

## program



## Thursday November 11 2010

De Nieuwe Bibliotheek Almere (Public Library of Almere)

Stadhuisplein 101, 1315 XC Almere, the Netherlands

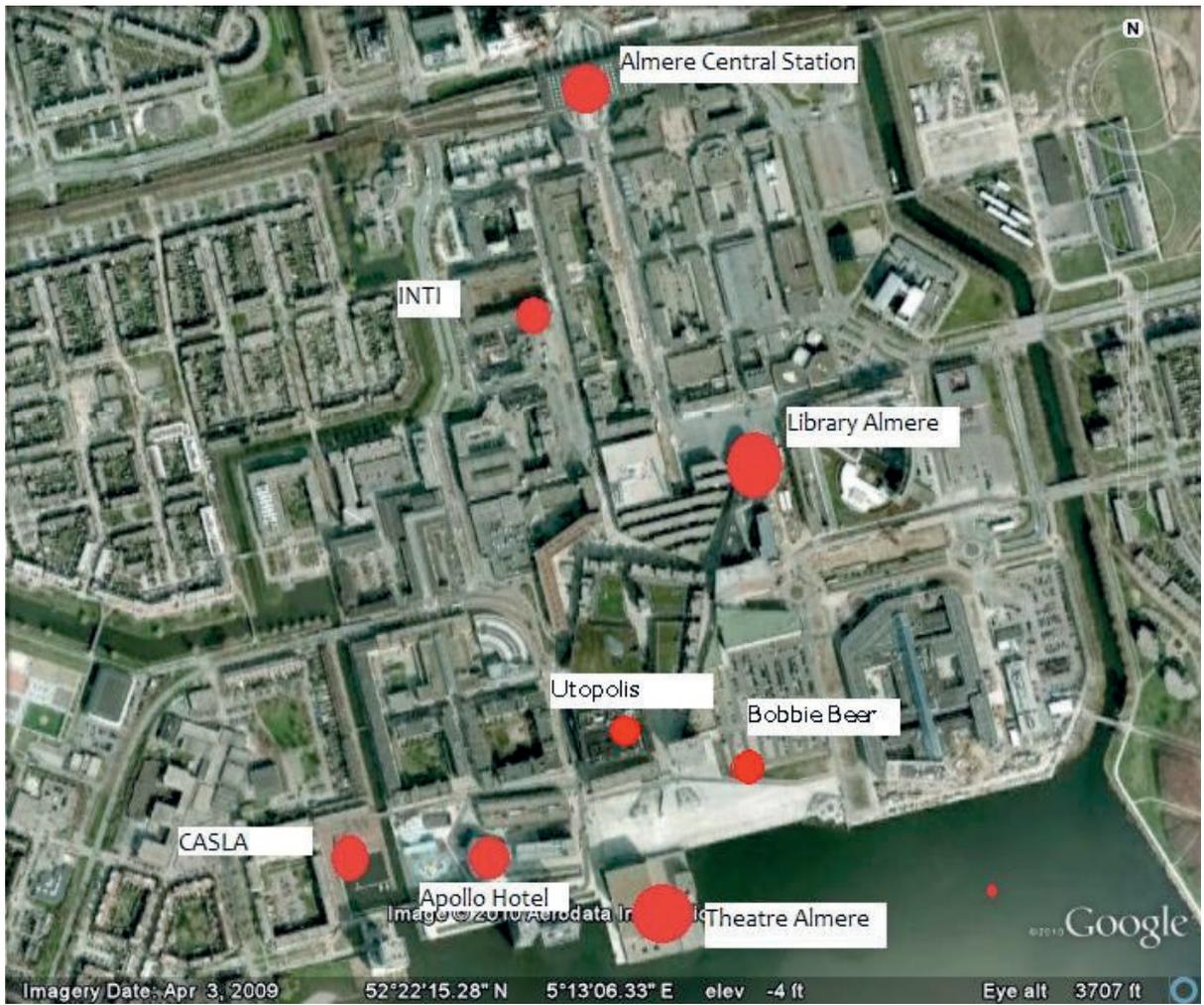
- 09h00 doors open, registration & coffee
- 09h30 introduction by Michelle Provoost, director INTI  
opening by René Peeters, alderman City of Almere
- 10h15 theme 1: Participation and Community Power  
moderator Michelle Provoost
- Tobias Armbrorst – The Dream of a Lifestyle: Marketing Master Planned Communities in America
  - Kenny Cupers – Cities in search of the user
- 11h45 theme 2: The Architect and the Process
- Kieran Long (Evening Standard) interviews Kees Christiaanse (KCAP) and Nathalie de Vries (MVRDV) on the role of the Architect in the development of New Towns in Russia and Asia
- 13h00 lunch at Centre for Architecture CASLa, Weerwaterplein 3, 1324 EE Almere
- 14h30 theme 3: New Towns as Political Instrument  
moderator: Wouter Vanstiphout
- Zvi Efrat – About Politics and Architecture of New Towns in Israel
  - Azadeh Mashayekhi – Revisiting Iranian New Towns
  - Dan Handel – Grid and Revelation: Cities of Zion in the American West
  - Vincent Lacovara – Specific Flexibility in Place-making - or - The Law of Unforseen Planning
- 17h00 drinks and dinner at restaurant Waterfront  
Esplanade 10, 1315 TA Almere (Schouwburg of Almere)

