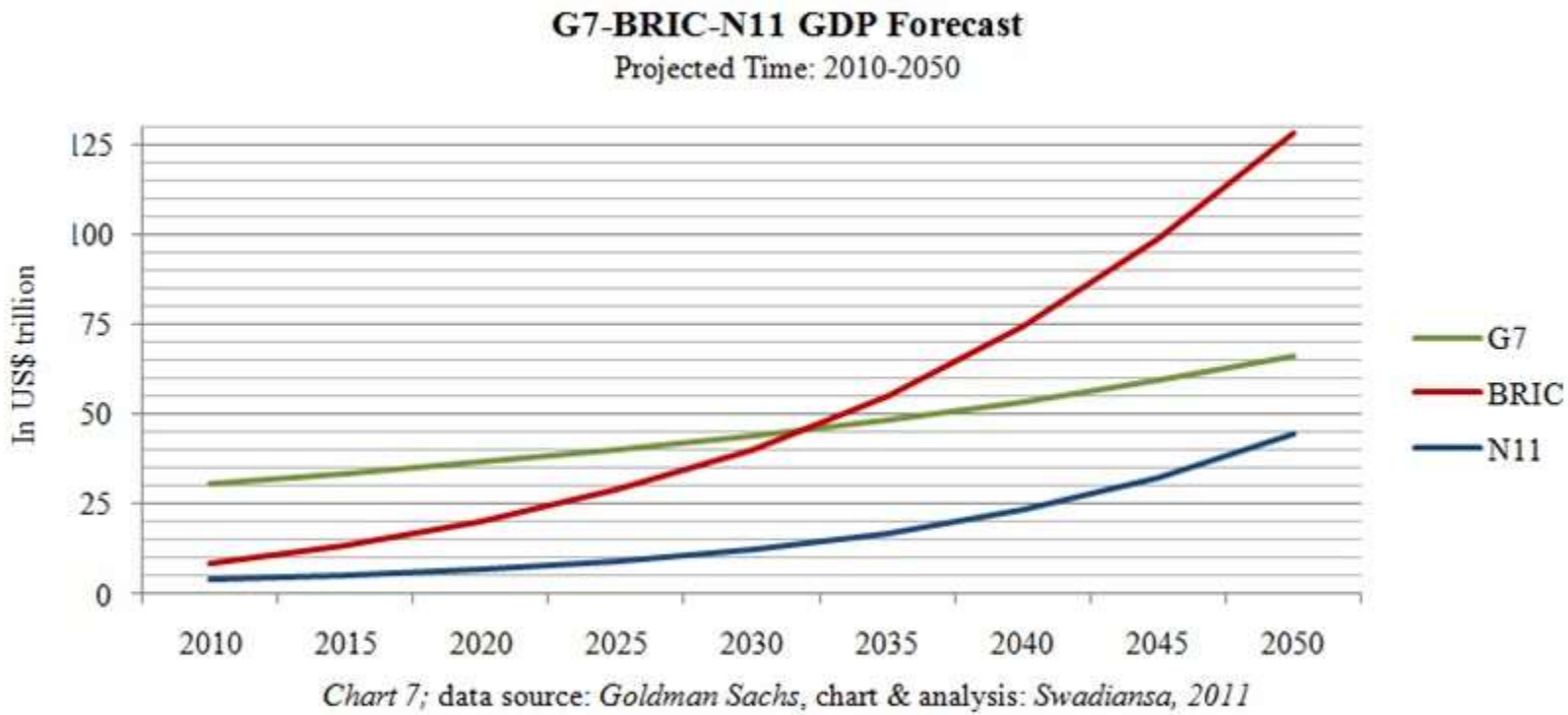


Chart 7; data source: *Goldman Sachs*, chart & analysis: *Swadiansa, 2011*

G7-BRIC-N11 Ratio of Economic Forecasts

Projected Time: 2050, Ratio Groups: GDP and GDP/Capita

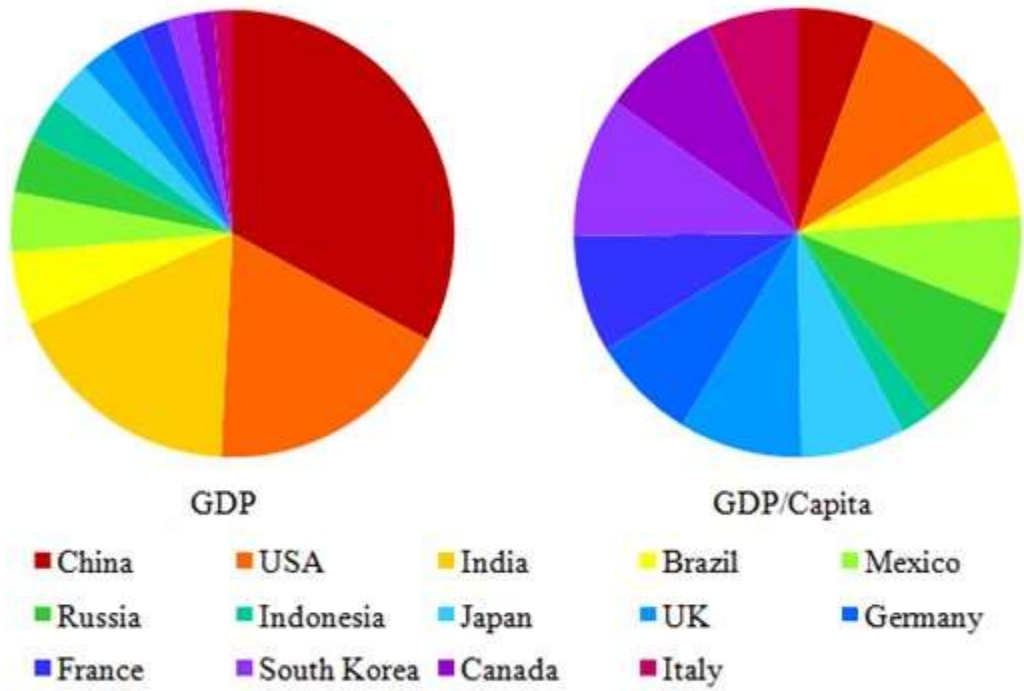


Chart 8; data source: *Goldman Sachs*, chart & analysis: *Swadiansa, 2011*

1. The Group of Three Today

	hi population	low population
hi GDP/Capita	USA	Canada, France, Germany, Italy, Japan, S.Korea, UK
low GDP/Capita	Bangladesh, Brazil, China, Egypt, India, Indonesia, Iran, Mexico, Nigeria, Pakistan, Philippines, Russia, Turkey, Vietnam	

2. The Group of Three in 2050

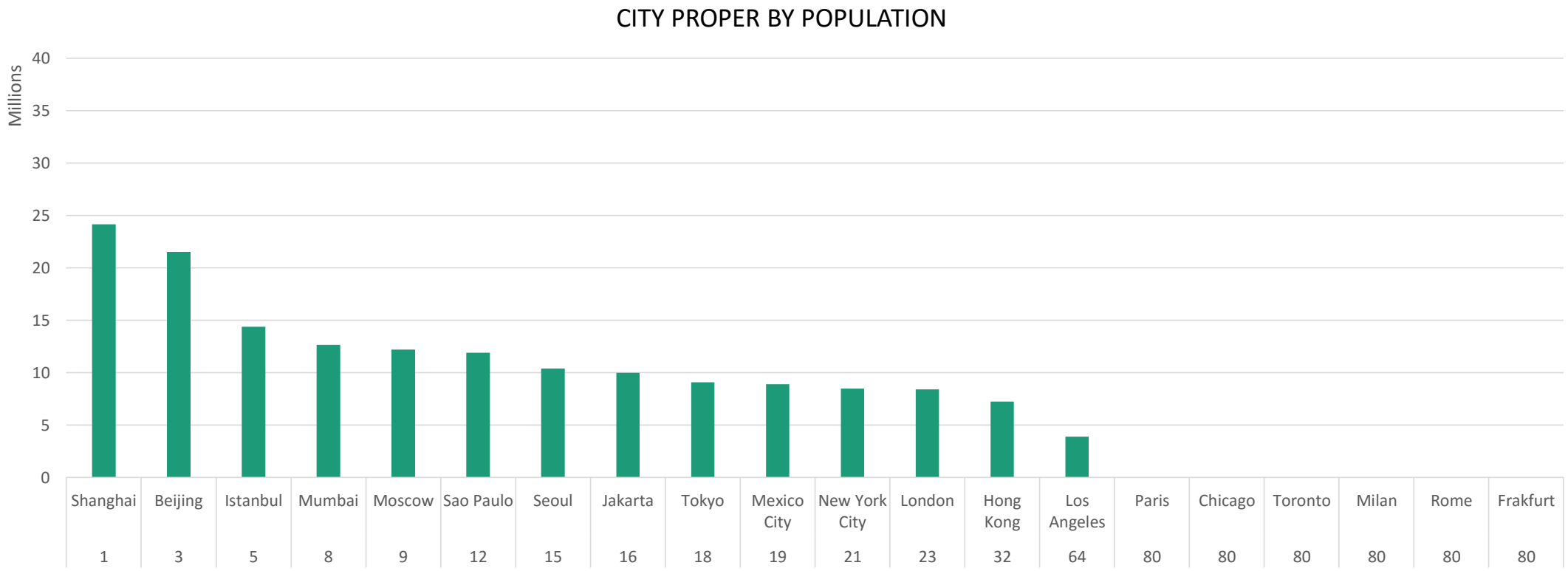
	hi population	low population
hi GDP/Capita	USA, Brazil, China, India, Russia	Canada, France, Germany, Italy, Japan, S.Korea, UK
mid GDP/Capita	Bangladesh, Egypt, Indonesia, Iran, Mexico, Nigeria, Pakistan, Philippines, Turkey, Vietnam	

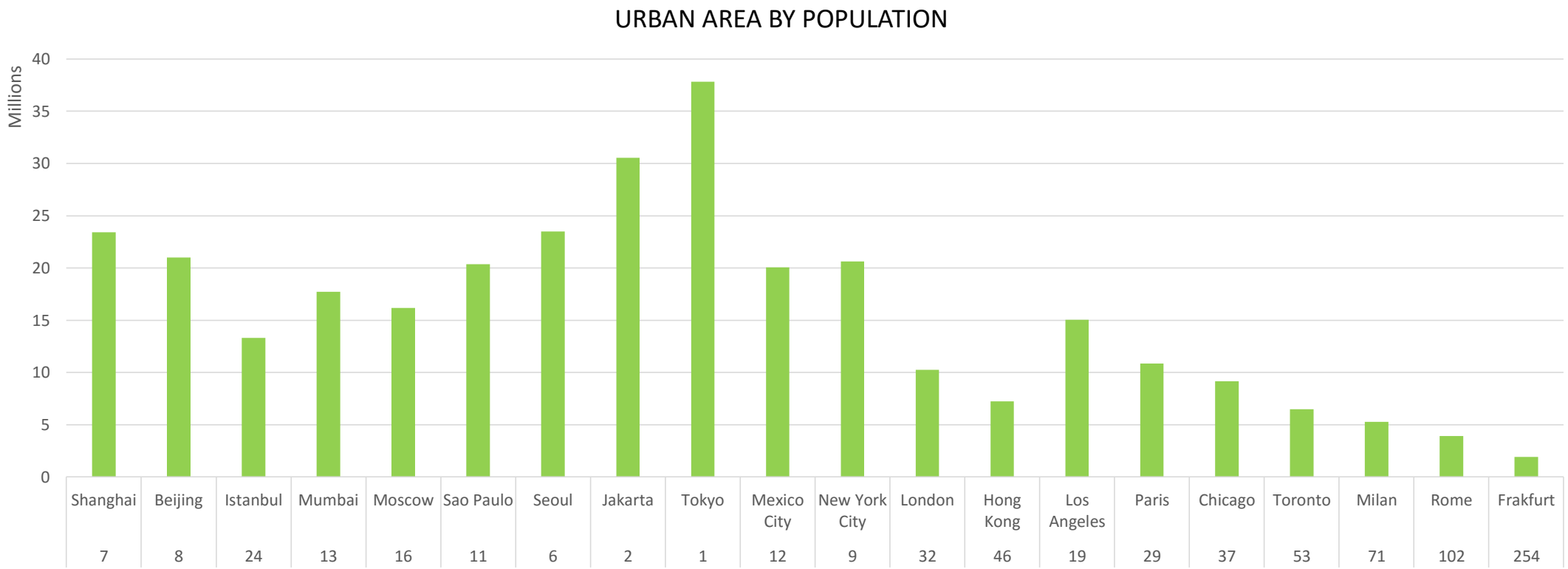
3. The Group of Three ***Alpha***/Beta Cities

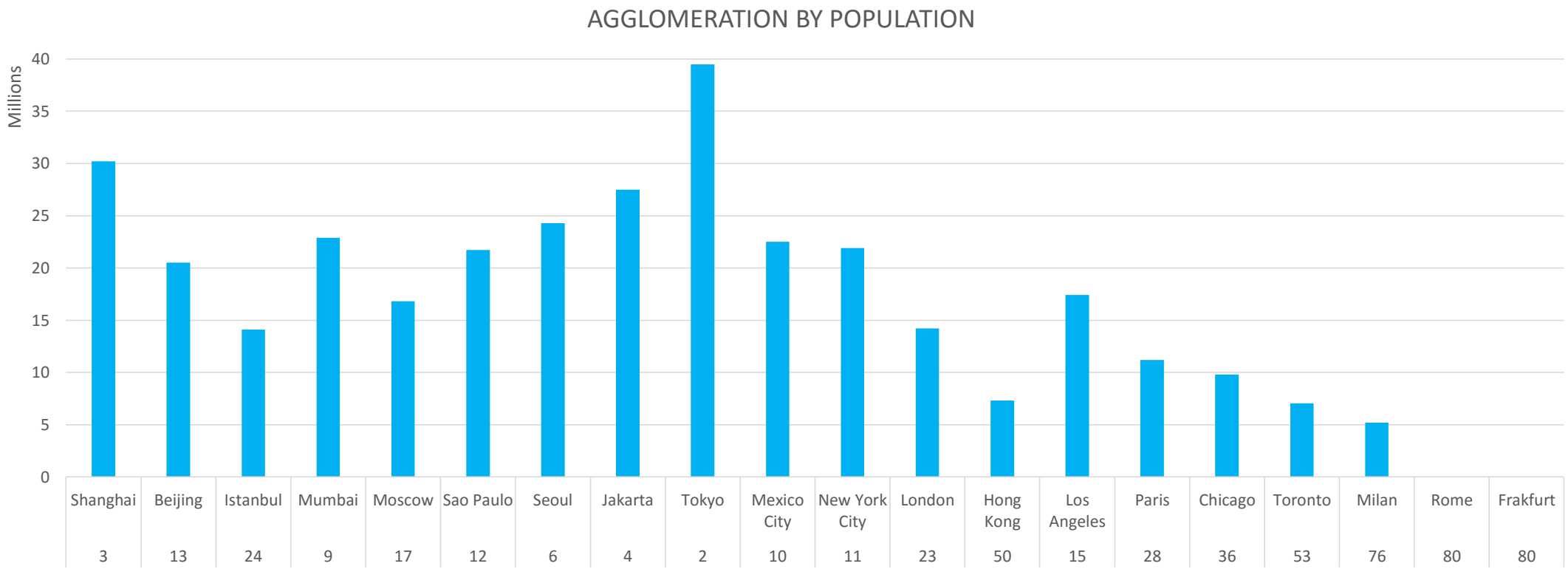
	hi population	low population
hi GDP/Capita	New York, Chicago, LA, SF, Sao Paulo, Rio de Jan., Hong Kong, Shanghai, Beijing, Mumbai, New Delhi, Moscow	Toronto, Paris, Frankfurt, Berlin, Hamburg, Milan, Rome, Tokyo, Seoul, London
mid GDP/Capita	Karachi, Cairo, Jakarta, Mexico City, Beirut, Manila, Istanbul, Ho Chi M.	

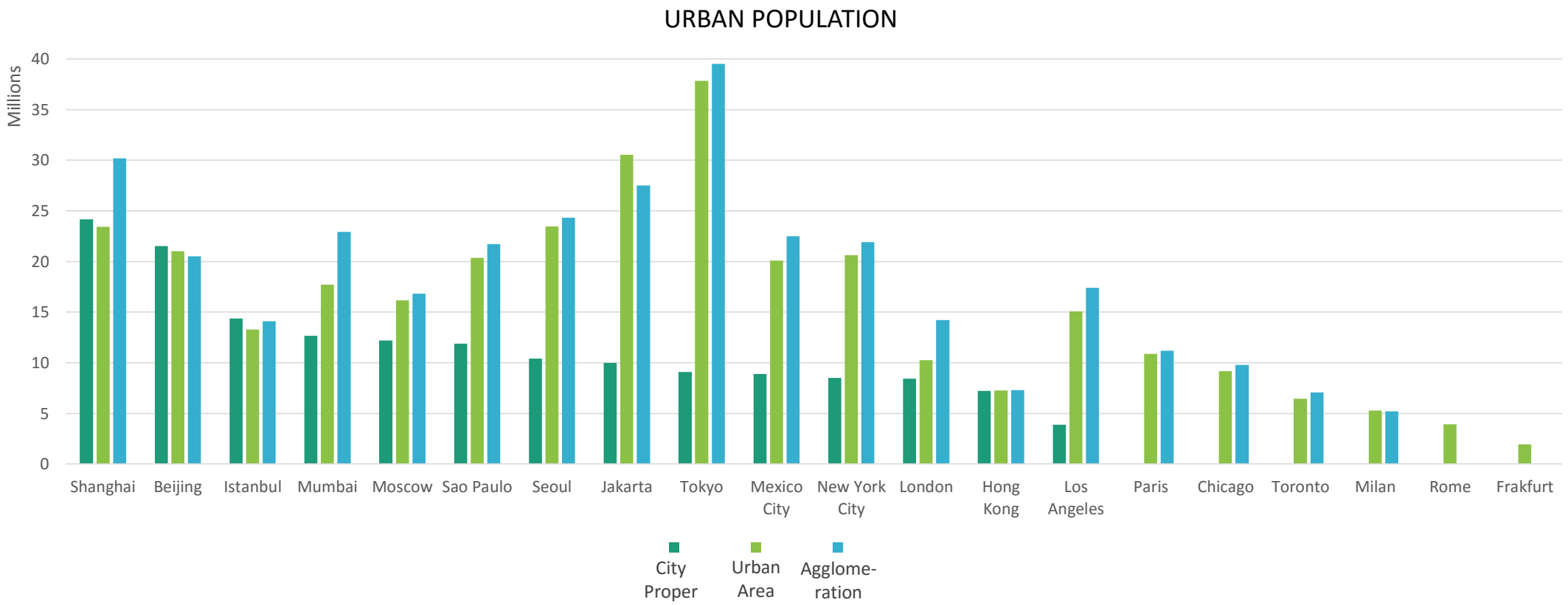
4. The Group of Three in Categories 1

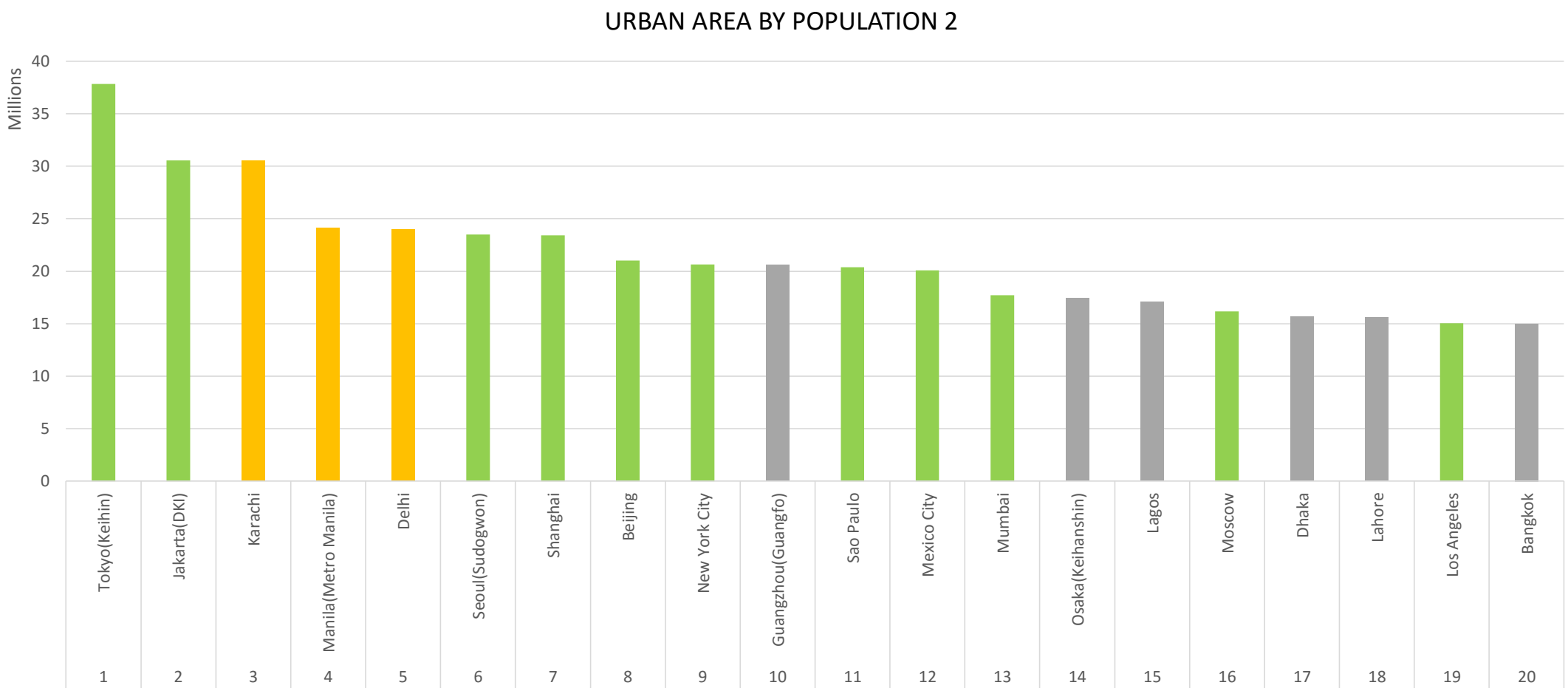
	hi population	low population
hi GDP/Capita	Group 1: USA+BRIC	Group 2: (G7-USA)+K
mid GDP/Capita	Group 3: NEXT11-K	


CITY PROPER BY POPULATION
Millions
40
35
30
25
20
15
10
5
0
Shanghai 1
Beijing 3
Istanbul 5
Mumbai 8
Moscow 9
Sao Paulo 12
Seoul 15
Jakarta 16
Tokyo 18
Mexico City 19
New York City 21
London 23
Hong Kong 32
Los Angeles 64
Paris 80
Chicago 80
Toronto 80
Milan 80
Rome 80
Frakfurt 80


URBAN AREA BY POPULATION
Millions
40
35
30
25
20
15
10
5
0
Shanghai 7
Beijing 8
Istanbul 24
Mumbai 13
Moscow 16
Sao Paulo 11
Seoul 6
Jakarta 2
Tokyo 1
Mexico City 12
New York City 9
London 32
Hong Kong 46
Los Angeles 19
Paris 29
Chicago 37
Toronto 53
Milan 71
Rome 102
Frakfurt 254