## Friday 12 November 2010

Schouwburg of Almere (Theatre of Almere)

Esplanade 10, 1315 TA Almere, the Netherlands

- 09h00 doors open, registration & coffee
- 09h30 Introduction by Michelle Provoost, director INTI
- 09h40 theme 4: Left and Right in Urban Planning  
moderator Felix Rottenberg
- Adri Duivesteijn – On Politics, Building and Almere
  - Kieran Long – Planning for the Big Society
  - Christian Salewski – Planning and Politics in an open society: scenarios for Almere, Markerwaard and New Netherlands 2050 (1970-1990)
- 11h15 theme 5: Asia  
moderator Michelle Provoost
- Victor Oldiges – Between Gropius and Mao
  - Laurence Liauw – New Town policies - Sameness and Differences in Hong Kong and Mainland China
  - Kyo Suk Lee – Newtown Addiction in Korea
- 13h00 filmlunch at cinema Utopolis with introduction by Jord den Hollander
- 14h45 theme 6: From Government to Private Sector  
moderator Arnold Reijndorp
- Steven Beunder – New Towns in China and India - government led versus private sector development
  - Todd Reisz – Pipe Dreams and Real Deals
  - James Kostaras – New Smart Cities of the 21st Century and the end of civic engagement in the modern democracy
- 16h15 final remarks
- 17h30 drinks at Bobby Beer, Forum 101, 1315 TG Almere



# Welcome!

With the fourth INTI conference, *New Towns & Politics*, we wish to explore thoughts, analyses, projects, designs and political actions pertaining to the political dimension of New Towns, old and new. We have invited researchers, writers, journalists, designers, artists, politicians and developers to discuss and enliven the event with their presentations. This program will open up unexpected vistas on the question of *New Towns & Politics*.

The ultimate political act in town planning is the building of a New Town. Governments, developers and planners conspire to create out of nothing a brand new community, based on the latest models of social and economic behavior, and using architecture and urban design as symbolic vehicles for the power of the state to build the perfect environment for its citizens. Or is the idea to build a New Town from scratch just proof of a fatal misunderstanding of what makes a city a city? Is it a sign of a gross ignorance on the part of politicians, planners and all those involved in this process of the complexity and the unpredictability of the urban? The specialists have always been capable of accommodating the functions of the city, to house the workers of the new industry, to stop urban sprawl or to colonize the colony, but are they capable of predicting which kind of urban society they are actually building?

Apart from representing the most ideal image that political systems wish to project on society, New Towns have also become one of societies biggest political challenges. Starting from high ideals, their reality is often different, often even disappointing. Many New Towns have not fulfilled the economic task they were built for, the inhabitants have not gelled into the communities hoped for by the planners and architecturally their design has not proven to withstand the test of time. But is this really a problem for anyone but the founding fathers? Isn't the unforeseen transformation of a planned community not just unavoidable, but even a condition to become truly urban? Shouldn't we recognize that the planning and building of a New Town is but the first small step in the development of an urban community, and that the real work starts once the politicians and planners have done their job?

When countries as disparate as China, the United Arab Emirates and Great Britain decide to build dozens, even hundreds of New Towns for the 21st century, politics becomes part of the story. How does the country wish to represent itself as the maker of communities? How do the architects deal with the representation of the very different political systems? Or is this question based on the fallacy of wanting to make a literal connection between politics and planning? Are politics and planning just two ships that pass each other in the night? Do they each have their separate agendas, ideologies and modes of expression; might they temporarily use each other for their separate goals, but are they on different trajectories all together? Could that explain the remarkable sameness of New Towns built in the communist block and the capitalist world, both products of diametrically opposed political ideologies? Does this make planning and architecture apolitical in its core? Or does it show that planning possesses its own political ideology, separate from the other ones?

Even when a country professes not to believe in social engineering anymore, and projects an idea of democratic and participatory urban politics, it will have to deal with the political problems posed by urban areas once built as shining new communities. Do we face the drifting apart of our cities in suburbs for the middle classes, gentrified inner cities and post war New Towns and satellite towns housing the poor immigrants? How can we involve citizens in the 'rebuilding' of their communities instead of solving the problems for them? Should we demolish and rebuild, renovate or just let things (d)evolve? Who's in charge? Politicians, developers, the people, the architect, social institutions?

Whatever the situation might be, New Towns and Politics are closely related, even condemned to each other.

We wish you a fruitful conference,

dr. Michelle Provoost  
Director INTI

prof. ir. Arnold Reijndorp  
Han Lammers Chair, University of Amsterdam

prof. dr. Wouter Vanstiphout  
Design & Politics, TU Delft

**INTER-  
NATIONAL  
NEWTOWN  
INSTITUTE**



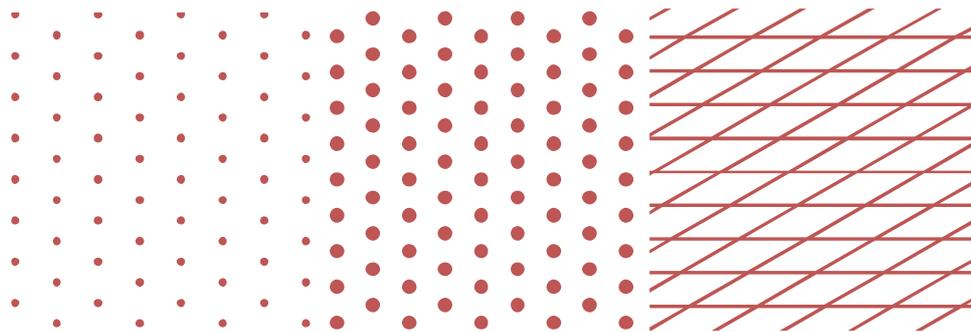
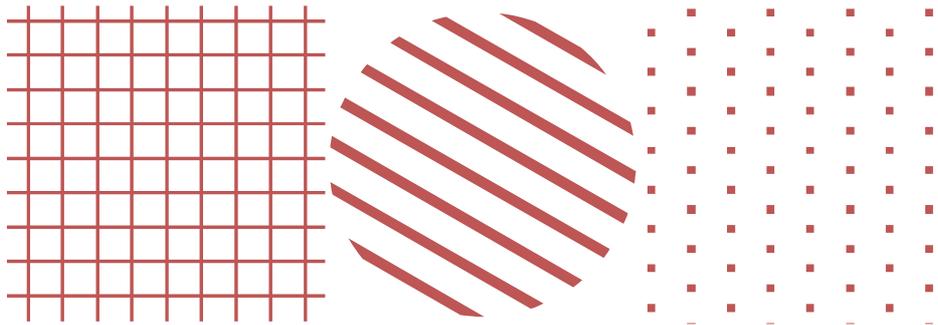
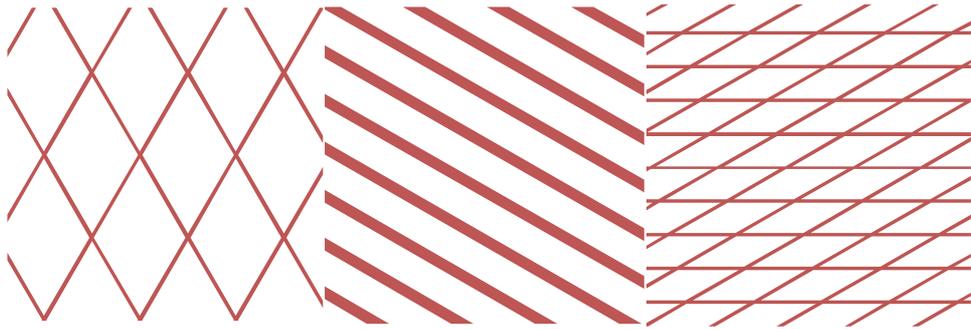
UNIVERSITY OF AMSTERDAM