AGGLOMERATION BY POPULATION
Millions
40
35
30
25
20
15
10
5
0
Shanghai 3
Beijing 13
Istanbul 24
Mumbai 9
Moscow 17
Sao Paulo 12
Seoul 6
Jakarta 4
Tokyo 2
Mexico City 10
New York City 11
London 23
Hong Kong 50
Los Angeles 15
Paris 28
Chicago 36
Toronto 53
Milan 76
Rome 80
Frakfurt 80


URBAN POPULATION
Millions
40
35
30
25
20
15
10
5
0
Shanghai
Beijing
Istanbul
Mumbai
Moscow
Sao Paulo
Seoul
Jakarta
Tokyo
Mexico City
New York City
London
Hong Kong
Los Angeles
Paris
Chicago
Toronto
Milan
Rome
Frakfurt
City Proper
Urban Area
Agglome-ration


URBAN AREA BY POPULATION 2
Millions
40
35
30
25
20
15
10
5
0
Tokyo(Keihin)
Jakarta(DKI)
Karachi
Manila(Metro Manila)
Delhi
Seoul(Sudogwon)
Shanghai
Beijing
New York City
Guangzhou(Guangfo)
Sao Paulo
Mexico City
Mumbai
Osaka(Keihanshin)
Lagos
Moscow
Dhaka
Lahore
Los Angeles
Bangkok
1
2
3
4
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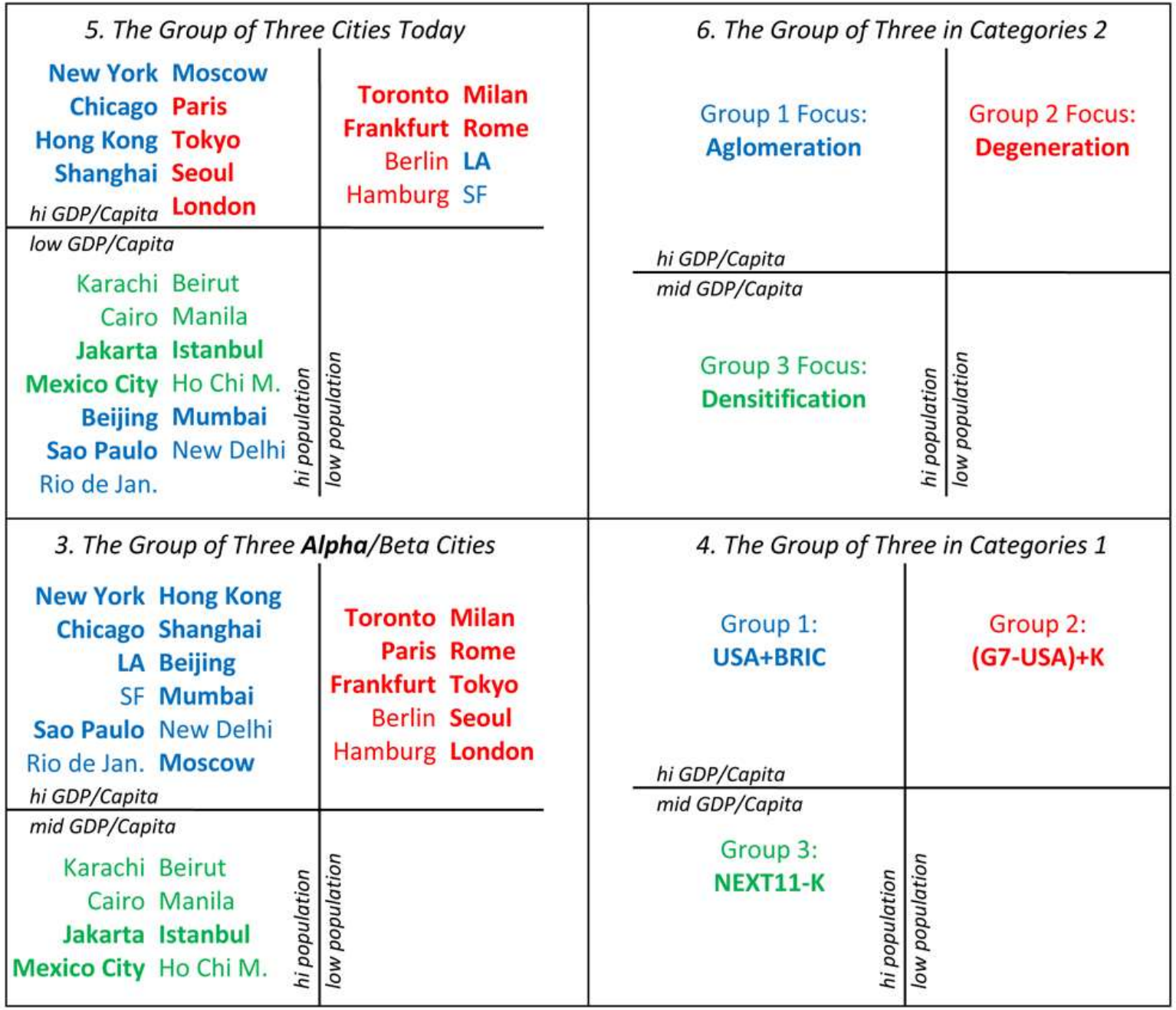

5. The Group of Three Cities Today
New York Moscow
Chicago Paris
Hong Kong Tokyo
Shanghai Seoul
London
Toronto Milan
Frankfurt Rome
Berlin LA
Hamburg SF
hi GDP/Capita
low GDP/Capita
Karachi Beirut
Cairo Manila
Jakarta Istanbul
Mexico City Ho Chi M.
Beijing Mumbai
Sao Paulo New Delhi
Rio de Jan.
hi population
low population
6. The Group of Three in Categories 2
Group 1 Focus:
Aglomeration
Group 2 Focus:
Degeneration
hi GDP/Capita
mid GDP/Capita
Group 3 Focus:
Densitification
hi population
low population
3. The Group of Three Alpha/Beta Cities
New York Hong Kong
Chicago Shanghai
LA Beijing
SF Mumbai
Sao Paulo New Delhi
Rio de Jan. Moscow
Toronto Milan
Paris Rome
Frankfurt Tokyo
Berlin Seoul
Hamburg London
hi GDP/Capita
mid GDP/Capita
Karachi Beirut
Cairo Manila
Jakarta Istanbul
Mexico City Ho Chi M.
hi population
low population
4. The Group of Three in Categories 1
Group 1:
USA+BRIC
Group 2:
(G7-USA)+K
hi GDP/Capita
mid GDP/Capita
Group 3:
NEXT11-K
hi population
low population

Agglomeration, Case Study: Tokyo

Ebisu (1990)

Odaiba (1990-2000)

Roppongi Hills (2003)

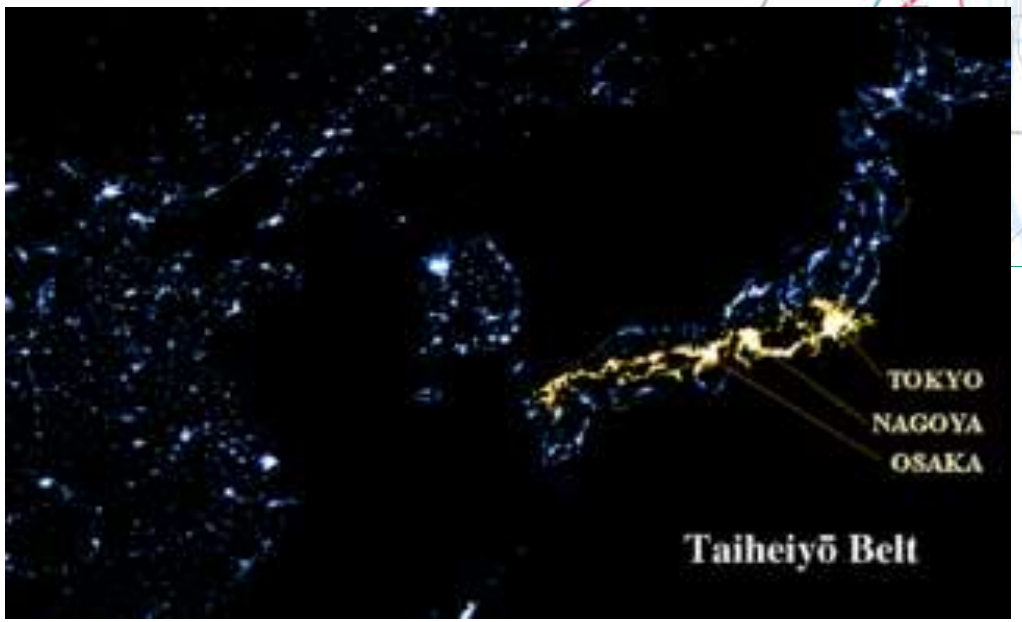
Omotesando Hills (2005)

Shiodome (2006)

Tokyo Midtown (2008)

Akasaka Sacas (2008)

Agglomeration = Degeneration



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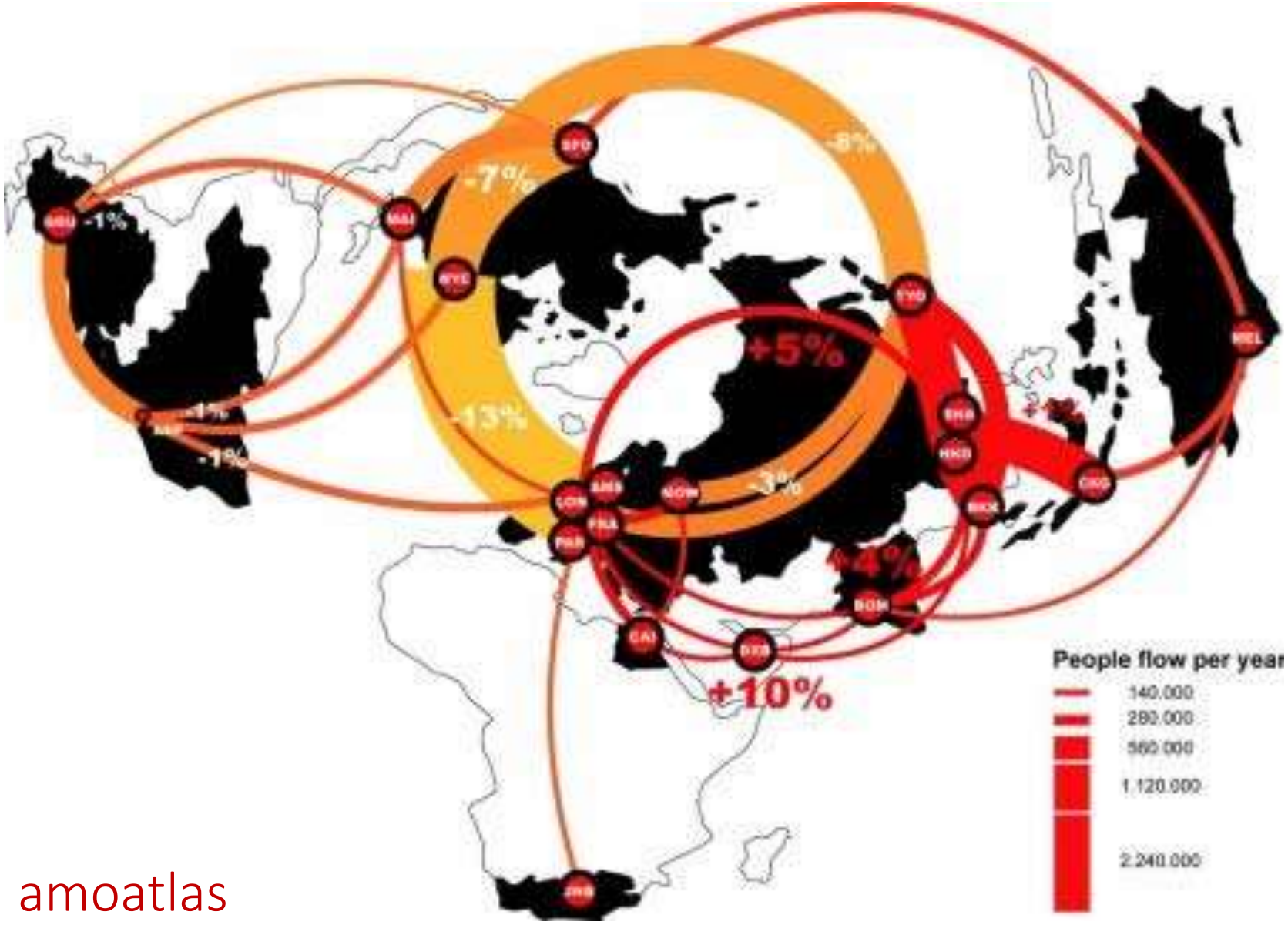

-1%
-7%
-8%
-13%
+5%
-3%
+4%
+10%
People flow per year
140.000
280.000
560.000
1.120.000
2.240.000

amoatlas

Agglomeration/Degeneration, Case Study: Tokyo

Ebisu (1990)

Odaiba (1990-2000)

Roppongi Hills (2003)

Omotesando Hills (2005)

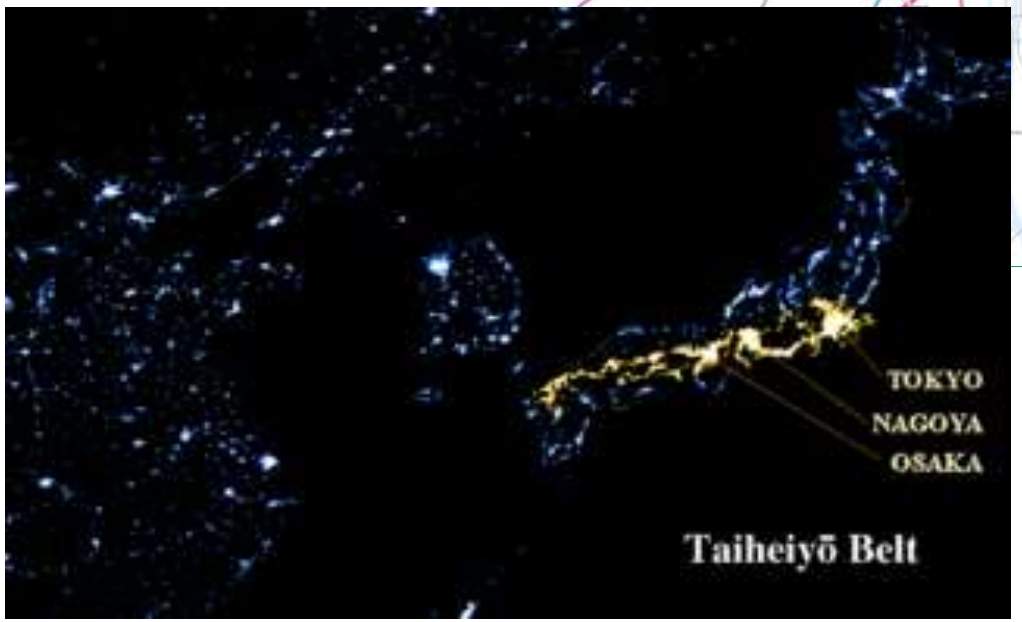
Shiodome (2006)

Tokyo Midtown (2008)

Akasaka Sacas (2008)

Agglomeration = Daily Commuting

Daily Commuting = Massive Energy Use



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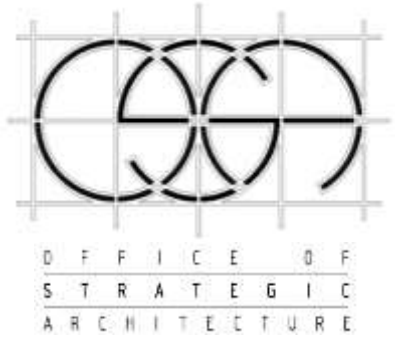
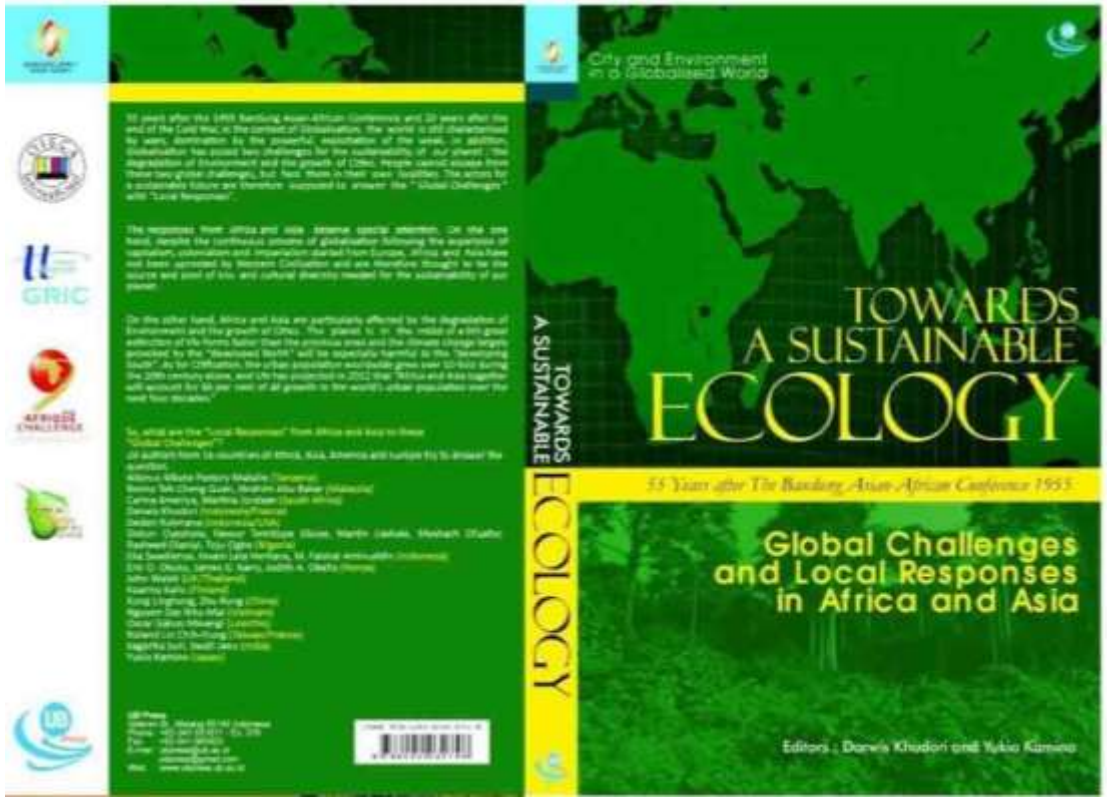
Diana Stores Corp.

THE FLAWS

Implementing Eurocentric Theories in the Developing World





Swadiansa E. et al. (2012), "From Urban Studies to Urban Architecture: Critiques on the Use of Eurocentric Theories in Shaping thr Emerging Cities," in Kudhori D. and Kamino Y. et al., ed., *Towards A Sustainable Ecology: Global Challenges and Local Responses in Africa and Asia.* Pp. 235-243. Beijing: Alliance, Casablanca: Africa Challenge, Malang: UB Press, Paris: GRIC Le Havre, Tokyo: OISCA International. ISBN: 978-602-203-274-8.