## lecturers







theme 1

Participation and Community Power

**Interboro** is an urban design, planning and architecture firm based in New York City that was founded in 2002 by four graduates of the Harvard Design School. The firm works at a variety of scales with a variety of public and private clients to deliver innovative, award-winning results. Interboro's working process combines expertise in global development trends with sensitive and rigorous analyses of local dynamics. We believe that innovative proposals engage the full range of a place's economic, social, and environmental dimensions.

Since its founding in 2002, Interboro has worked with a variety of public, private, and not-for-profit clients, and has accumulated many awards for its innovative projects, including the AIA New York Chapter's 2006 New Practices Award, and the Architectural League's 2005 Young Architects Award. Interboro's portfolio includes master plans, neighborhood plans, urban design guidelines, transportation plans, and educational materials about important land-use issues. Each partner comes with a distinguished academic and professional background. Among us, we possess experience in architectural and urban design, private, public and nonprofit sector planning, and community outreach.

**Tobias Armbrorst** received a Diplom Ingenieur in Architecture from Technical University Aachen and a Master of Architecture in Urban Design from the Harvard Design School, where he graduated with distinction. He has participated in and led complex architecture and public space projects both in the United States and abroad. Before establishing Interboro he has worked in key positions on important public projects in New York City, most recently as the project designer for the plaza at the WTC Memorial and as the lead designer for the WTC Memorial Museum. He is an Assistant Professor of Art and Urban Studies at Vassar College, NY.

tobias@interboropartners.co

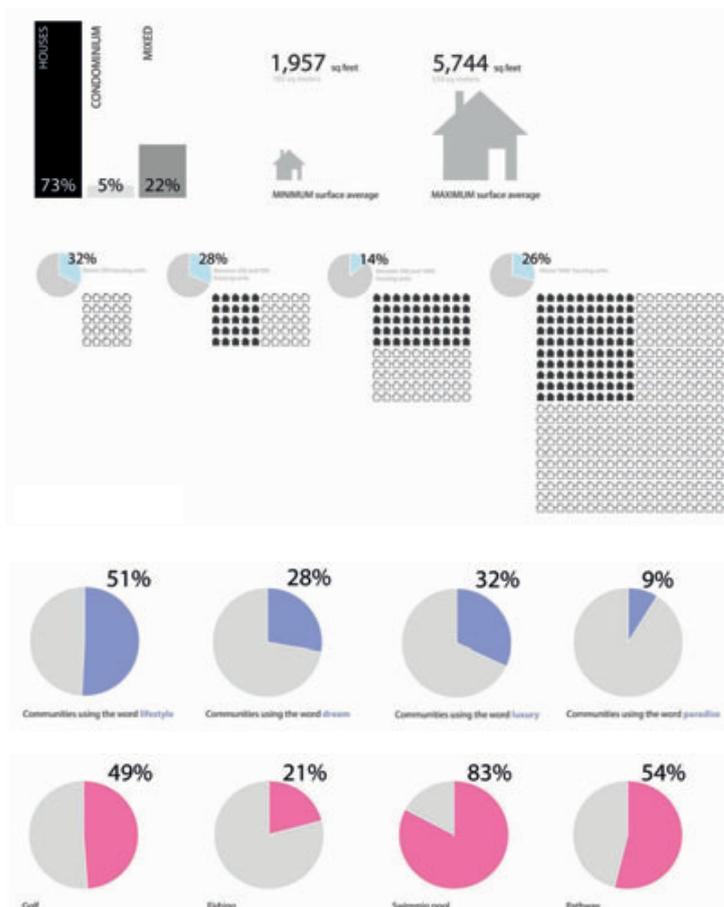
Address: 33 Flatbush Avenue, Brooklyn, New York | 1217, USA info@interboropartners.com 001 718 643 7361