Magnitude Escalation:
Differences and Diversion

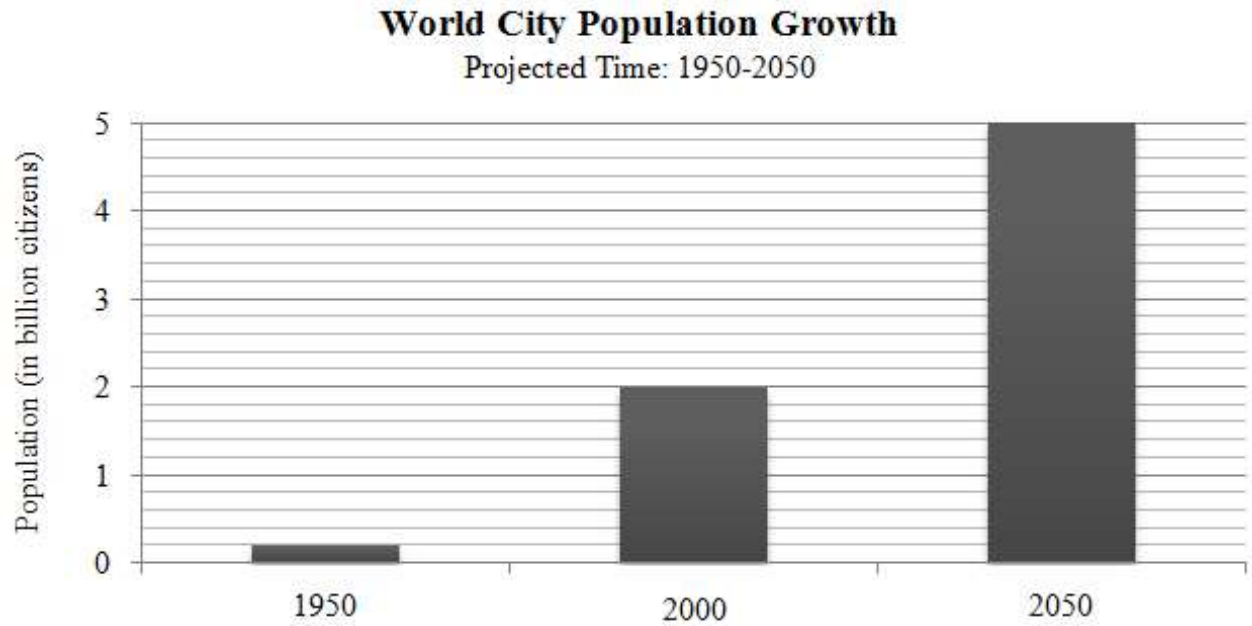


Chart 1; data source: [1], chart & analysis: *Swadiansa, 2011*

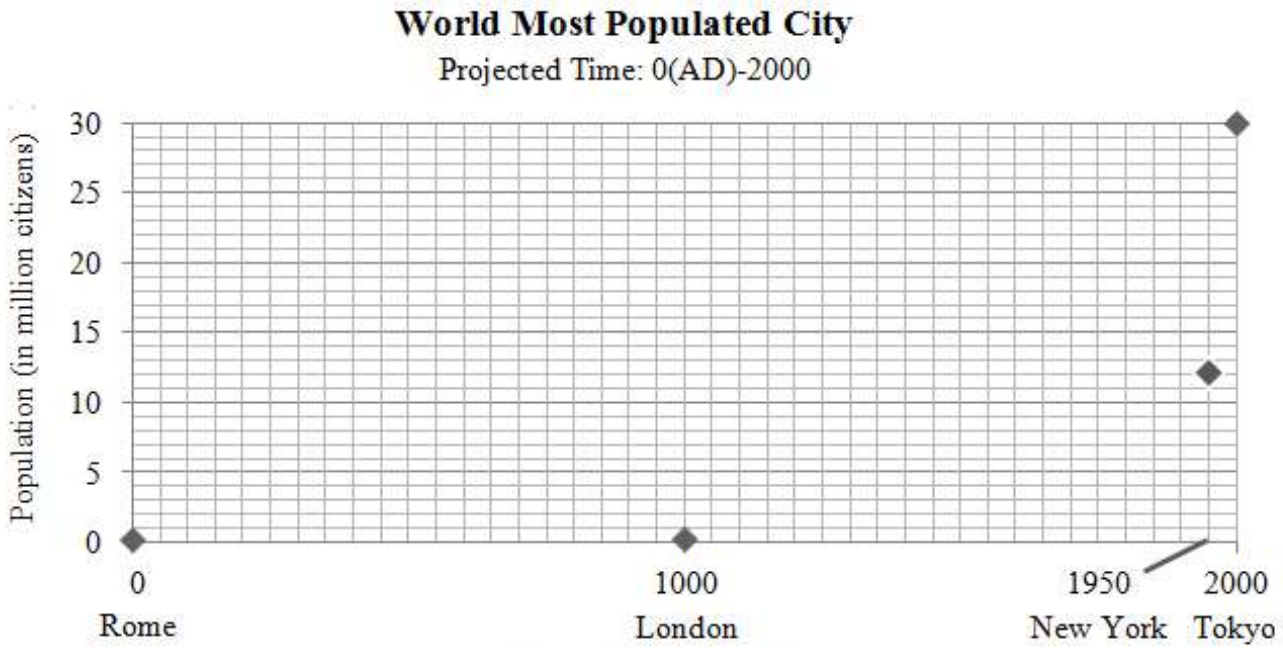


Chart 2; data source: [1], chart & analysis: *Swadiansa, 2011*

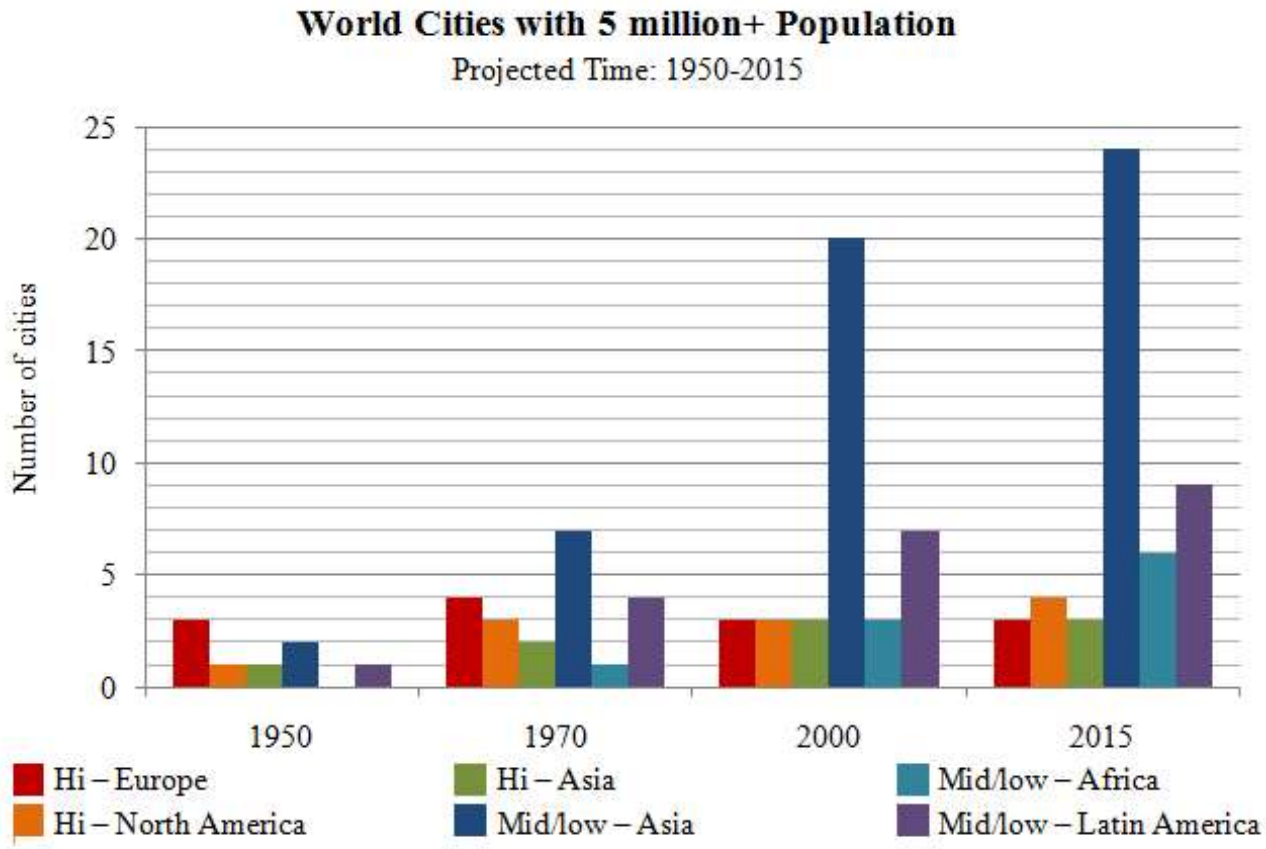


Chart 4; data source: [3], chart & analysis: *Swadiansa, 2011*

Ratio of World Top 30 Most Populated Cities

Projected Time: 1950-2010; Ratio Filters: Income and Continent

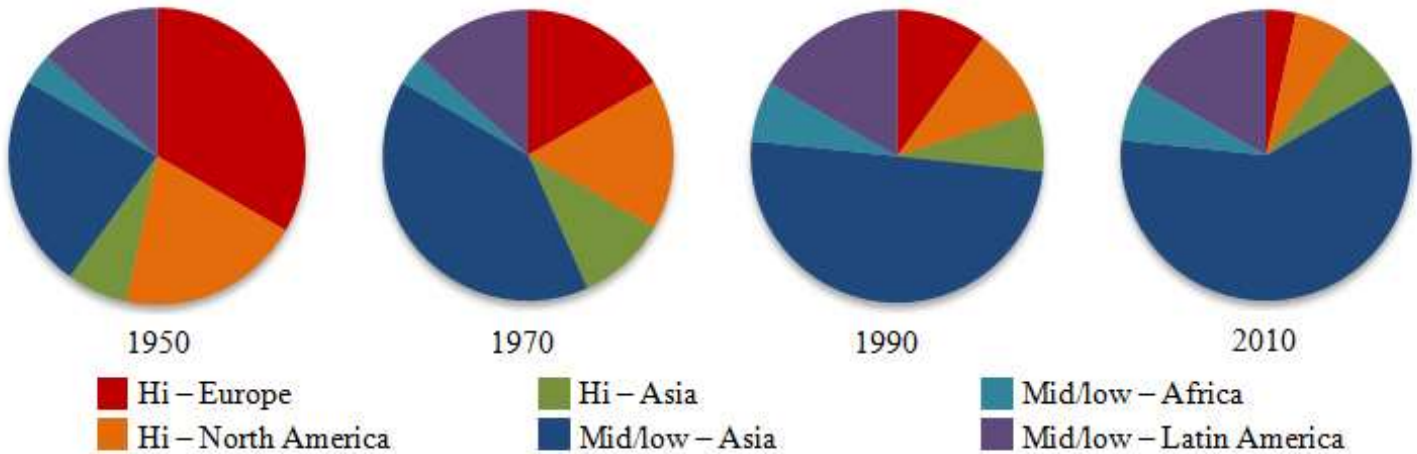


Chart 3; data source: [2], chart & analysis: *Swadiansa, 2011*

Ratio of World Top 100 Most Populated Urban Linkages

Projected Time: 2010;

Ratio Filters: Income (established-emerging) and PRC

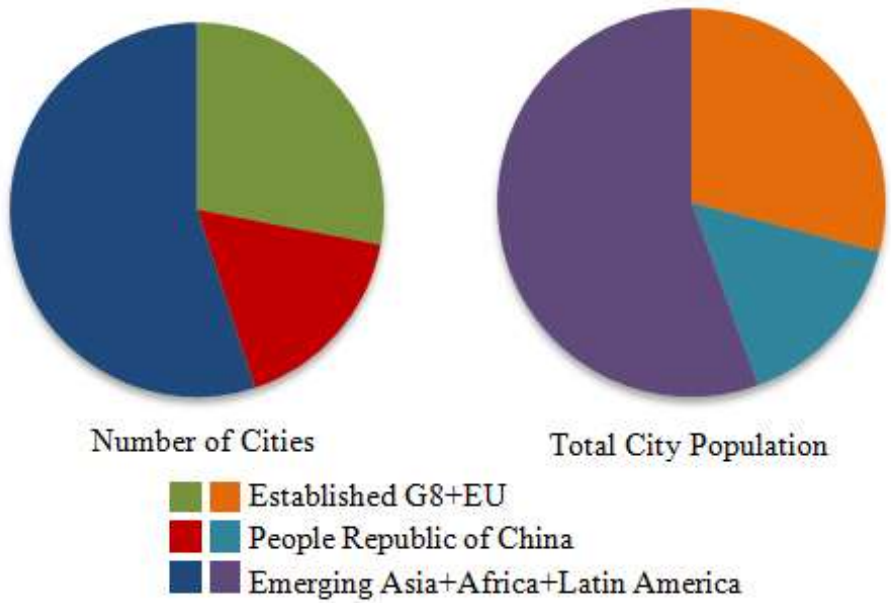


Chart 5; data source: *demographia*, chart & analysis: *Swadiansa, 2011*

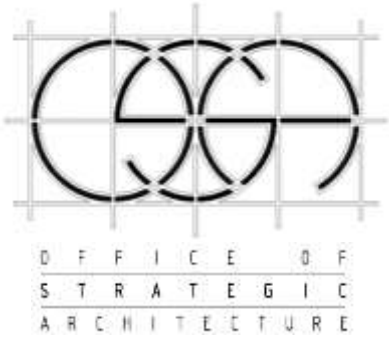
Magnitude Escalation:
Century old Theories

Urban Theories started from *Urban Studies*

***Urban Studies*: Social Inquiries on**
19th Century European Early Urban Life

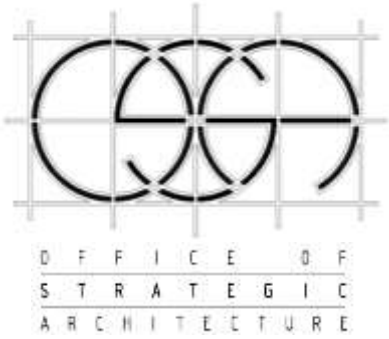
Some *Urban Studies* highlights were:
Community Structure (Robert & Helen Lynd)
Communal Power (Hunter Floyd & Robert Alan Dahl)
Elite Theories (John Rex & Robert Moore)

One of *Urban Studies* key hypothesis was:
Whose City? (Robert Dahl)



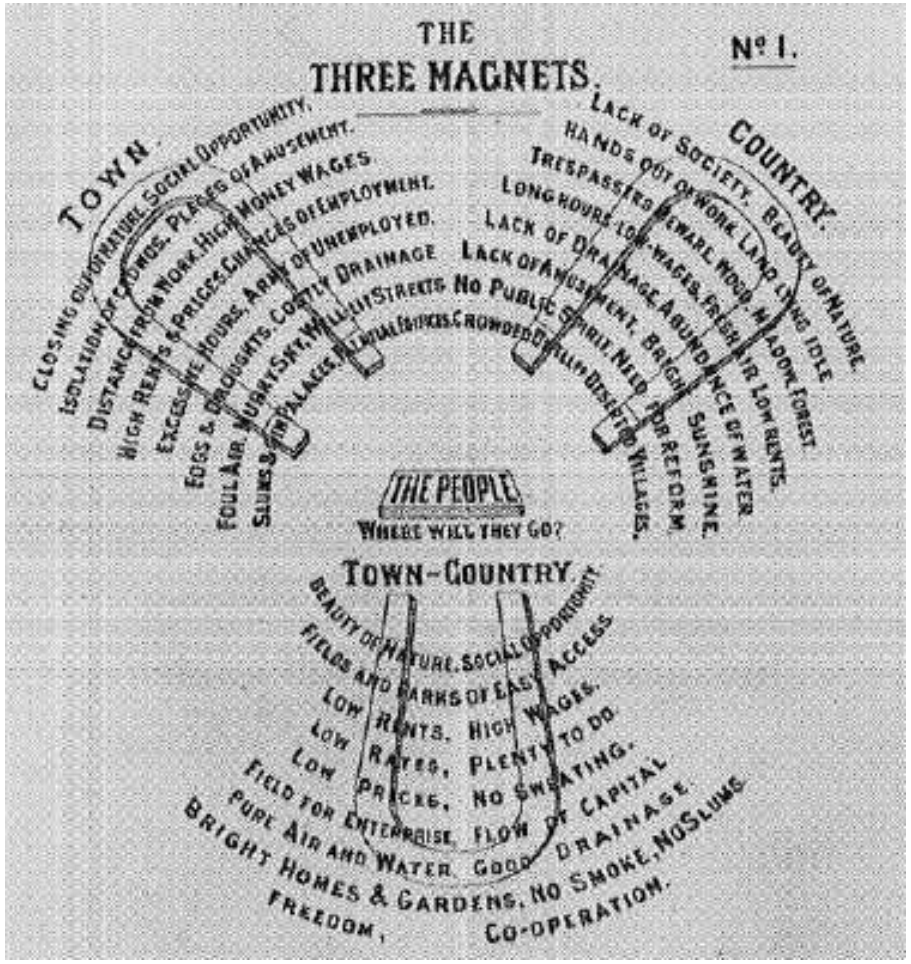
When Community & Power had reached their balance

Urban Studies was then developed into
Urban Planning with fundamental thoughts
based on the question of *Why City?*



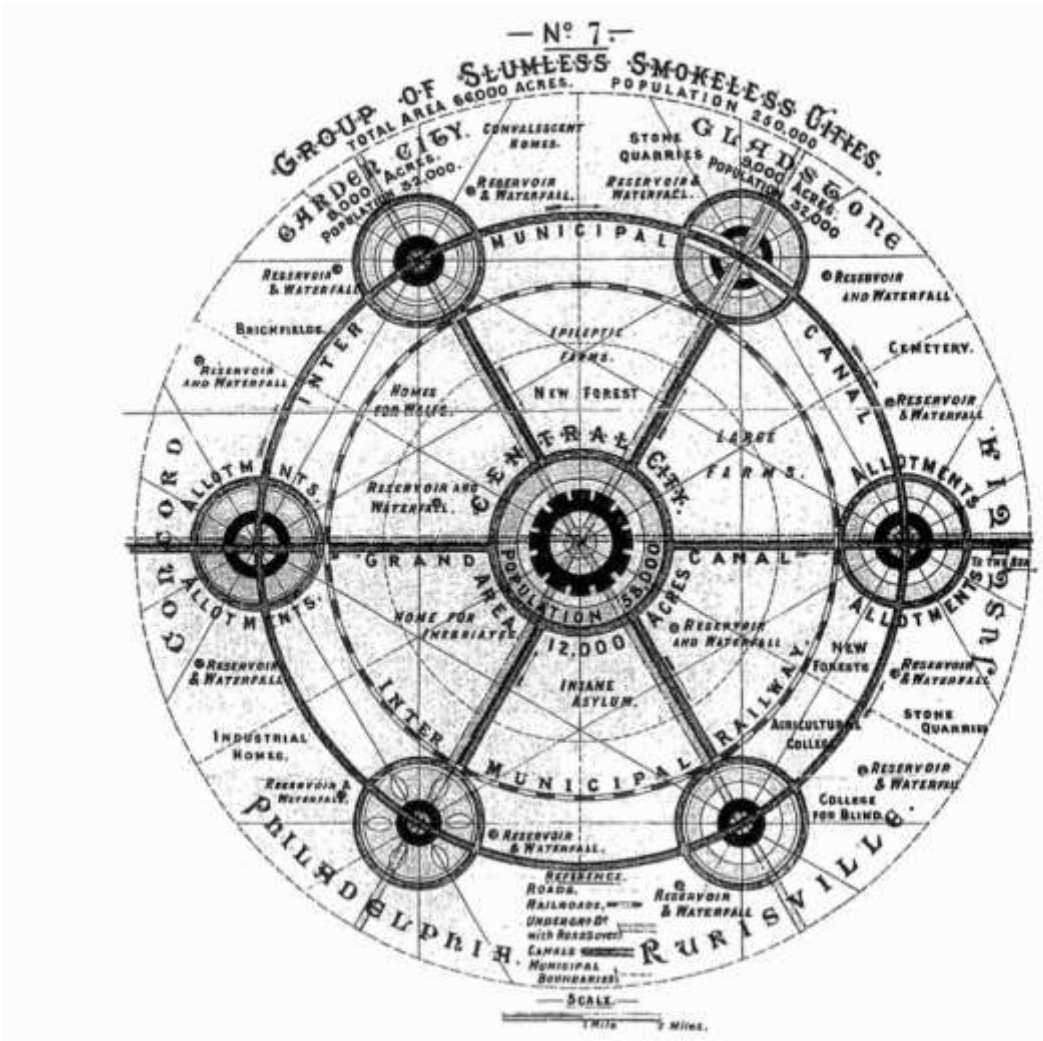
Ebenezer Howard

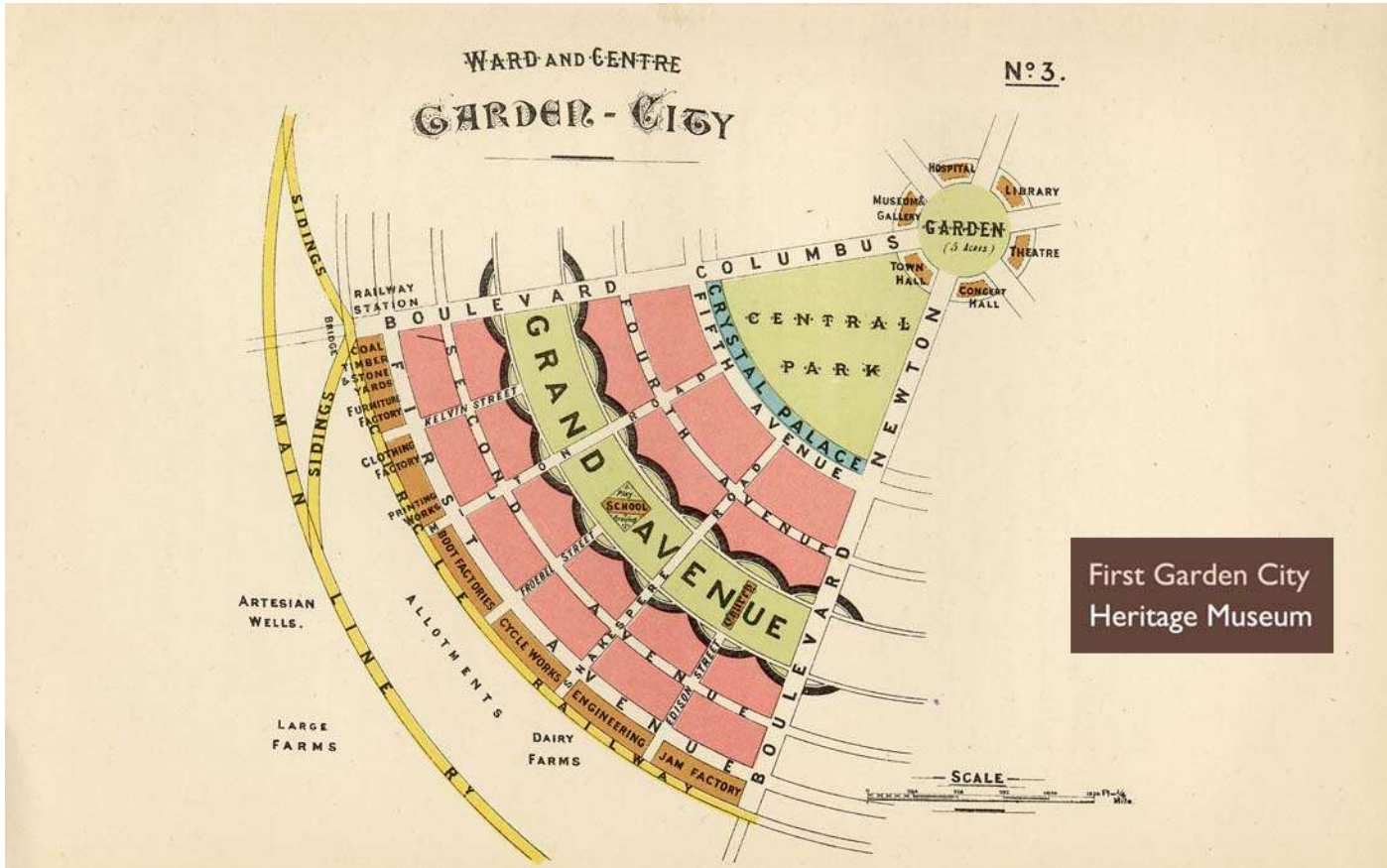
The Three Magnets & The Master Key



Ebenezer Howard

Garden City

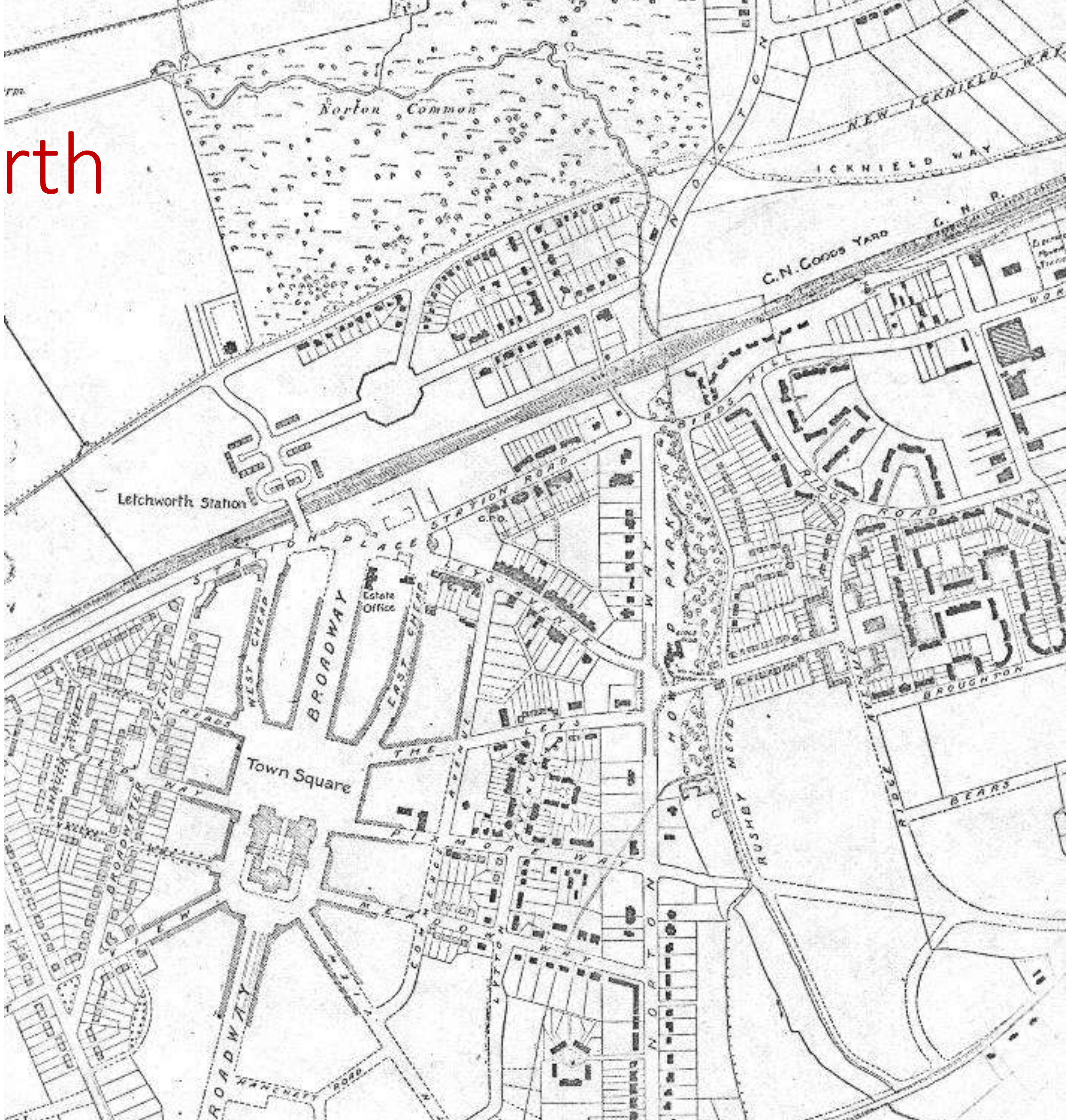




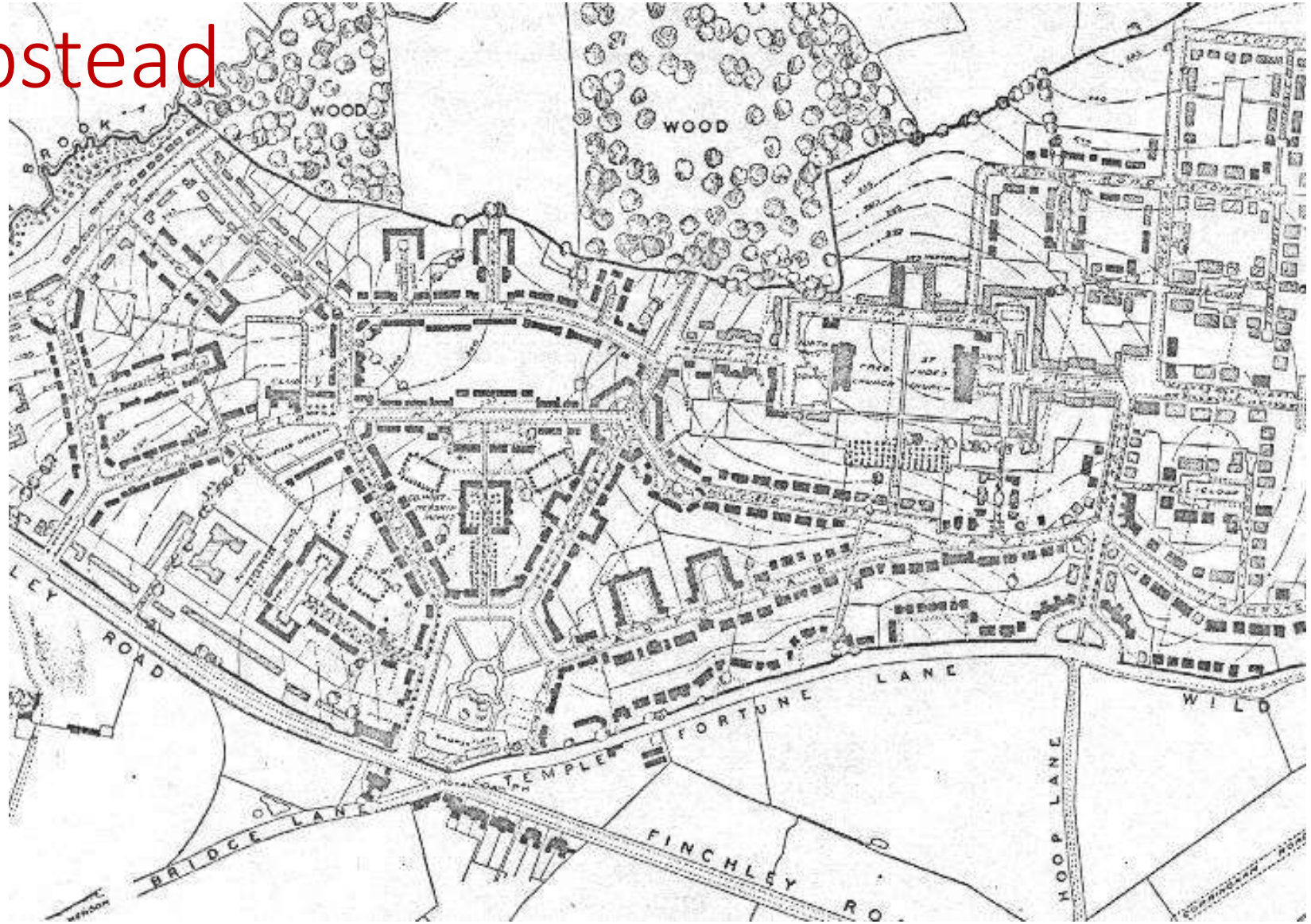
First Garden City Heritage Museum

Howard's diagram for the Ward and Centre of the Garden City.
In his book 'Garden Cities of To-morrow', Ebenezer Howard suggested how a 'garden city' might be laid out, including a diagram of where the shops would go. As the town's architects and planners, Barry Parker and Raymond Unwin tried to incorporate these ideas into their plans for Letchworth.Howard wrote of the 'Crystal Palace': "Here manufactured goods are exposed for sale, and here most of that class of shopping which requires the joy of deliberation and selection is done."

Letchworth

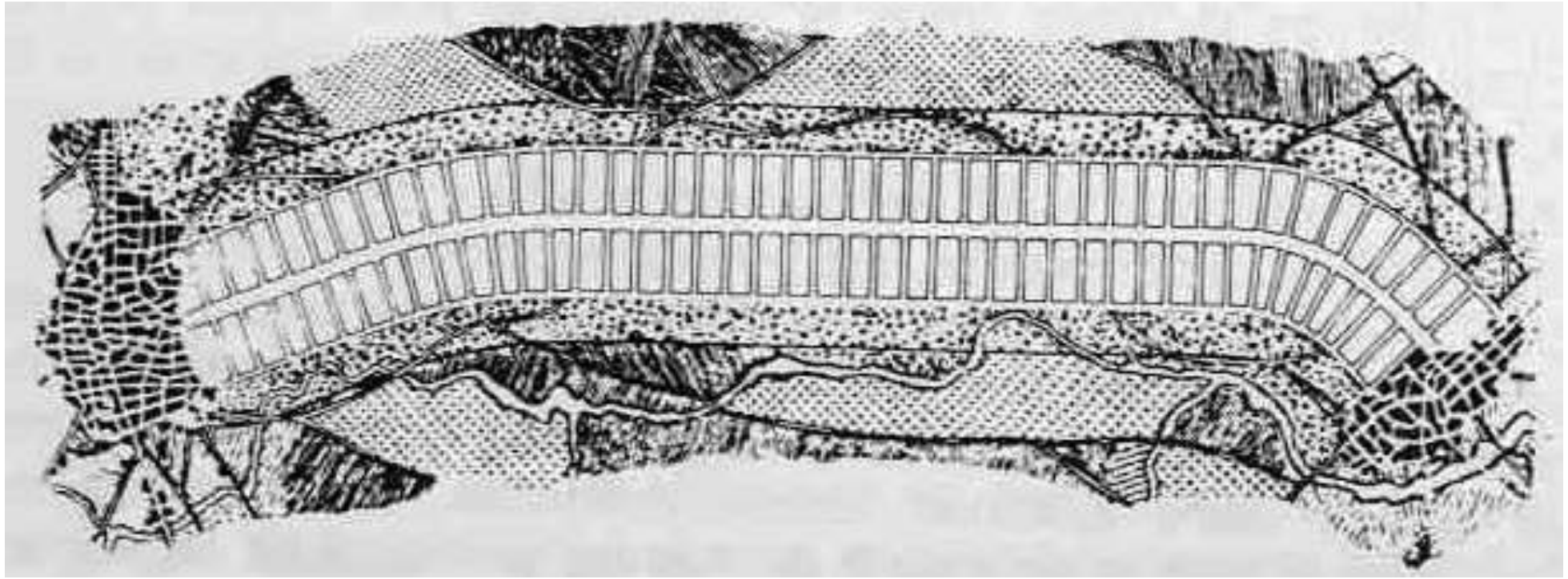

Norton Common
NEW ICKNIELD WAY
ICKNIELD WAY
C.N. GOODS YARD
G. N. R.
Letchworth Station
STATION PLACE
STATION ROAD
Estate Office
BROADWAY
WEST CHEAP
EAST CHEAP
Town Square
PIXMORE WAY
NORTON WAY
BIRDS HILL
RIDGE ROAD
BROUGHTON
RUSHBY MEAD
BROADWAY

Hampstead


WOOD
WOOD
BROOK
ROAD
FORTUNE LANE
TEMPLE
BRIDGE LANE
FINCHLEY
HOOP LANE
WILD

Arthuro Soria Mata

Linear City



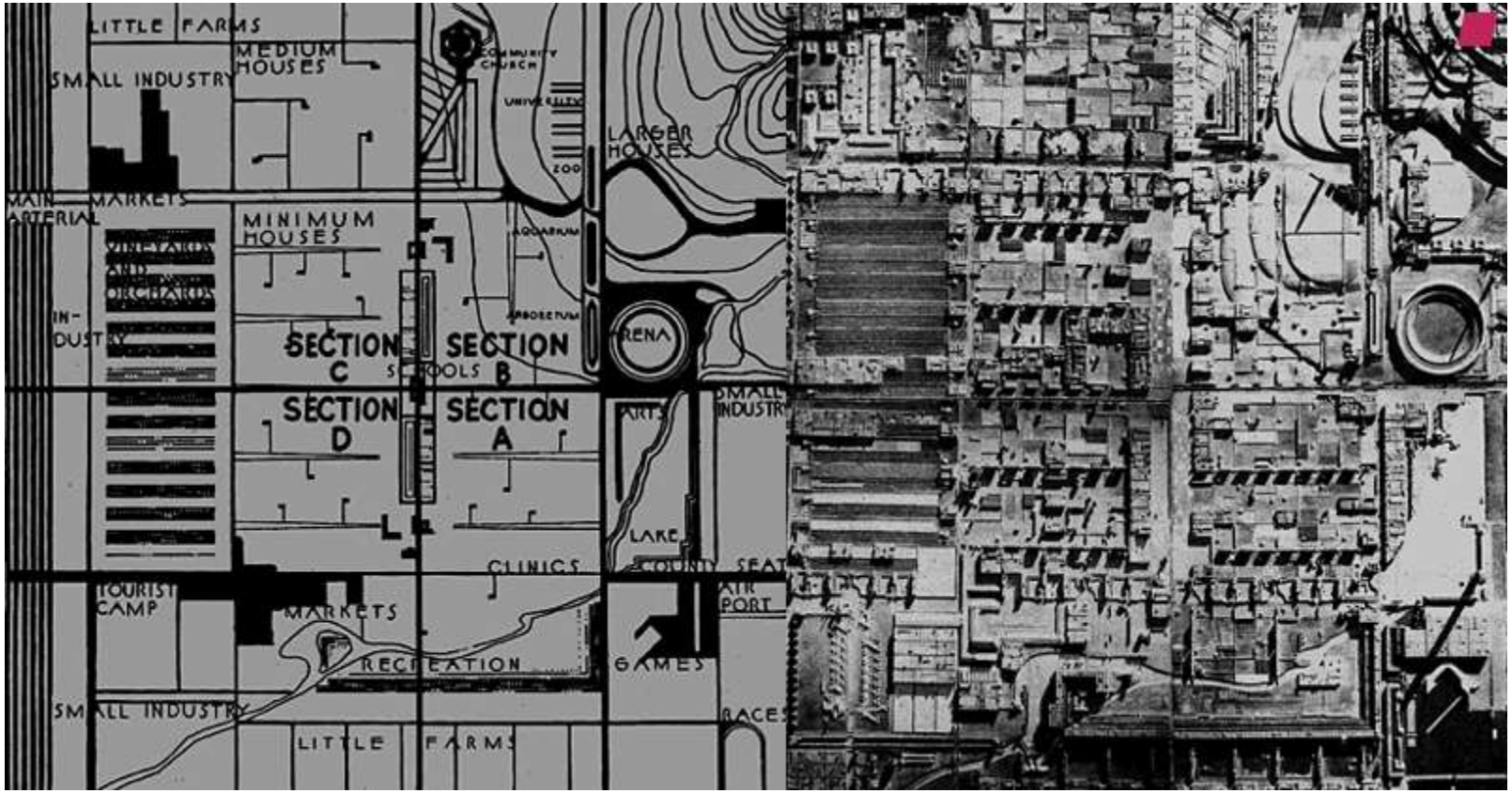
Washington


Plan
of the City of
WASHINGTON.
POTOMAK RIVER
Lat. Capitol Sq. 38. N.
Long. 0. 0.

London

Frank Lloyd Wright

Broadacre City



Frank Lloyd Wright
Broadacre City

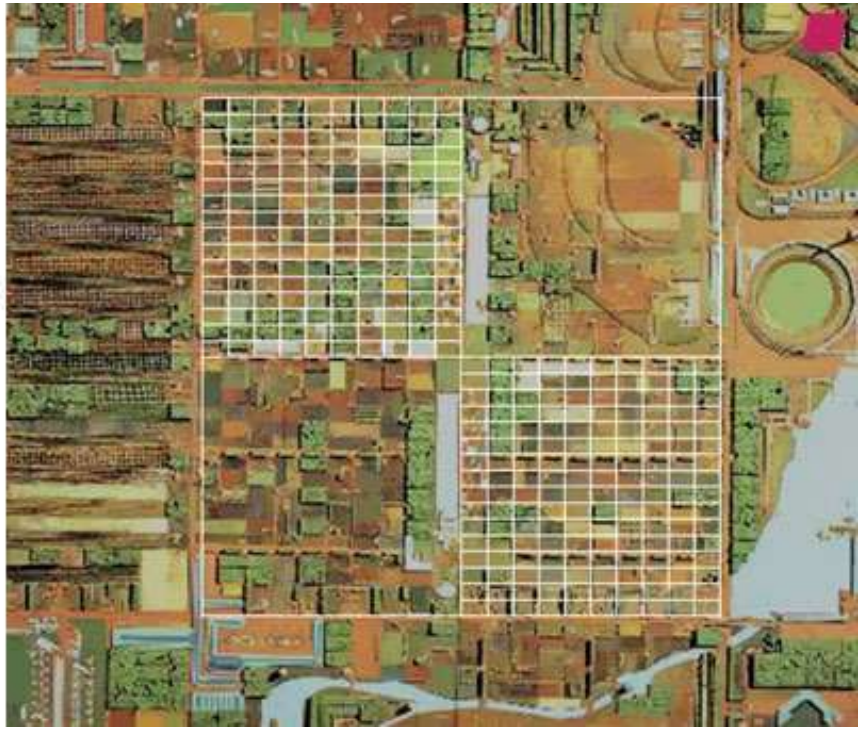
Sdoutz 2007

4 acres

1 acre (4 x 40 rods)
1 acre (66 x 660 feet)
1 square rod (16,5 x 16,5 feet)
1 acre (10 times 16 square rods)

4 (broad) acres

1 acre (10 x 16 rods)
1 acre (165 x 264 feet)
1 acre (4046,856 m²)
1 acre (4 times 40 square rods)