# Tobias Arnborst

Interboro, New York

## The Dream of a Lifestyle: Marketing Master Planned Communities in America

Private master planned communities have become a dominant model of urbanization in the United States. Following earlier examples of privately developed New Towns (such as Reston, Virginia and Columbia, Maryland), the model of the master planned community proliferated during the real-estate boom of the late 1980s. Communities developed during this time were characterized by a carefully packaged set of amenities, a tightly controlled mix of uses and housing typologies (within a neotraditional design framework), highly specific and elaborate covenants, conditions and restrictions (CC&Rs) and – most of all – thorough marketing. To understand the current state of privately developed planned communities in the US, we have collected (or requested) marketing brochures of every master planned community built or planned in the United States between 2006 and 2008. A first cursory analysis of this rich reservoir suggests an astonishing diversification since the 1980s of both “product lines” and the marketing strategies. In a more through analysis of both the marketing material and the real places, we want to understand the current mechanisms of access and control (for example the use of “exclusionary amenities” such as golf courses, polo fields, landing strips, churches or mosques) along with the de facto loss of control introduced by the recent foreclosure crisis.





**Kenny Cupers** received his Ph.D. from Harvard University and is the Reyner Banham Fellow at the School of Architecture and Planning, University at Buffalo, for 2010-2011. He is currently preparing a book manuscript that examines how the user became an increasingly central yet paradoxical category in twentieth-century architecture and urban thinking. Crossing boundaries between architectural history, urban studies, and social/cultural theory, his research has been published in academic journals like *Positions*, *Planning Perspectives*, *Cultural Geographies*, and the *International Journal of Urban and Regional Research*. Past publications also include a book on the ephemeral public life of leftover spaces in Berlin (*Spaces of Uncertainty*), and the co-editing of a *Footprint* journal issue on agency and criticality in architecture.

332 Hayes Hall

School of Architecture and Planning

University at Buffalo Buffalo NY 14214

Email: [cupers@post.harvard.edu](mailto:cupers@post.harvard.edu) Mobile Phone: +1 617 412 52 73 Office Phone: +1 716 829 5898

Website: [www.kennycupers.net](http://www.kennycupers.net)



## Kenny Cupers

Reyner Banham Fellow at the School of Architecture and Planning, University at Buffalo