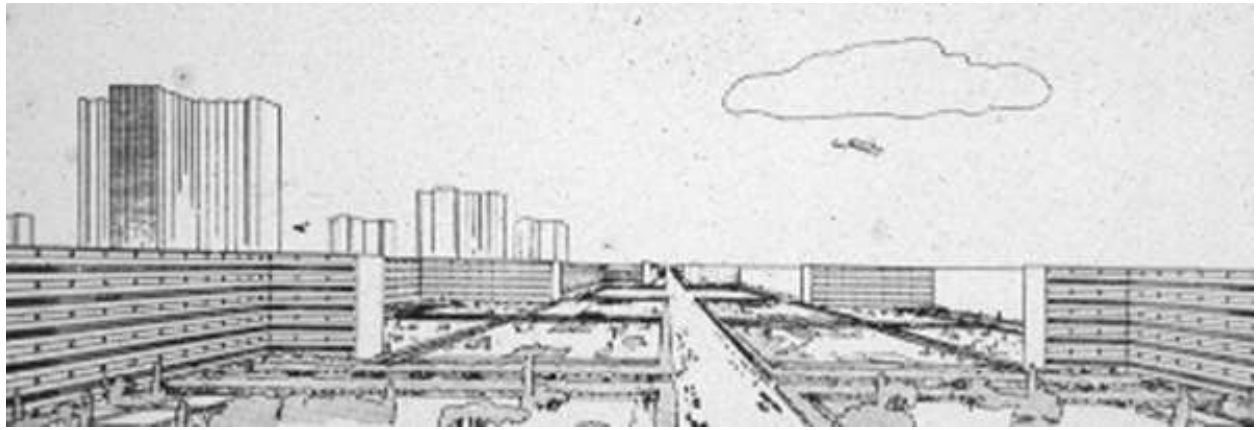


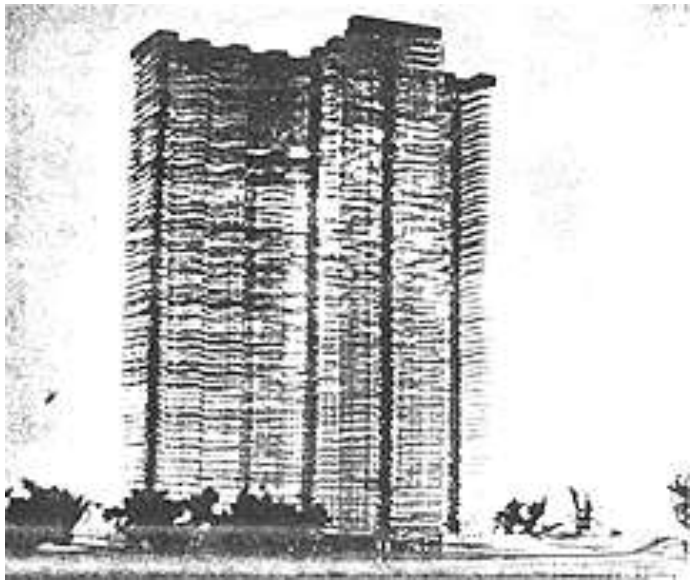
Frank Lloyd Wright

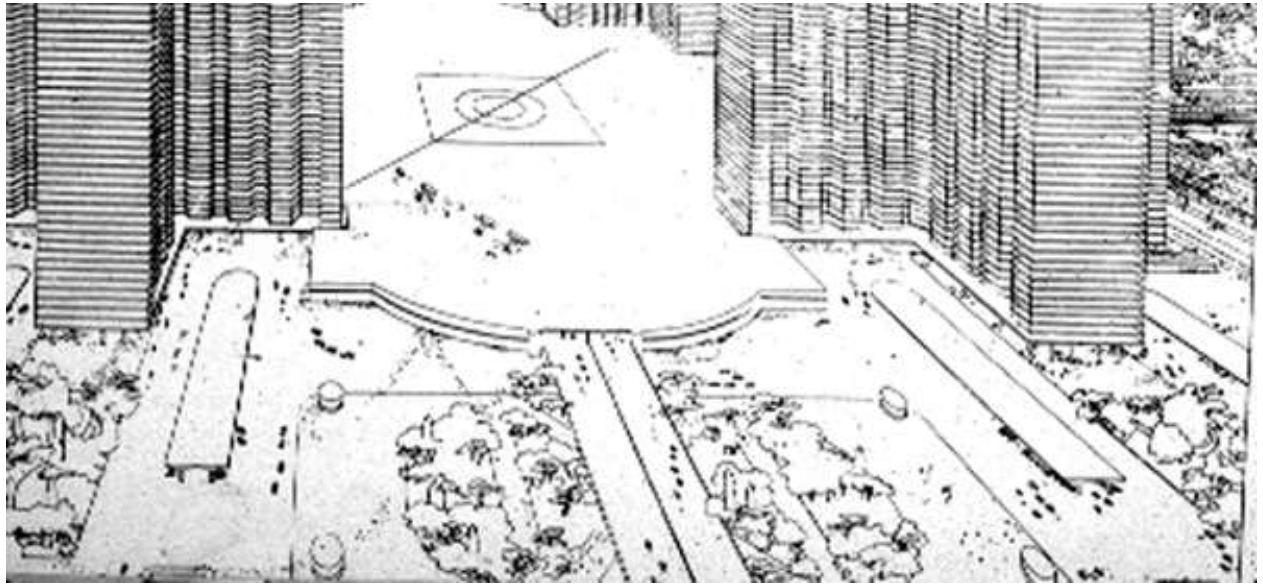
Broadacre City

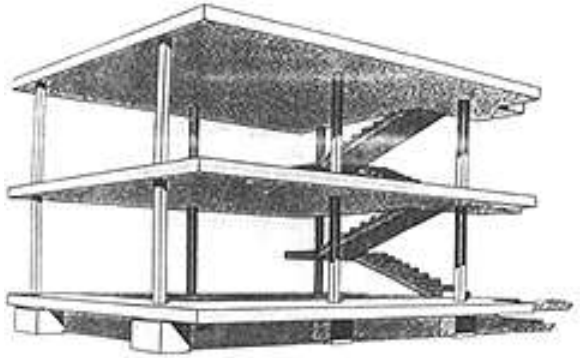
Le Corbusier

Radiant City



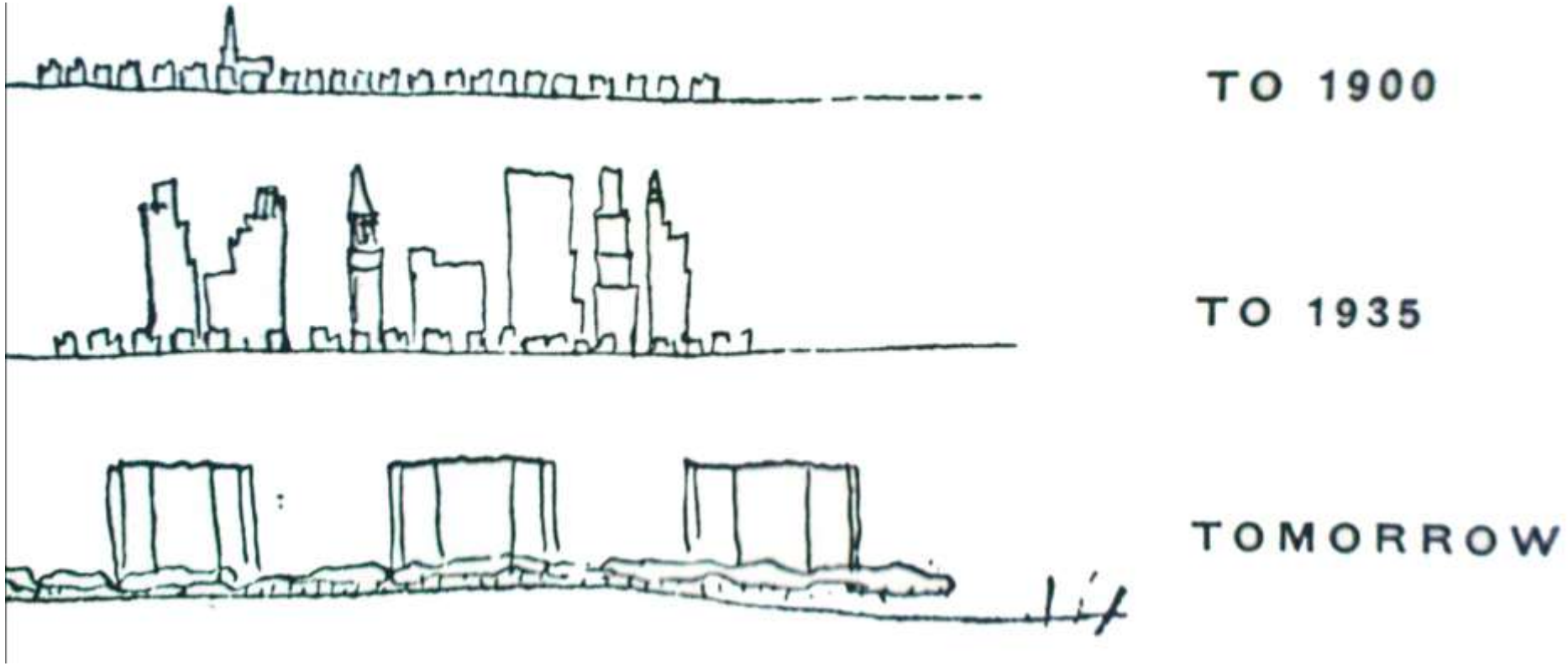


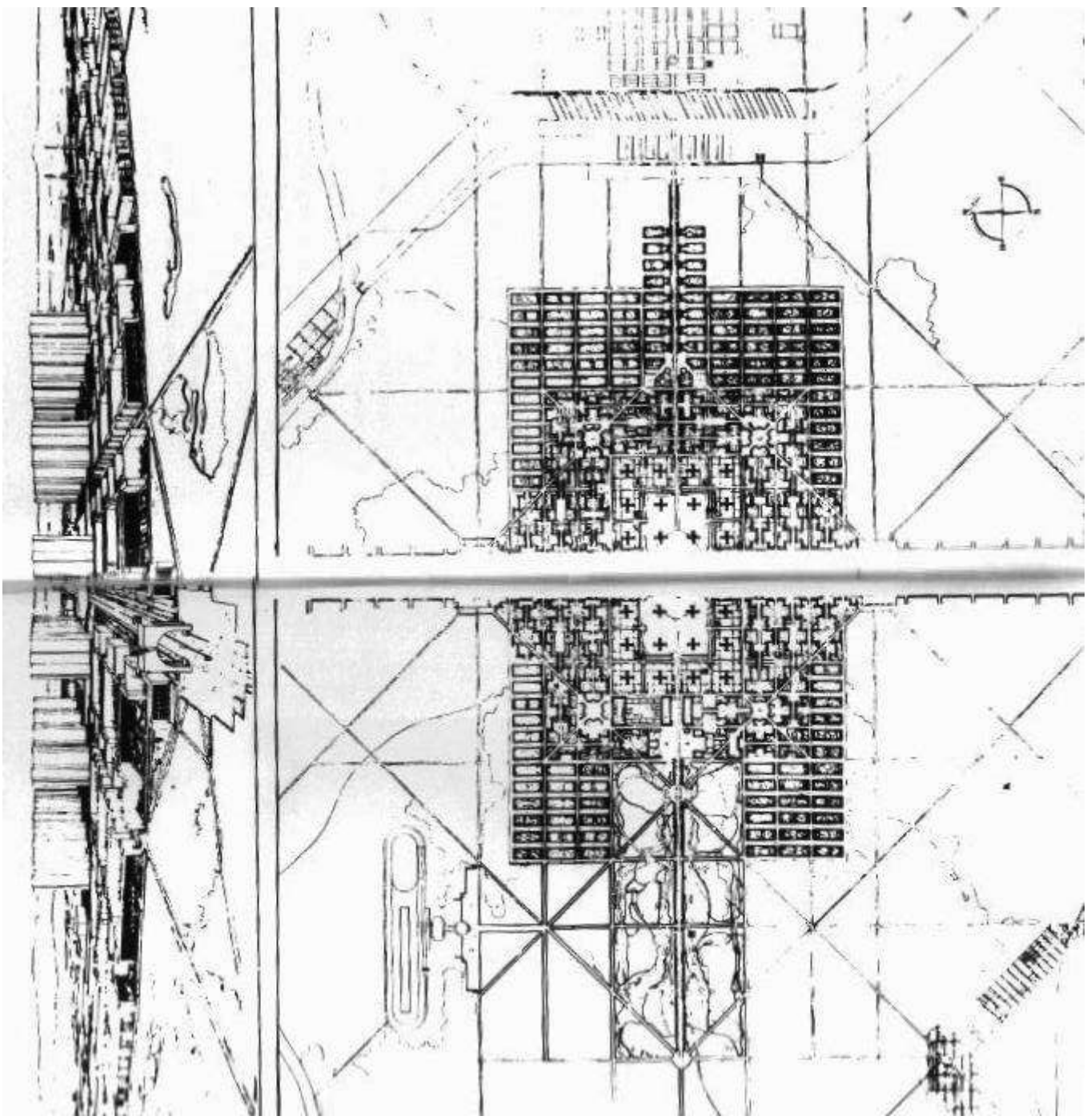




Le Corbusier

Radiant City





Pruitt Igoe

Early influential Postmodern critics:

Homogenic Hegemony (David Harvey)

Spaces of Heterotopias (Michel Foucault)

Urban Regional Planning:

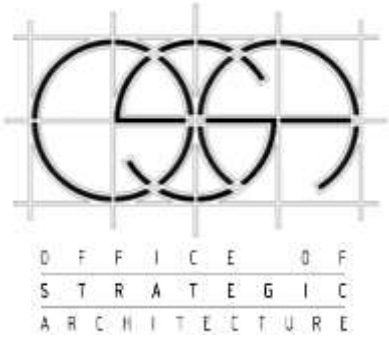
The Non-planning Masterplanning

(Peter Hall, Cedric Price, Reyner Banham, Peter Barker)

Urban Design = regionalized Urban Planning

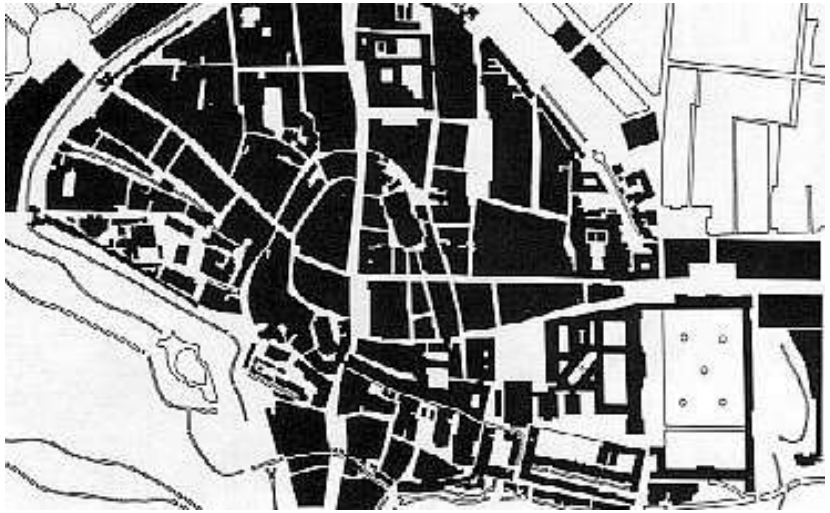
Urban Design = more focused Urban Planning

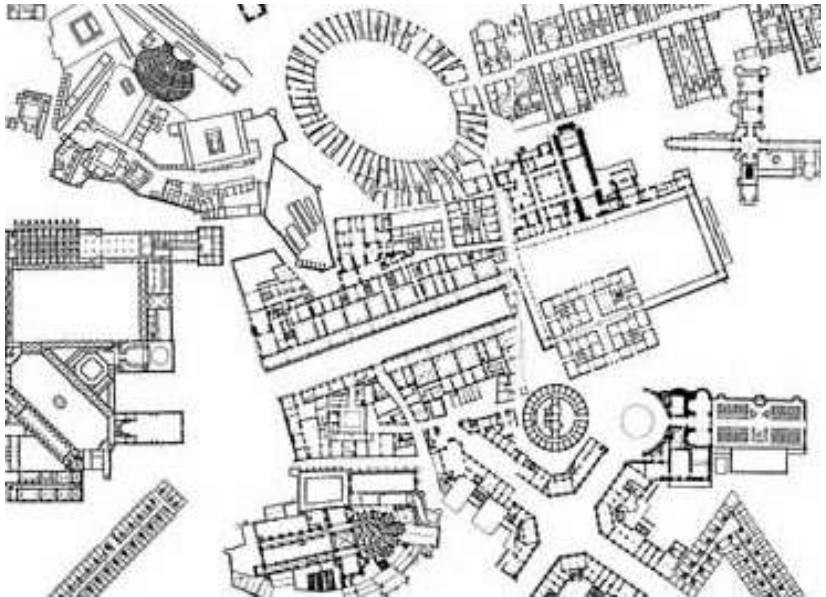
Urban Design = planning + architecture + landscape

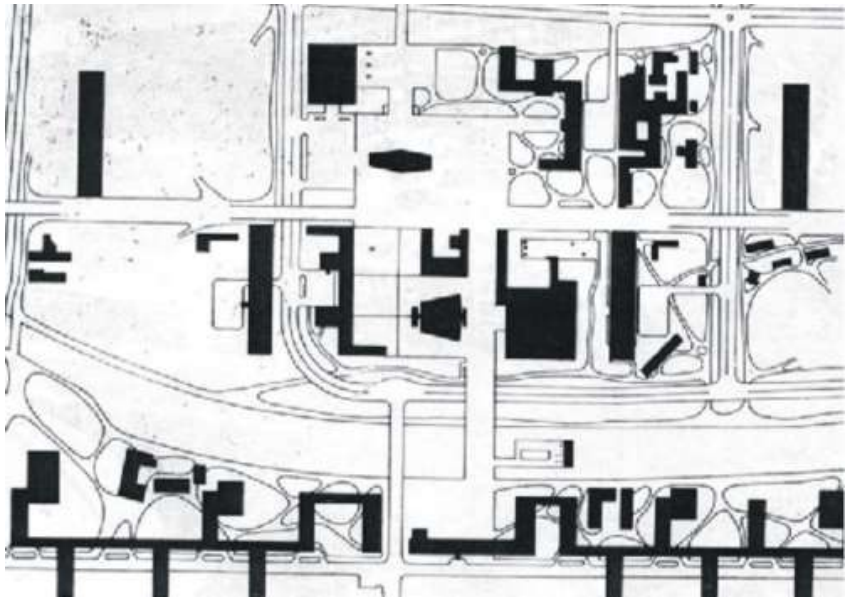


Collin Rowe & Fred Koetter

Collage City

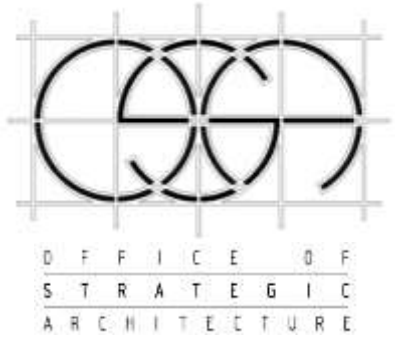


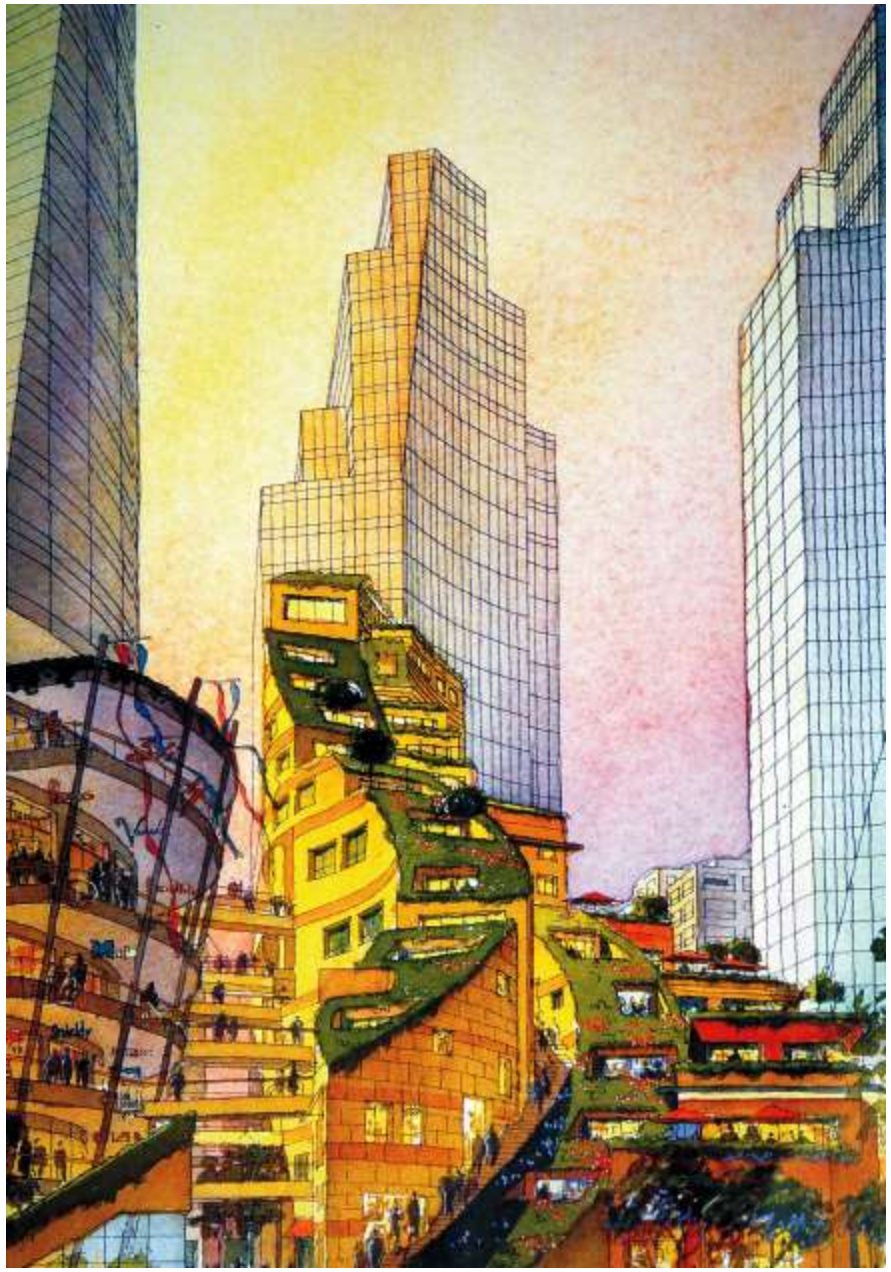


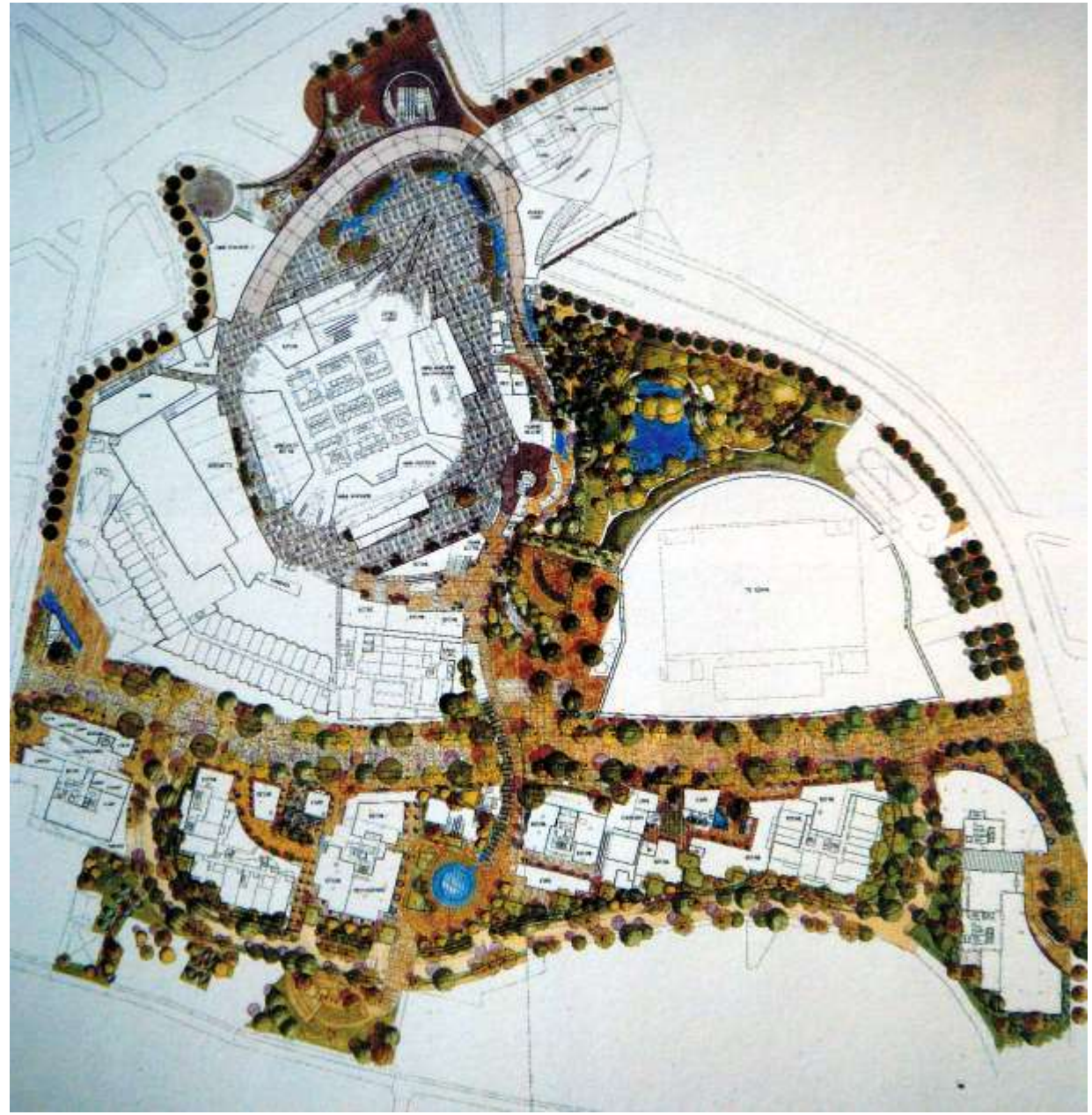


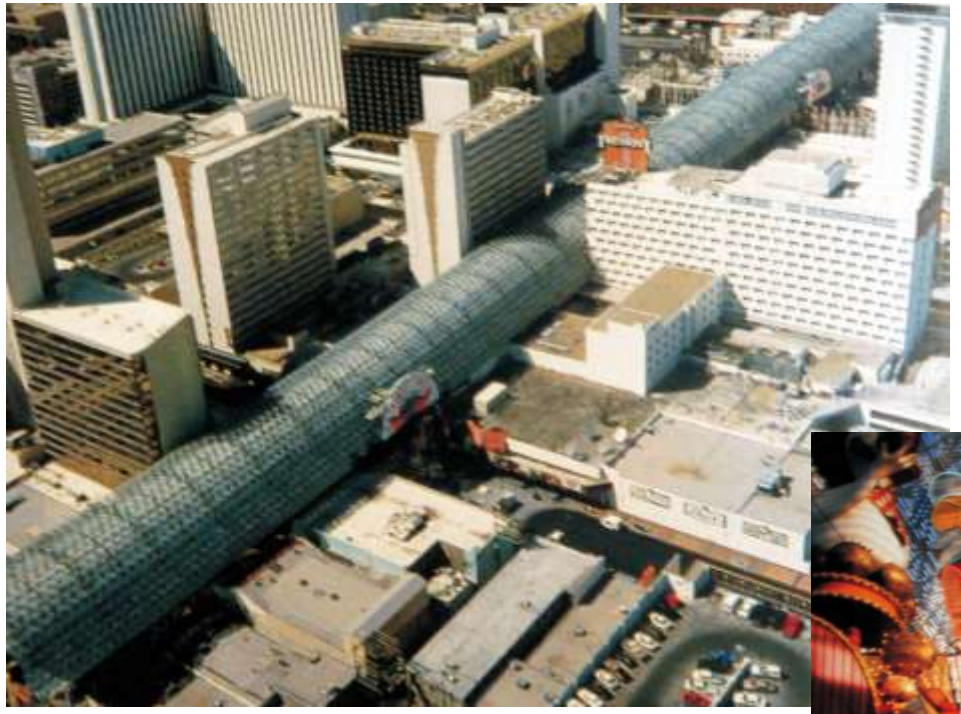
Urban Design: much smaller than urban planning, much bigger than architecture

Jerde Partnership










OPLESS
GIRLS OF
CASINO

Charter of the New Urbanism

The Congress for the New Urbanism views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one interrelated community-building challenge.

We stand for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

We advocate the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

We recognize that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework.

We represent a broad-based citizenry, composed of public and private sector leaders, community activists, and multidisciplinary professionals. We are committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

We dedicate ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

Continued on back...

We assert the following principles to guide public policy, development practice, urban planning, and design:

The region: Metropolis, city, and town

1) Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

2) The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.

3) The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.

4) Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

5) Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

6) The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

7) Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

8) The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.

9) Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The neighborhood, the district, and the corridor

10) The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.

11) Neighborhoods should be compact, pedestrian friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.

12) Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

13) Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.

14) Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.

15) Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

16) Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

17) The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

18) A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The block, the street, and the building

19) A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

20) Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

21) The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

22) In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.

23) Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

24) Architecture and landscape design should grow from local climate, topography, history, and building practice.

25) Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.

26) All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.

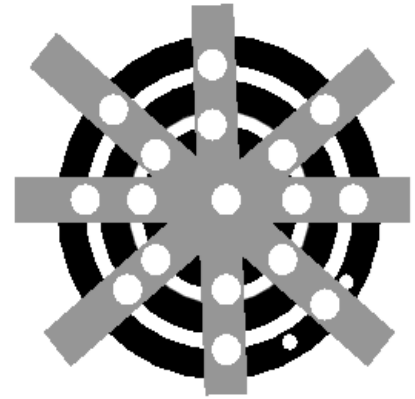
27) Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

cnu.org

Congress for the New Urbanism

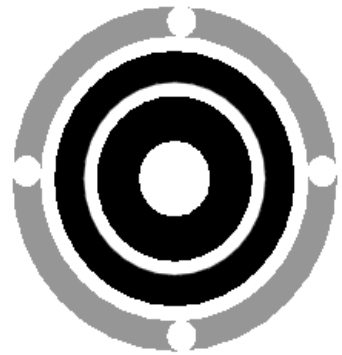
Dispersed City

Compact City



Corridor City

Edge City



Fringe City

Satellite/Ultra City

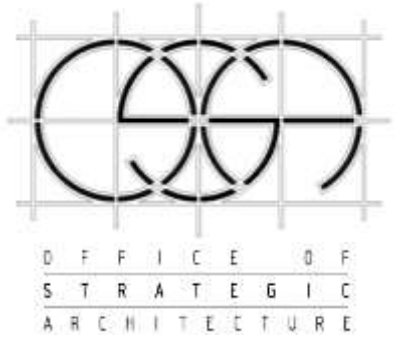
OFFICE OF STRATEGIC ARCHITECTURE

Alliance for Sustainable Initiatives in Architecture

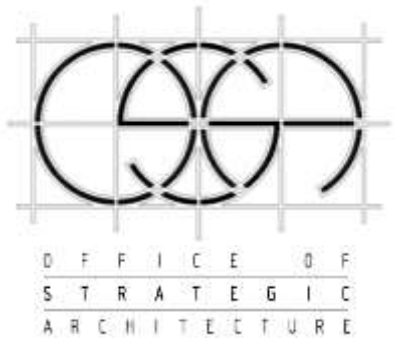
Advance Urbanism:

City Within Building >>> Advancement of Radiant

City Within City >>> Advancement of Broadacre



THE RESULT


OFFICE OF
STRATEGIC
ARCHITECTURE

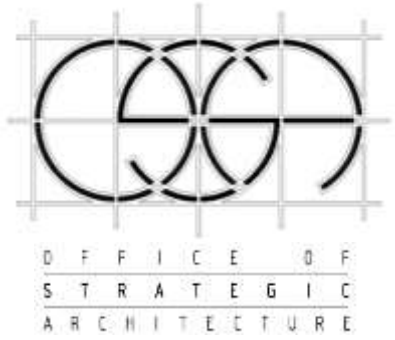

ASA
Alliance for Sustainable
Initiatives in Architecture


So do these make us the bad guys?