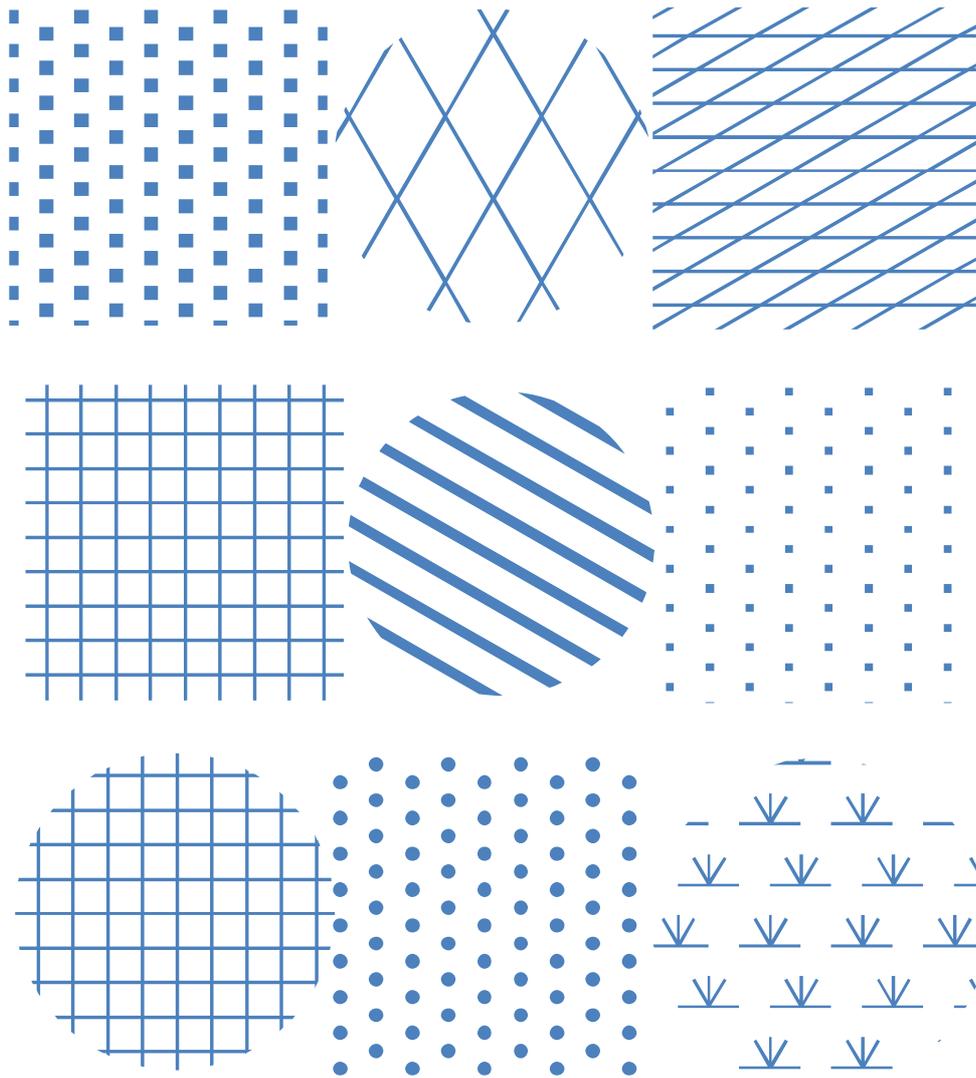
### Cities in search of the user

This paper discusses how notions of participation and “user-oriented” design became central to French new town planning. After WWII, France witnessed unprecedented population growth and underwent rapid urbanization, channeled by the state-led development of mass housing in large estates or *grands ensembles*. While they were initially celebrated for their democratization of modern comfort and lifestyle, such developments soon came to be criticized for resulting in nothing more than dull suburban dormitories. During the mid-1960s then, the Gaullist state launched an ambitious plan to create a series of large new towns or *villes nouvelles*. One of its main goal was to overcome the problems of its suburbs by inserting “veritably new” urban centers that could compete with the traditional city.

Focusing on projects for the new towns of Evry and Cergy, this lecture examines how their spatial conception was informed by changing ideas of what it was to be an inhabitant, a citizen, and a user in postwar France. Initially, designers, politicians, planners, and developers thought of them as passive beneficiaries of the new services, goods, and environments provided by them. This conceptualization was increasingly contradicted however, by both a growing consumer culture shaped by middle-class purchasing power, and a developing social welfare system infused by the promises of participation. Planning needed to take into account people’s agency, mobility, and right of choice, and the user - now re-imagined as active participant - became the central category for constructing the urbanity of the new towns. Participation, as a discursive and form-generating device more than a social process of planning, thus became the paradoxical core of a planning project fundamentally derived from an un-democratic and authoritarian form of politics.

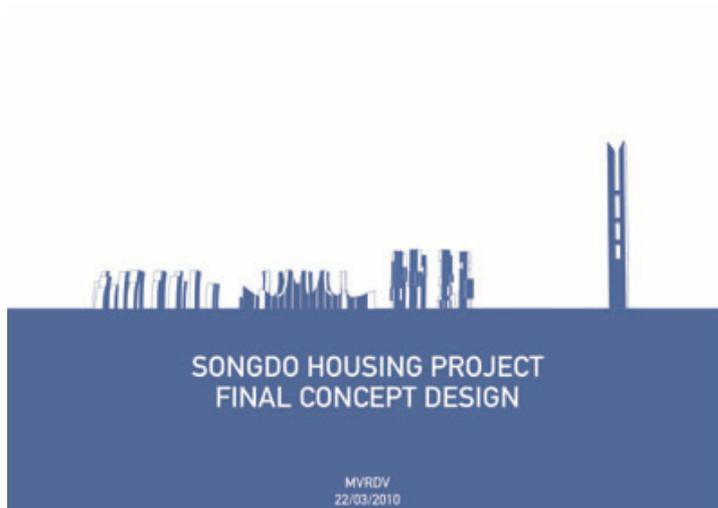






## theme 2

# The Architect and the Process



**About Nathalie de Vries**

**MVRDV:**

Co-founder, in 1991, of MVRDV, with Jacob van Rijs and Winy Maas.