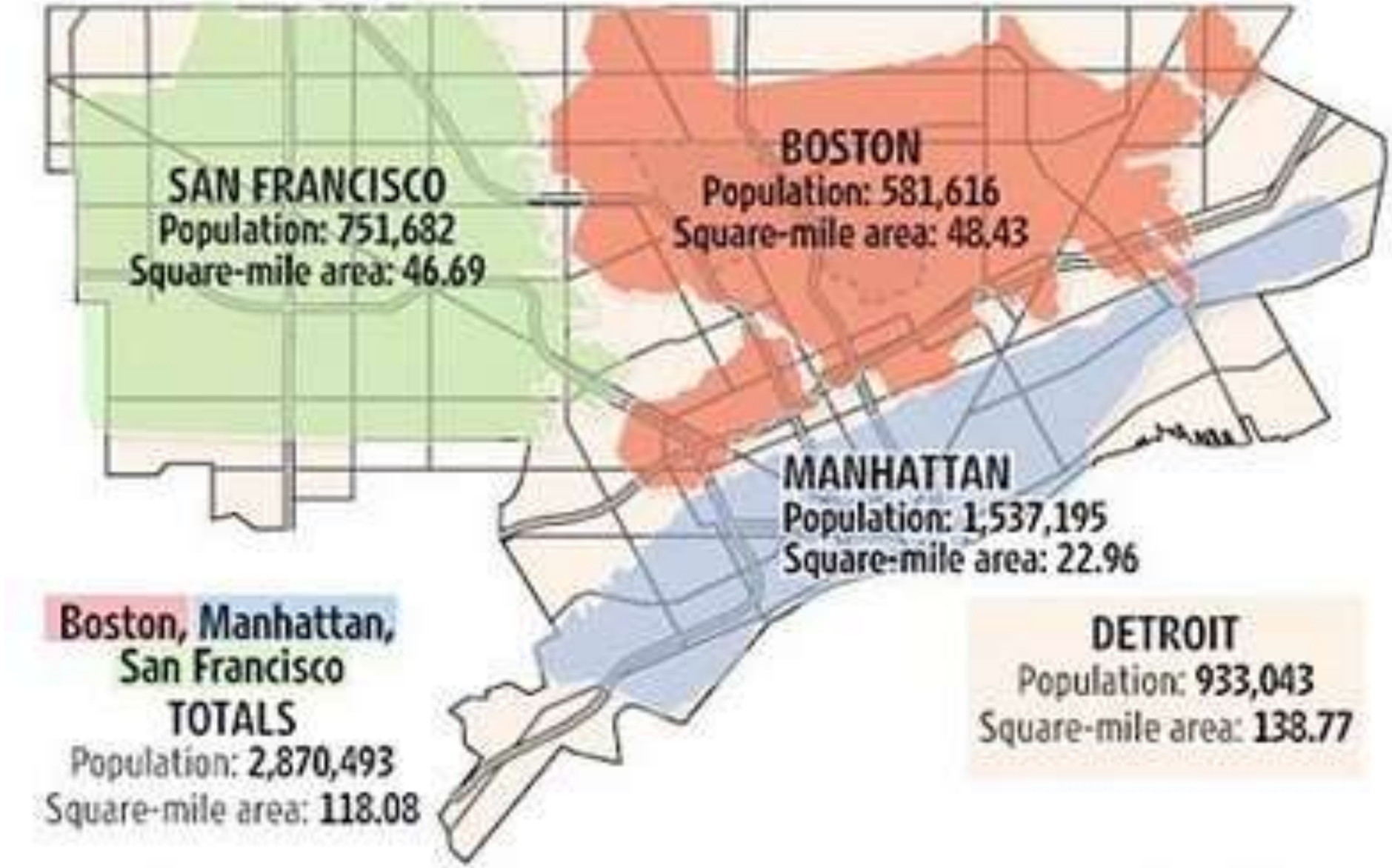
Agglomeration = Movement
= Spatial Hunger
= Energy Hunger

THE OTHER (NORTHERN) TRUTH

Detroit



Comparing Detroit to three other major cities

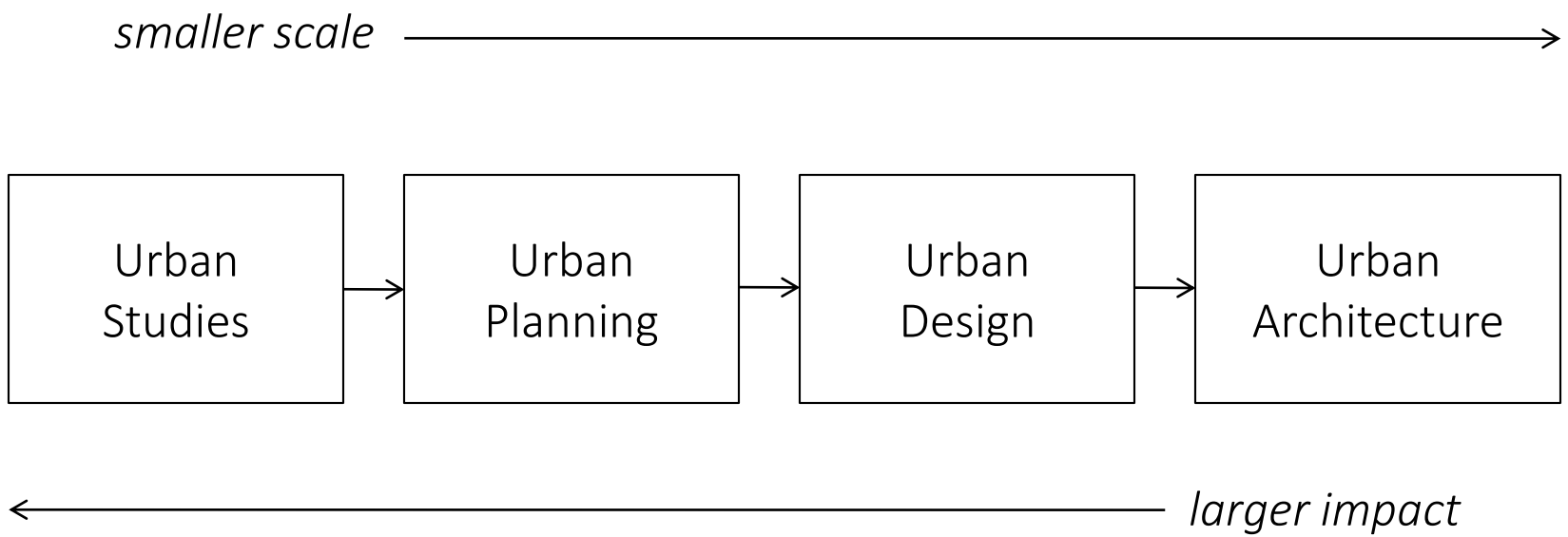


Source: University of Detroit Mercy

Detroit Free Press

Urban Architecture: the Framework

Urban Theories:



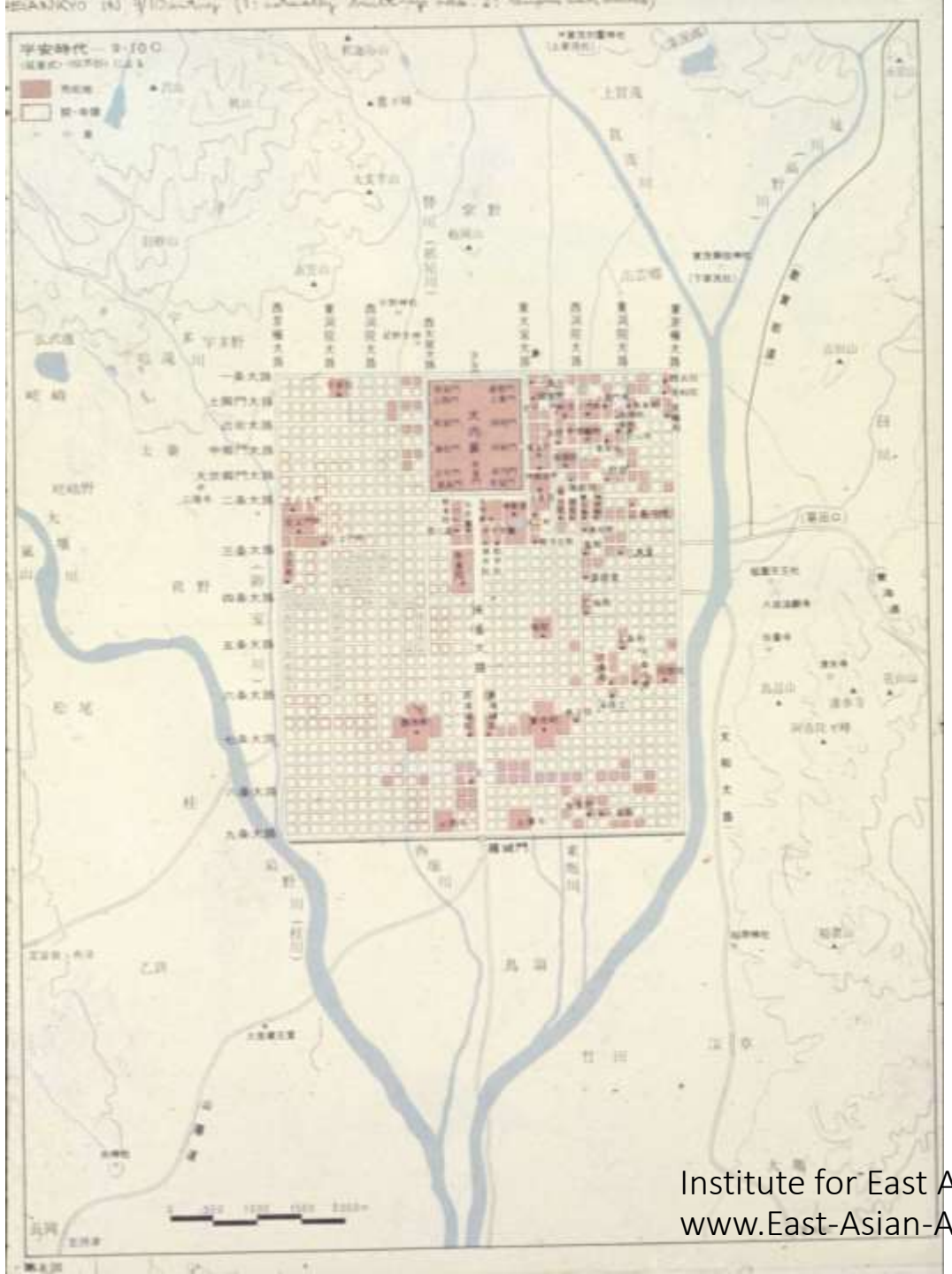
THE ALTERNATIVES

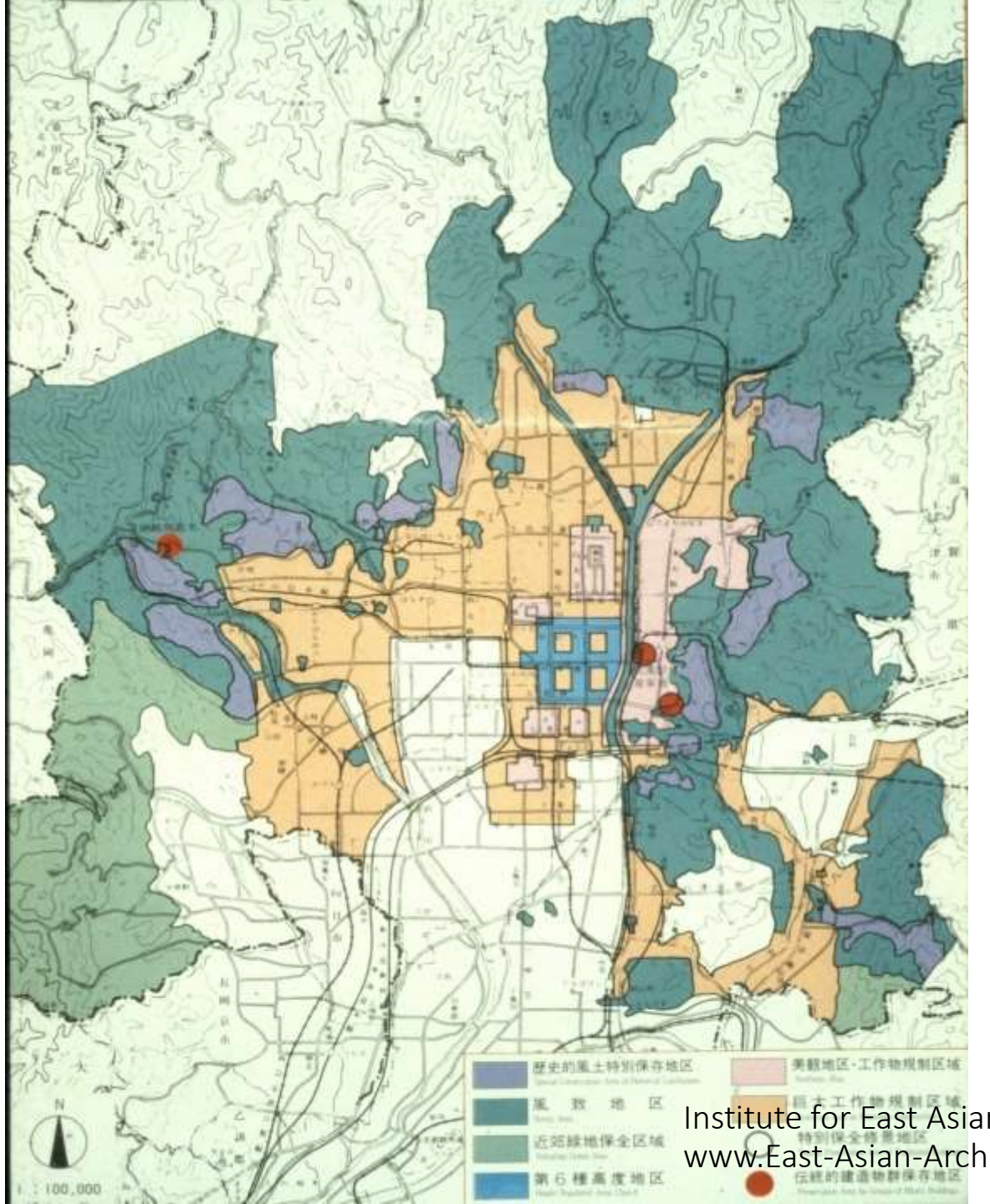
Proposals to Kyoto & Osaka

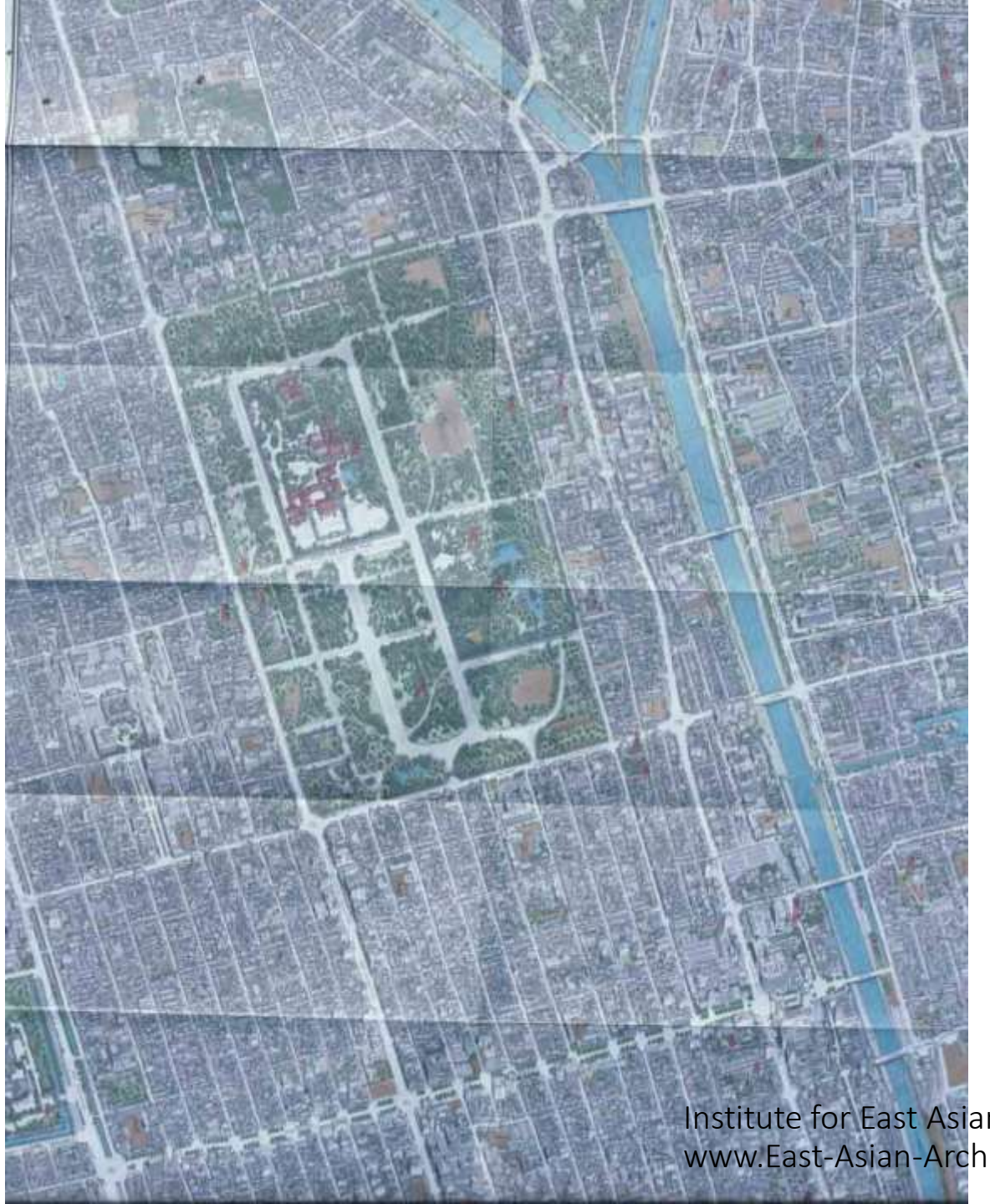
OFFICE OF STRATEGIC ARCHITECTURE

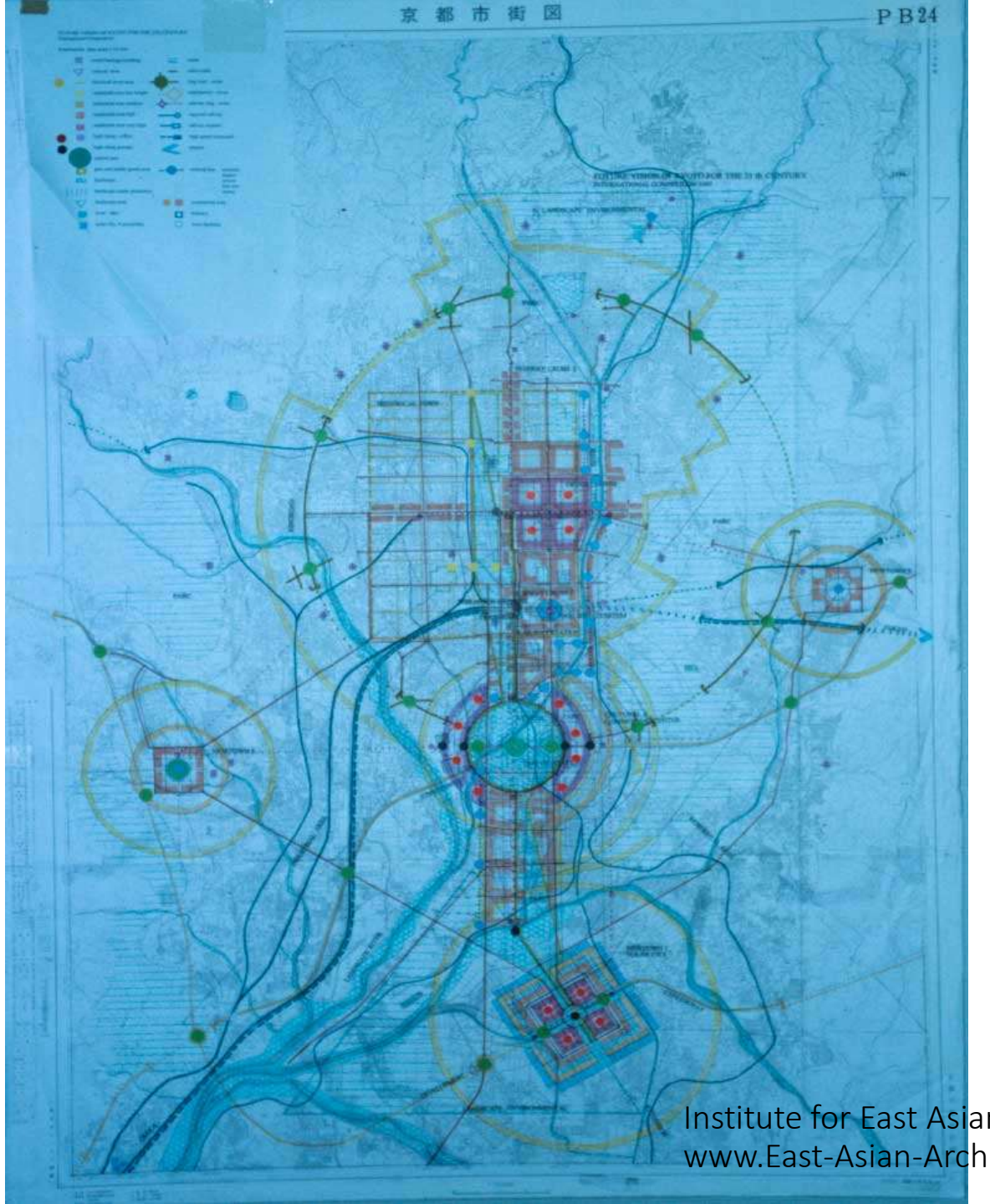
Alliance for Sustainable Initiatives in Architecture