Gives lectures and workshops and is regularly member of international juries.

**Other functions:**

Member of the Supervisory Board of the Netherlands Architecture Institute, Rotterdam

Member of the Supervisory Board of the Graphic Design Museum in Breda

Member of the Program team of BNA Research

Member of the supervisory team renovation subway stations Eastline for DIVV, Amsterdam

Supervisor for the development of NSP station Breda on behalf of ProRail/NS

**Previous:**

National Railroad Architect (Sporbouwmeester) on behalf of ProRail/NS (2005/2008)

Member of the Foundation Board of Oase architectural journal (2004/2010)

Morgenstern Visiting Critic Chair IIT Chicago (2005)

Professor at the TU Berlin, Fachgebiet für Baukonstruktion & Entwerfen (2002-2004)

Member of the Gestaltungsbeirat of Salzburg, Austria (2003/2006)

Member of the Board of the Netherlands Architecture Fund (1999/june 2005)

External Examiner of the University of Bath, England (2002/-2004)

Teacher at Berlage Institute Rotterdam (1999)

Teacher at Academie van Bouwkunst Arnhem (1994-1998)

Teacher at Technical University Delft (1996-1998)

## Nathalie de Vries

Director and architect MVRDV

### 3 Neighborhoods for I Plot

In 2009, MVRDV was asked to design a master plan for an area of 2050 homes and communal facilities on a plot in the Landmark City SLC in the South-Korean city of Songdo. MVRDV collaborated in a design team with Topotek I landscape designers and Arup. Songdo is a new town of 53.4 km<sup>2</sup>, part of the Incheon Free Economic Zone, in short IFEZ, close to the Incheon Airport and the capital Seoul. In the future Songdo is supposed to house 253.000 people, an International Business District, a Landmark City, a university campus, ports and several high-tech industry complexes. Being part of a massive new development that is already under construction, we decided to concentrate on seeing our plot as a small 'village', a community, and trying, together with two other offices that worked in the same area on similar programs, to influence together the development on a larger urban scale. The other offices involved are New York based REX and John Portman Associates (JPA) from Atlanta. The last office also designed the masterplan for Songdo Landmark City, including a tower of 151 floors.

As part of our commission we were asked to design three different options all within the constraints of standard building regulations and conservative commercial opinions. Dealing with the enormousness of the Songdo operation, that in it self is part of the rapid urbanization of the Seoul area is a big challenge. How do you design another couple of thousand homes in these 'apartment-cities'?





**Kees Christiaanse**, born 1953 in Amsterdam, studied architecture and urban planning at the TU Delft. From 1980 until 1989 he worked for the Office of Metropolitan Architecture (OMA) in Rotterdam, becoming a partner in 1983. In 1989 Kees Christiaanse founded his own office ir. Kees Christiaanse Architects & Planners in Rotterdam, KCAP since 2002. From 1996 until 2003 he taught architecture and urban planning at TU Berlin (DE). Since 2003 he is professor at the ETH in Zürich (CH). In 2009 Kees Christiaanse was curator of the International Architecture Biennale Rotterdam (IABR) with the title “Open City. Designing Coexistence”.

Next to his work as an architect, Kees focuses on urban assignments in complex situations and on guiding of urban processes. He is a consultant to several airports and expert in the development of university campuses and in the revitalization of former industrial, railway and harbour areas, which is illustrated by KCAP’s work in the docklands of Rotterdam, Amsterdam, Hamburg and London.