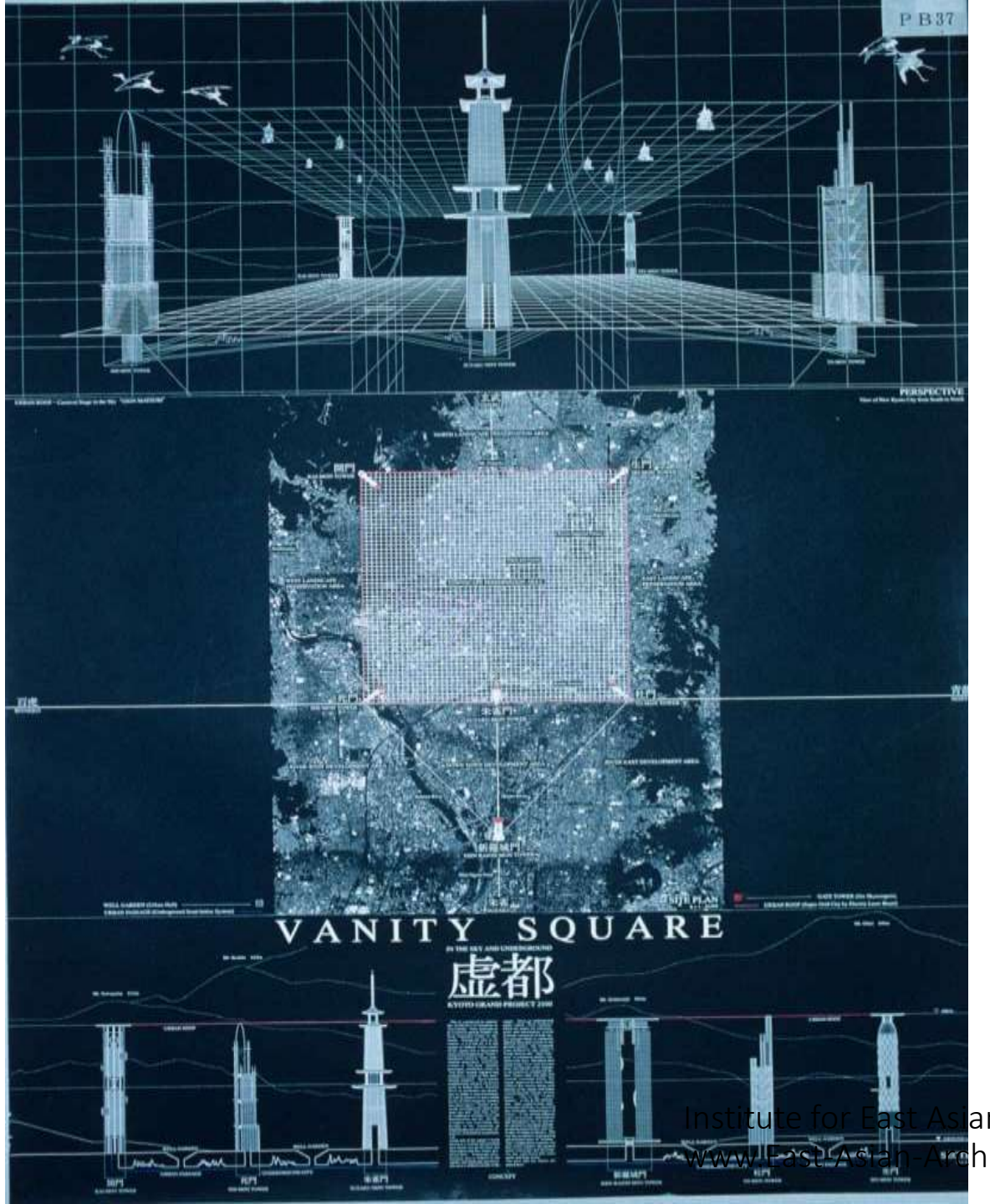
Degeneration, Case Study: Kyoto



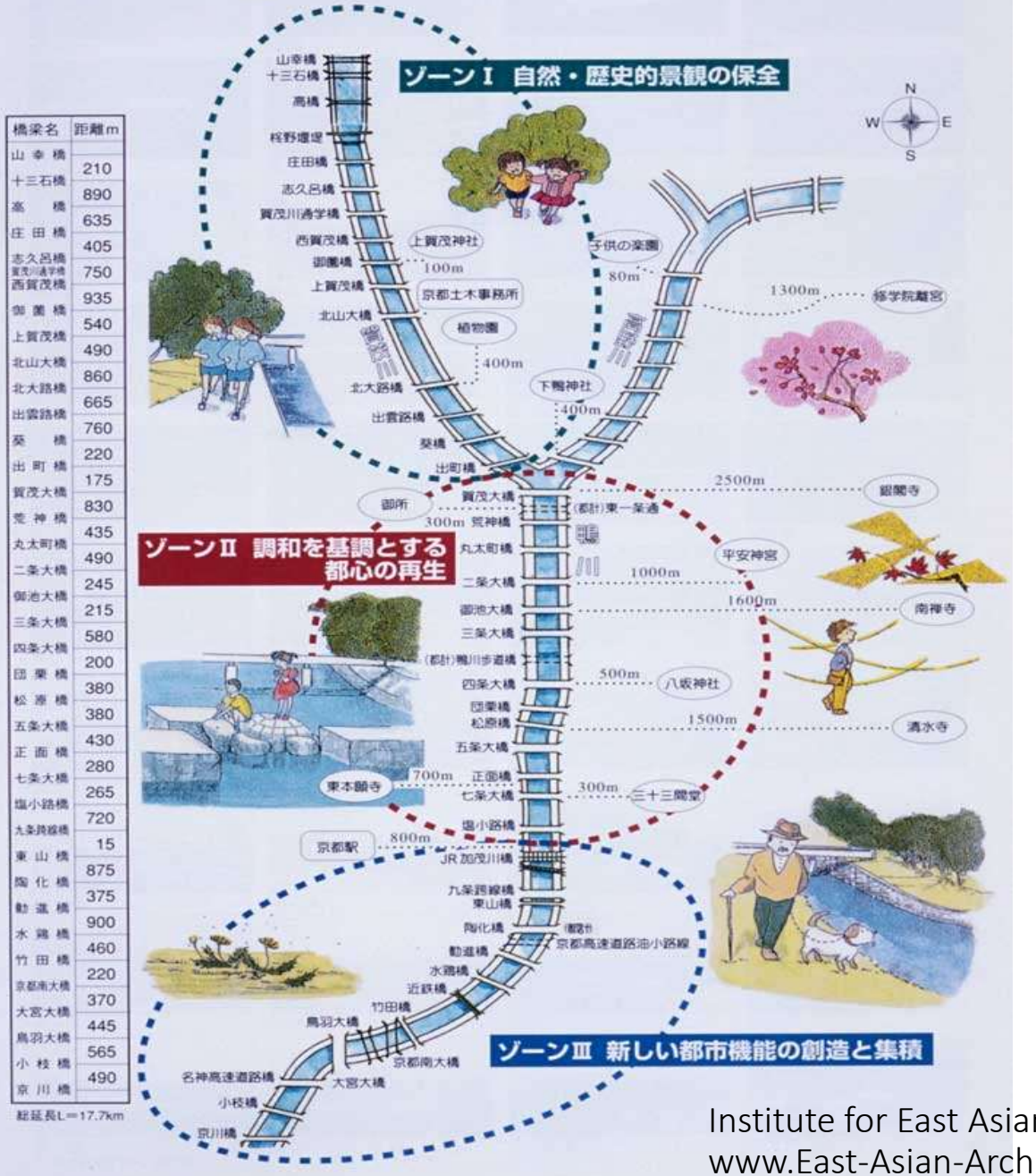

歴史的風土特別保存地区
風致地区
近郊緑地保全区域
第６種高度地区
美観地区・工作物規制区域
伝統的建造物群保存地区
N
1：100,000




京都市街図
PB24

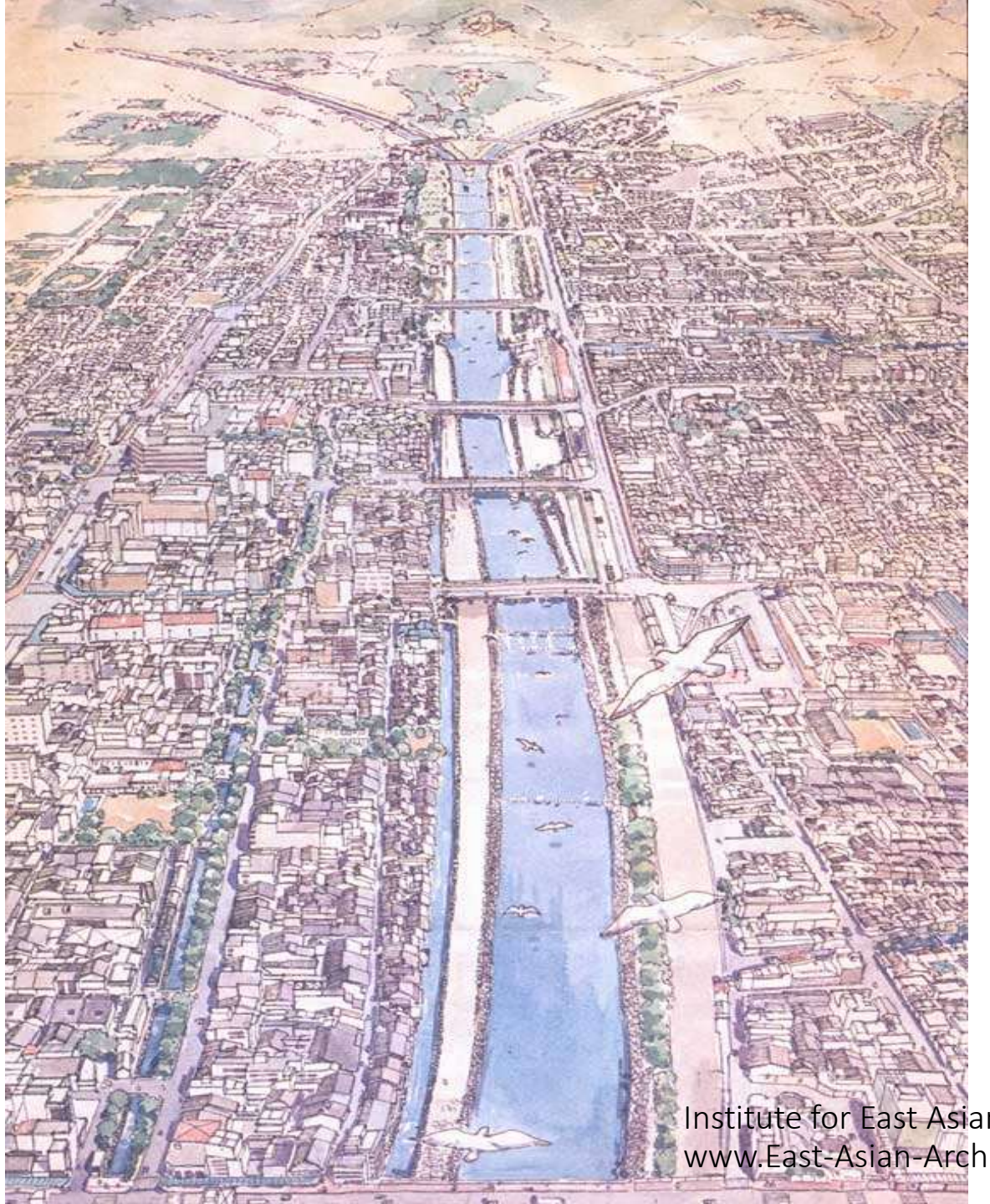

P B37
PERSPECTIVE
VANITY SQUARE
虚都
KYOTO GRAND PROJECT 2100

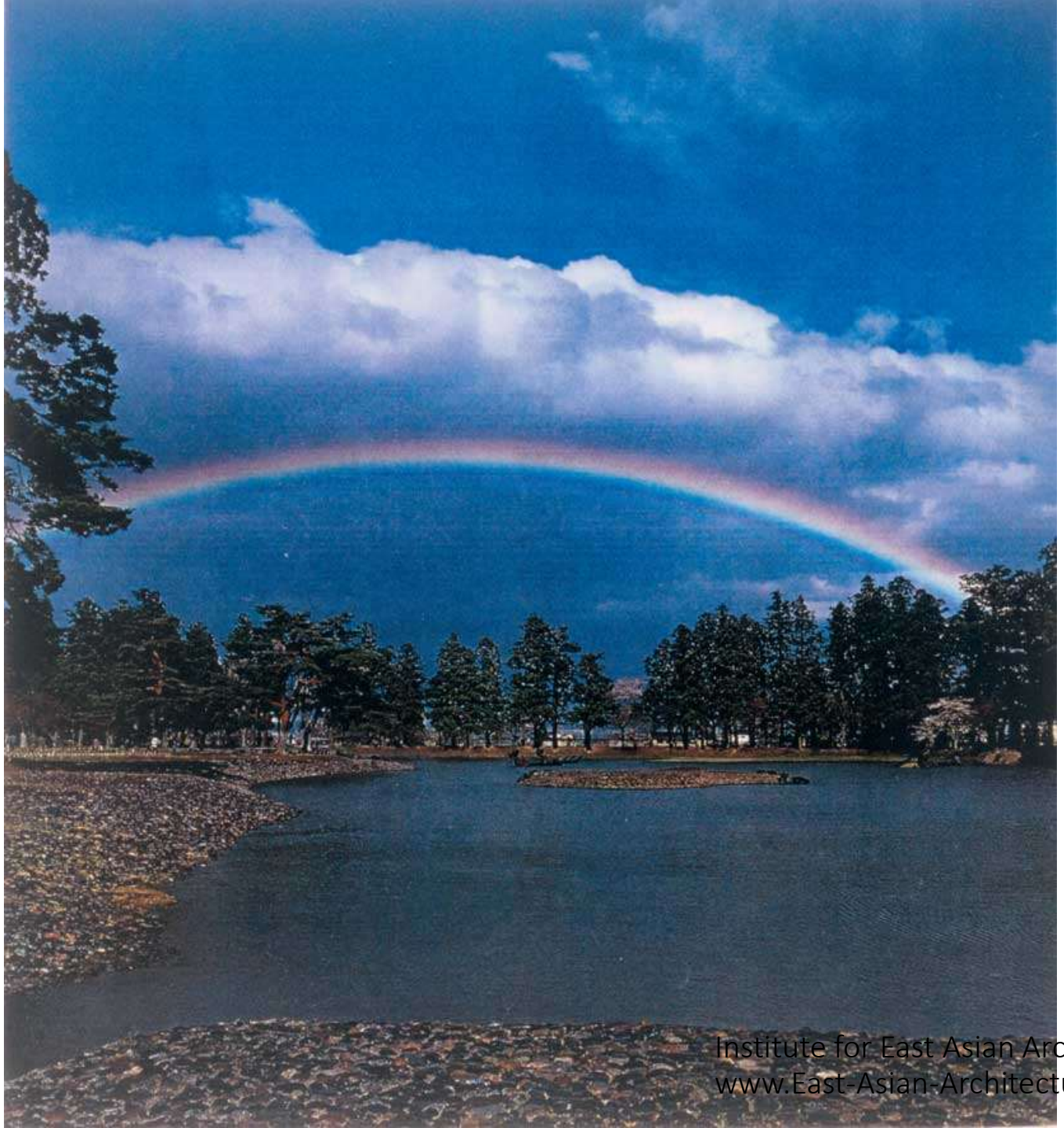
鴨川に架かる橋



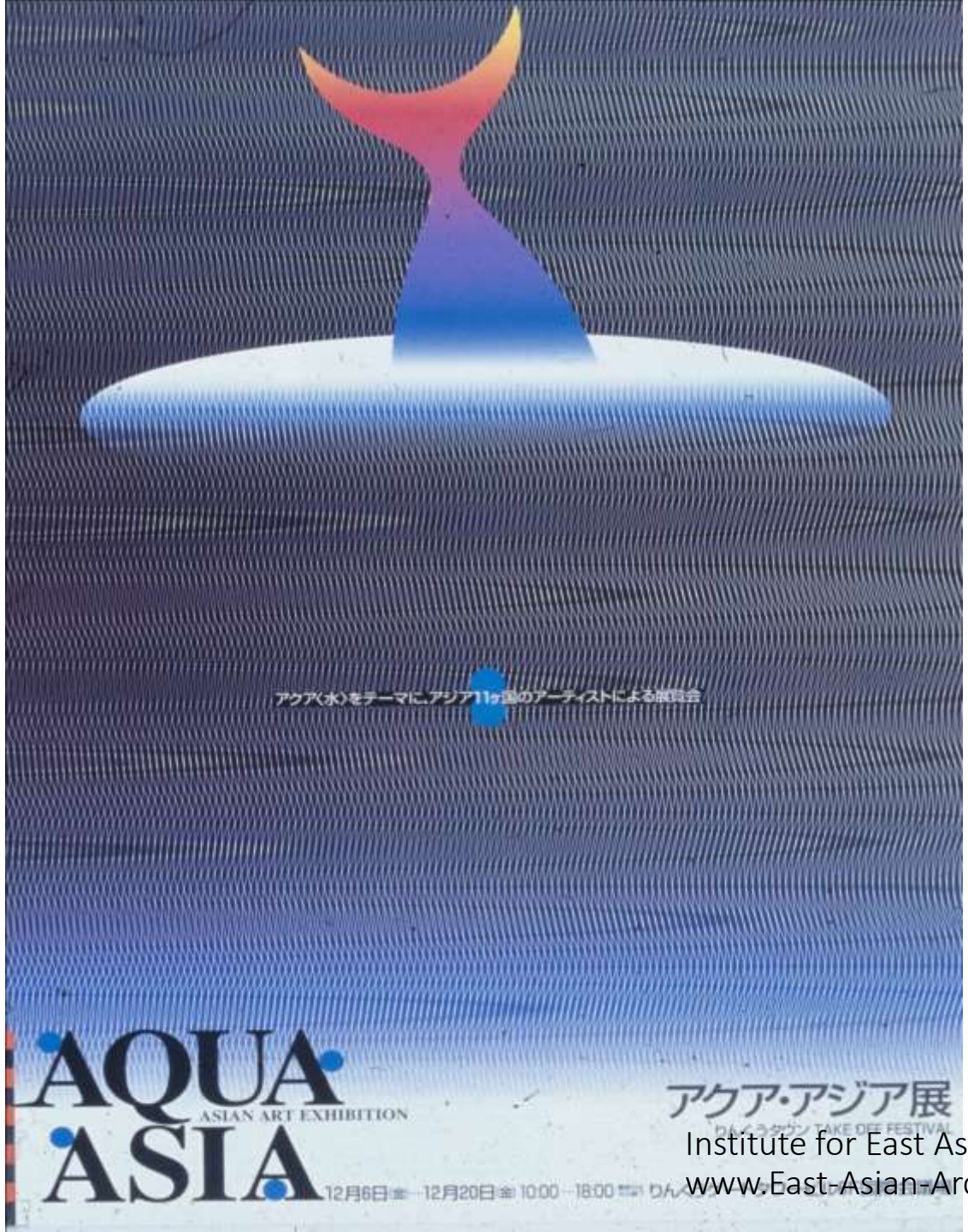
橋梁名	距離m
山幸橋	
十三石橋	210
高橋	890
庄田橋	635
志久呂橋	405
賀茂川通学橋	750
西賀茂橋	935
御薗橋	540
上賀茂橋	490
北山大橋	860
北大路橋	665
出雲路橋	760
葵橋	220
出町橋	175
賀茂大橋	830
荒神橋	435
丸太町橋	490
二条大橋	245
御池大橋	215
三条大橋	580
四条大橋	200
団栗橋	380
松原橋	380
五条大橋	430
正面橋	280
七条大橋	265
塩小路橋	720
九条跨線橋	15
東山橋	875
陶化橋	375
勧進橋	900
水路橋	460
竹田橋	220
京都南大橋	370
大宮大橋	445
鳥羽大橋	565
小枝橋	490
京川橋	

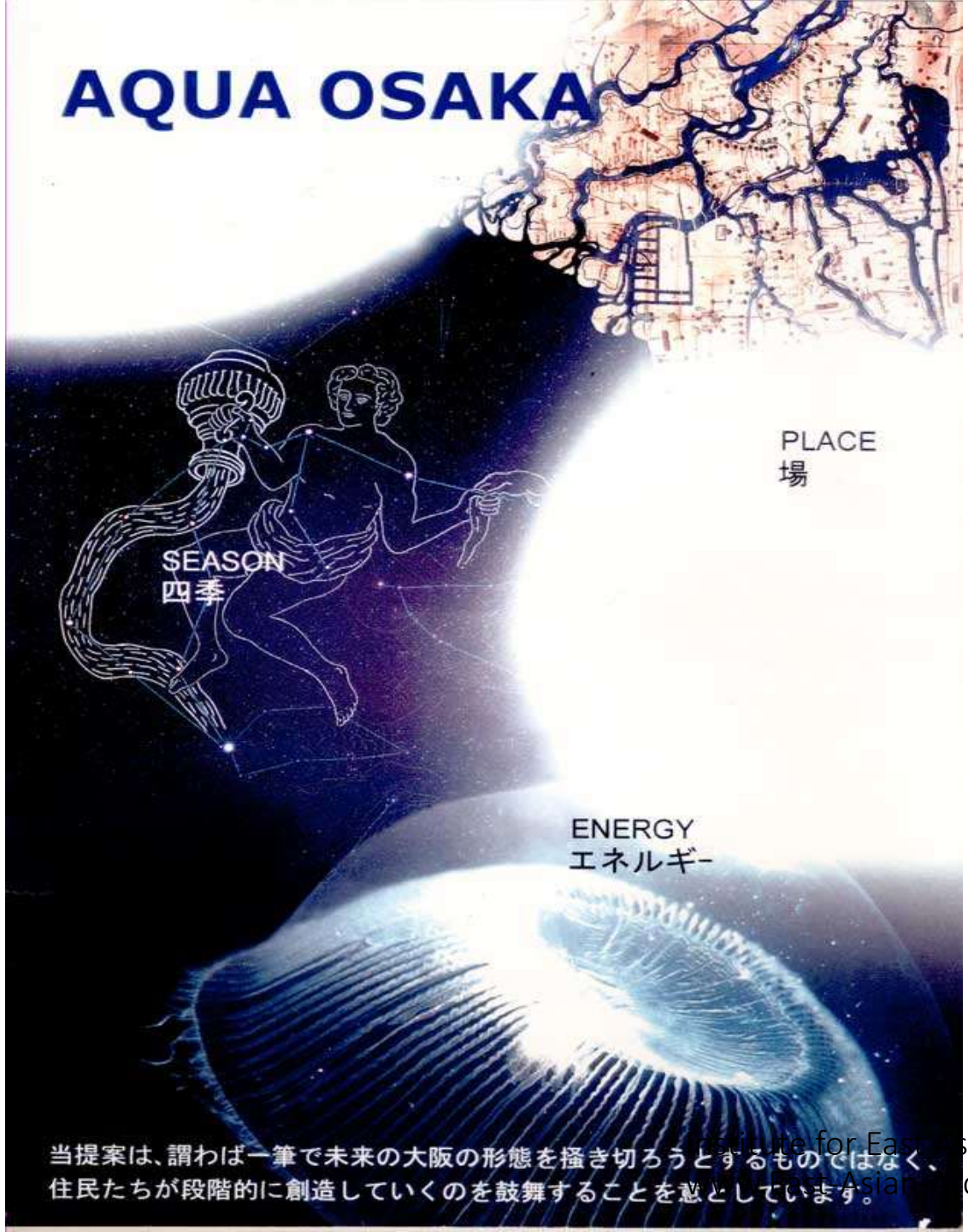
総延長L=17.7km

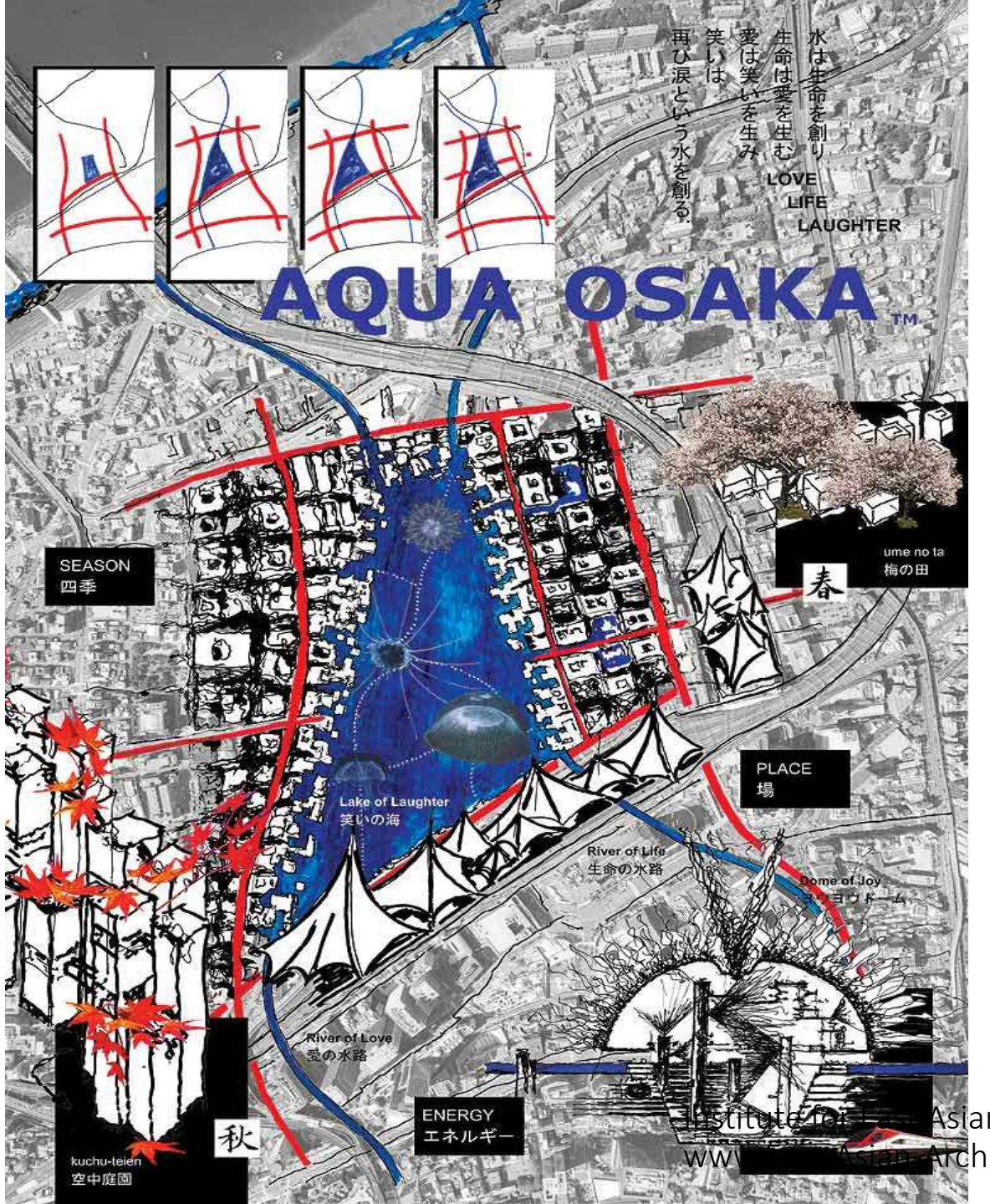


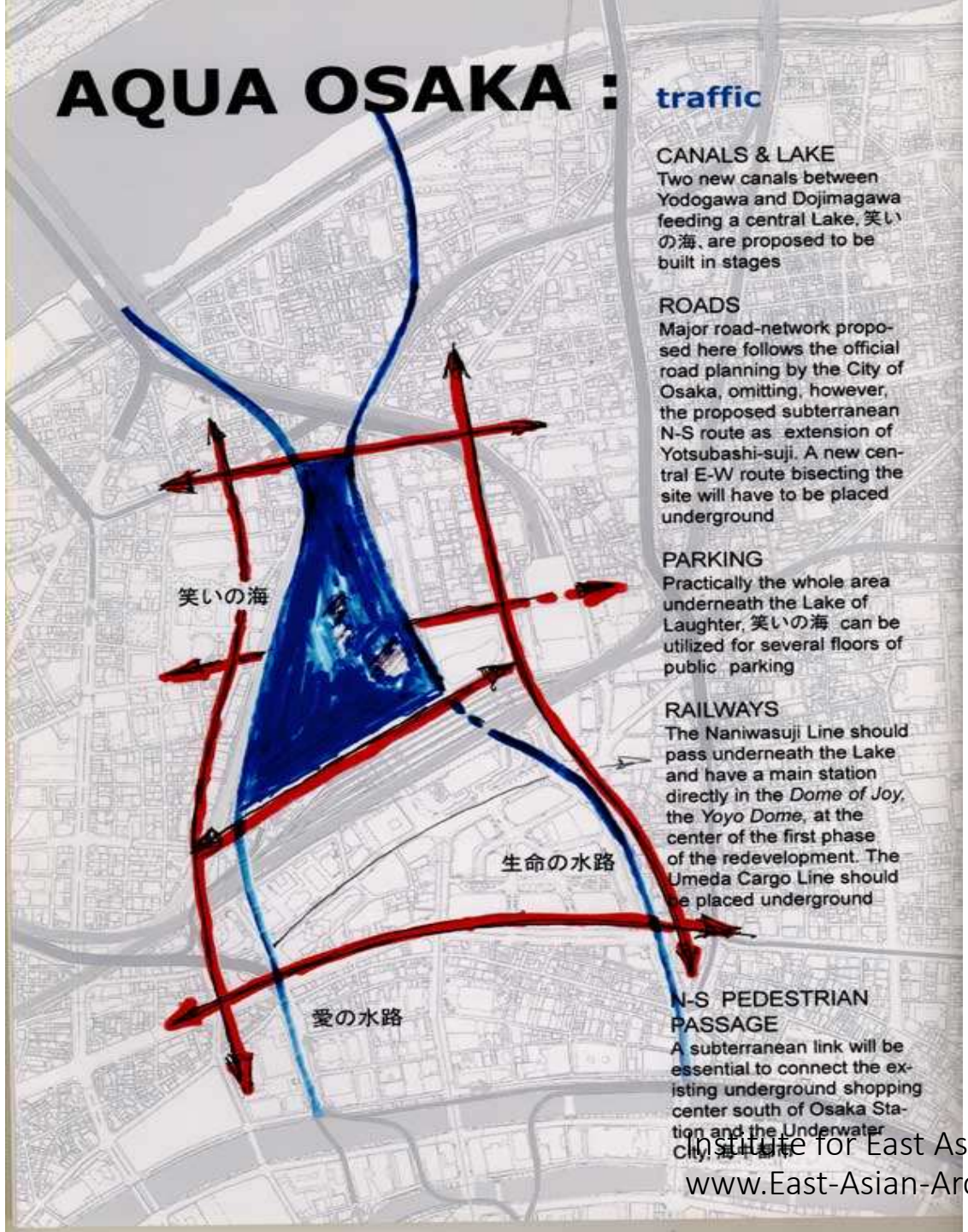


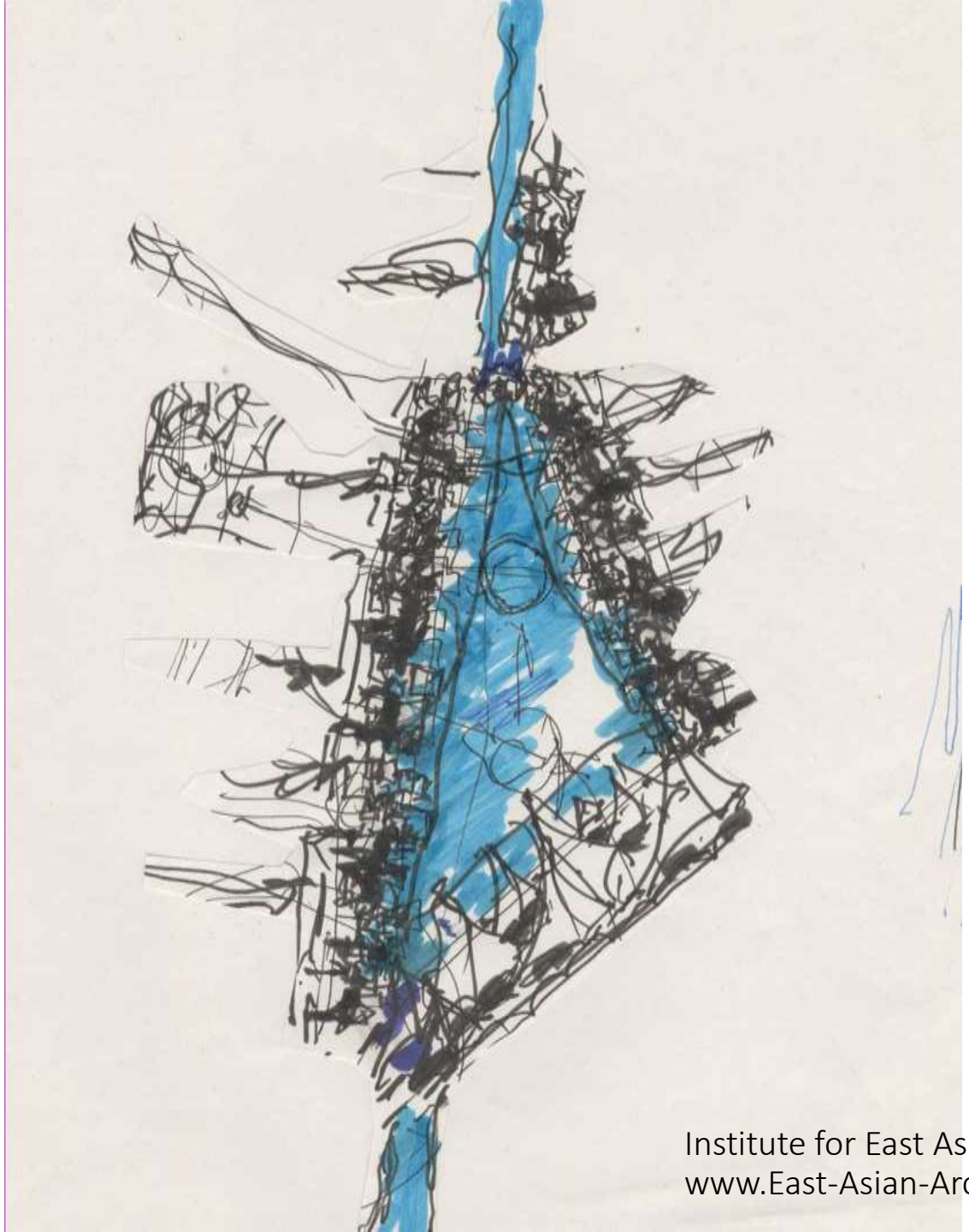
Reorientation, Case Study: Osaka

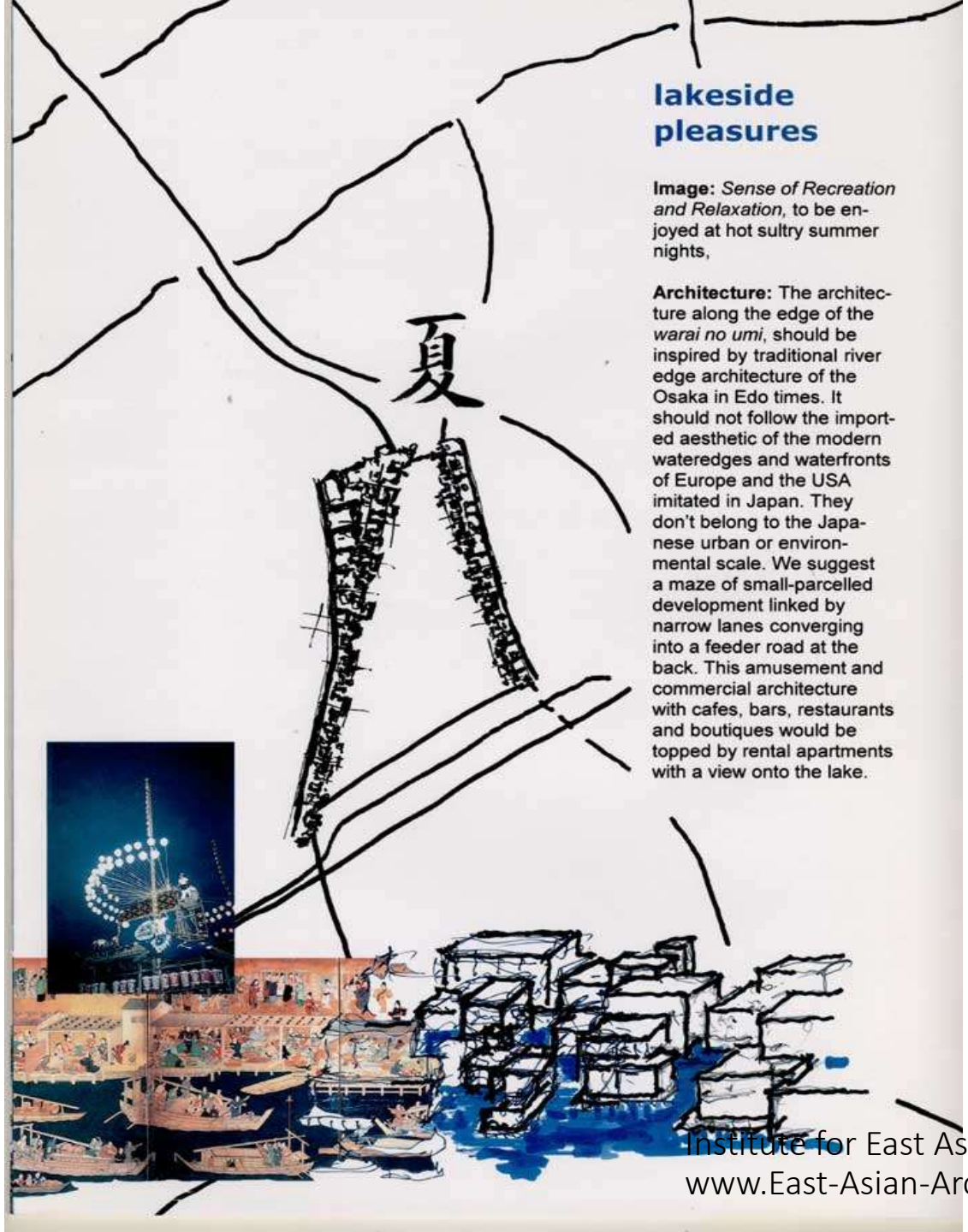



AQUA OSAKA
PLACE
場
SEASON
四季
ENERGY
エネルギー
当提案は、謂わば一筆で未来の大阪の形態を掻き切ろうとするものではなく、
住民たちが段階的に創造していくのを鼓舞することを意としています。


AQUA OSAKA ™
水は生命を創り
生命は愛を生む
愛は笑いを生み
笑いは
再び涙という水を創る.
LOVE
LIFE
LAUGHTER
SEASON
四季
春
ume no ta
梅の田
PLACE
場
Lake of Laughter
笑いの海
River of Life
生命の水路
Dome of Joy
River of Love
愛の水路
ENERGY
エネルギー
秋
kuchu-teien
空中庭園



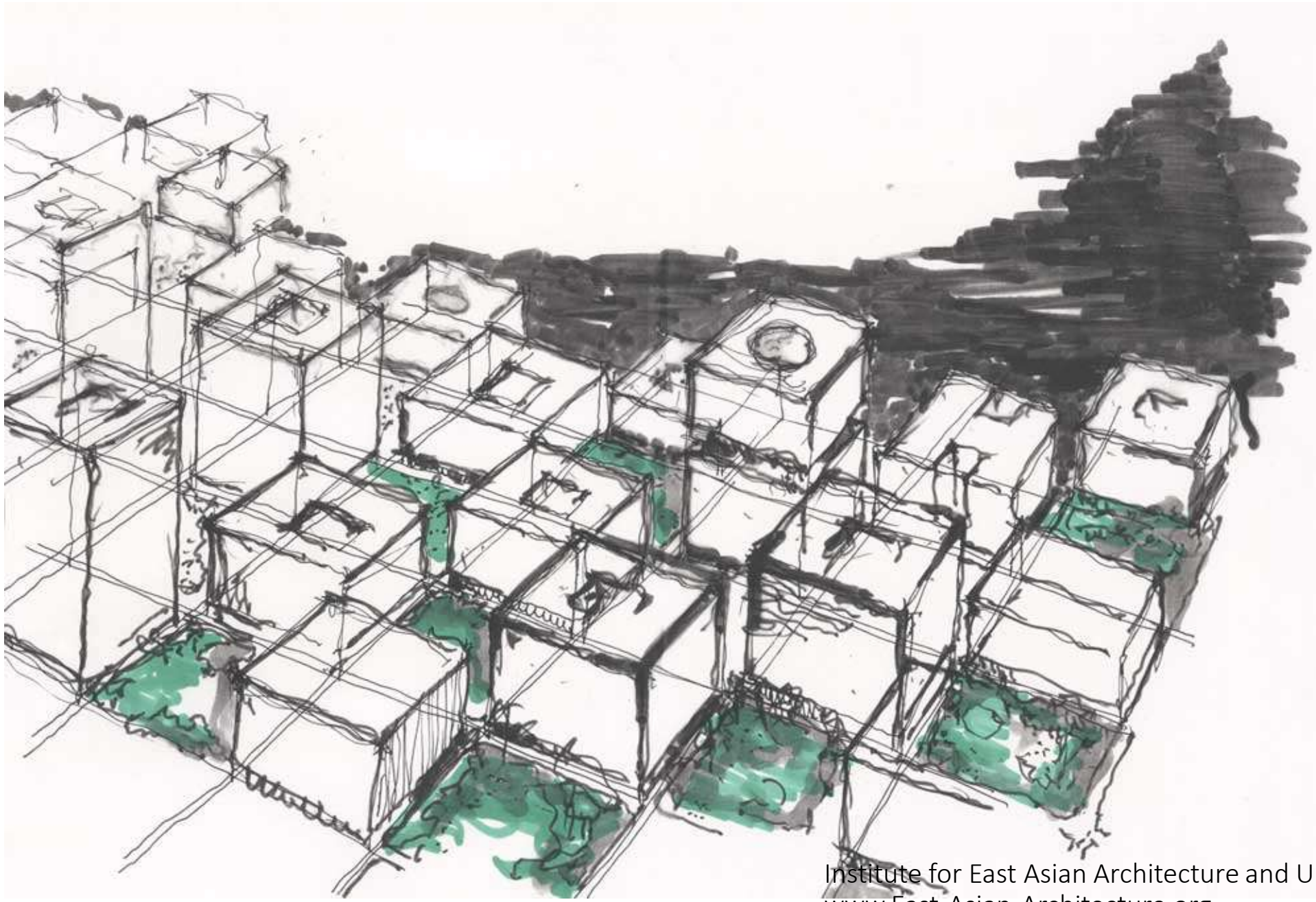


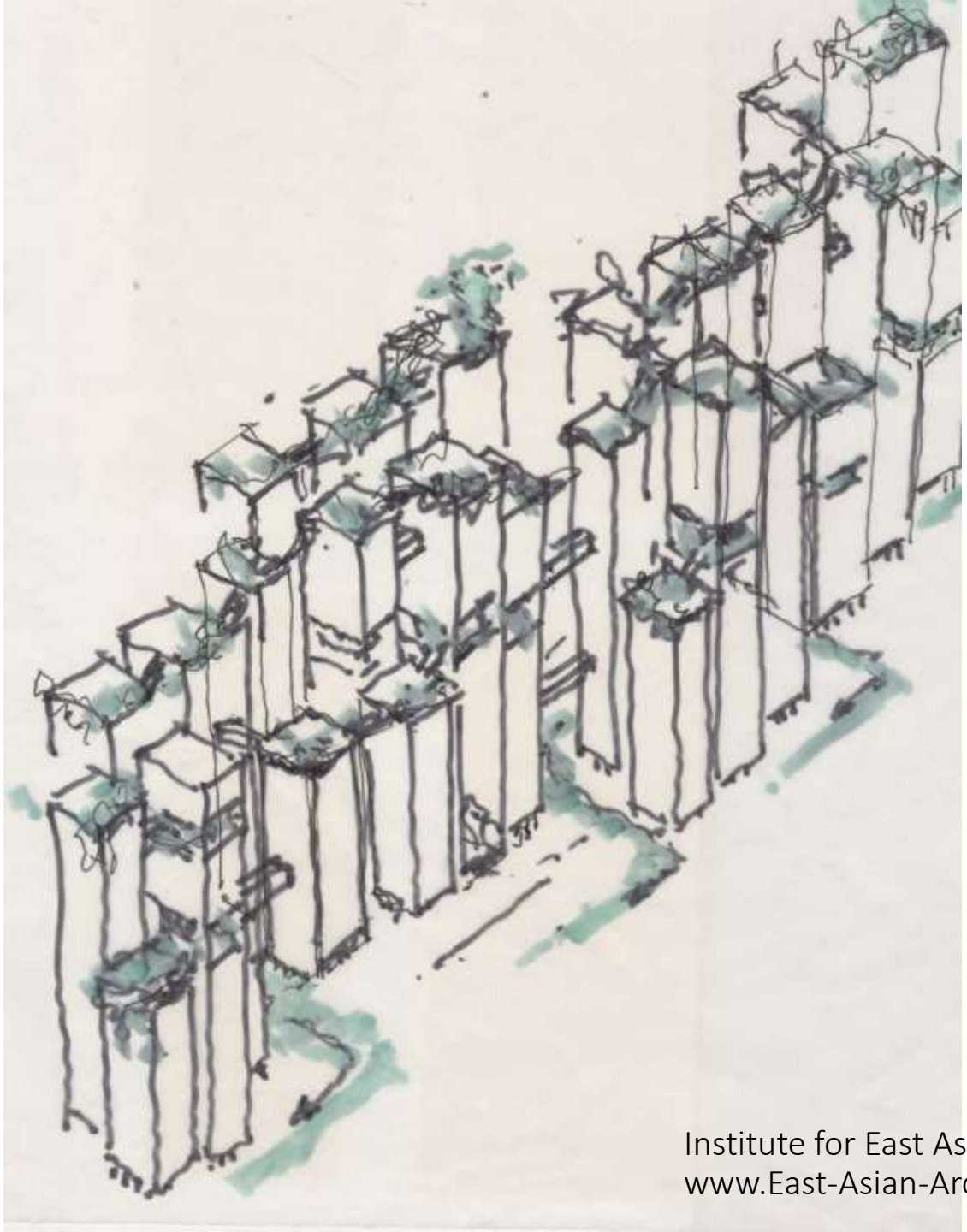


lakeside pleasures

Image: *Sense of Recreation and Relaxation,* to be enjoyed at hot sultry summer nights,

Architecture: The architecture along the edge of the *warai no umi*, should be inspired by traditional river edge architecture of the Osaka in Edo times. It should not follow the imported aesthetic of the modern wateredges and waterfronts of Europe and the USA imitated in Japan. They don't belong to the Japanese urban or environmental scale. We suggest a maze of small-parcelled development linked by narrow lanes converging into a feeder road at the back. This amusement and commercial architecture with cafes, bars, restaurants and boutiques would be topped by rental apartments with a view onto the lake.






kuchu-teien
shin-umeda
Image: Sense of Unity, created by common green roof-gardens on the top of closely spaced high-rise offices with urban apartment on the top. These apartments and hanging gardens would be at their best during cool autumn weather.
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Architecture: The architecture of this area should be reserved for high-rise offices of international enterprises and contain urban rental living on the top third. Pedestrian streets in the air could make easy connections in midair. The cluster should have three steps of height to allow easy views onto the Lake. Housing would also reintroduced night population into Osaka's city center.