**KCAP [NL]**

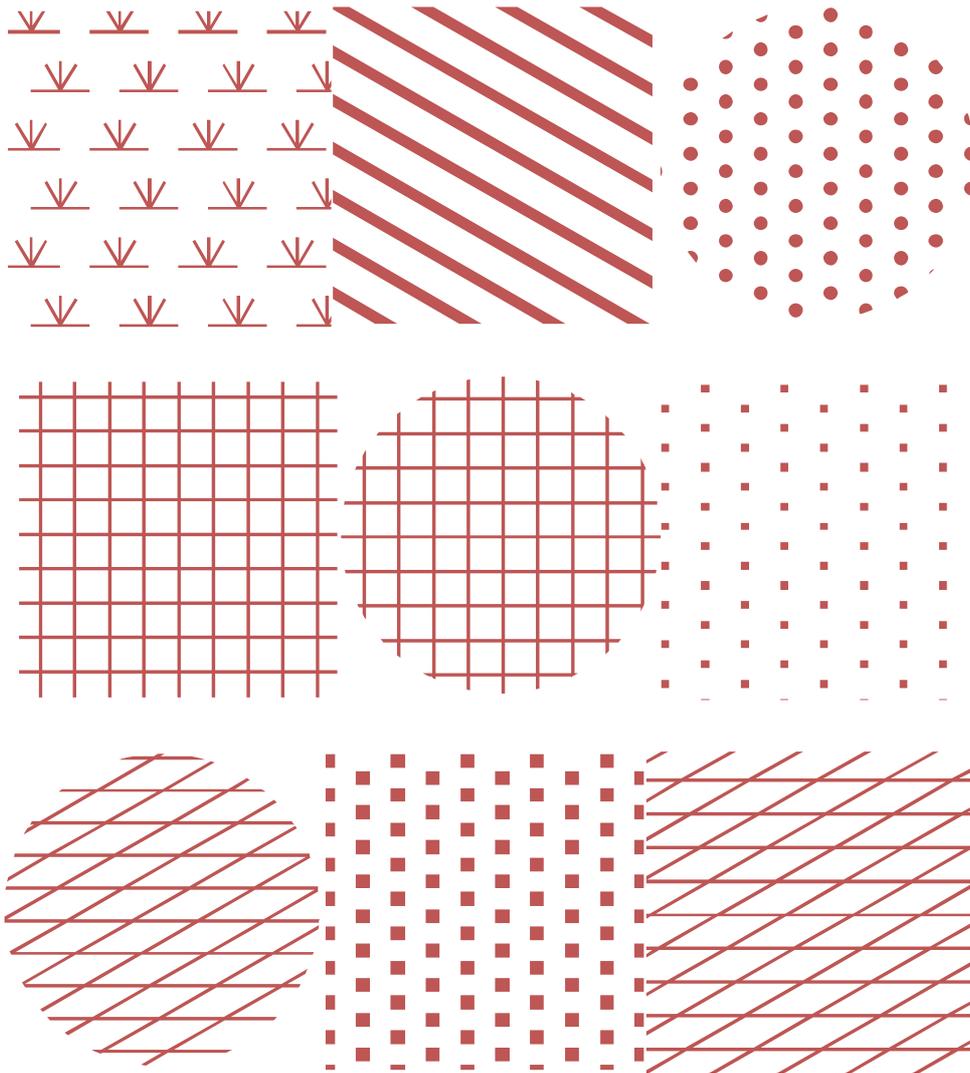
Piekstraat 27, 3071 EL Rotterdam  
Postbus 50528, 3007 JA Rotterdam  
T: +31 (0)10 7890 300/319  
F: +31 (0)10 7890 309

**KCAP [CH]**

Wasserwerkstrasse 129, CH 8037 Zürich  
T: +41 (0)44 350 16 51  
F: +41 (0)44 350 16 52  
[www.kcap.eu](http://www.kcap.eu)







### theme 3

## New Towns as Political Instrument



**Prof. Zvi Efrat**, Architect and Architectural Historian, is partner at Efrat-Kowalsky Architects (EKA) and was Head of the Department of Architecture at the Bezalel Academy of Arts and Design, Jerusalem (2002-2010). He studied at Pratt Institute (professional degree), NYU (Cinema Studies) and Princeton University (MA and PhD studies in the History and Theory of Architecture). He has taught at several universities, lectured worldwide, published extensively and curated numerous exhibitions, among them: *Borderline Disorder* (The Israeli Pavilion at the 8<sup>th</sup> Architectural Biennale, Venice, 2002). His book, *The Israeli Project: Building and Architecture 1948-1973*, was published in Hebrew in 2004. The Office of Efrat-Kowalsky Architects (EKA) specializes in the design of museums and in the re-programming and re-use of existing structures. Among the office recent projects: the renewal and expansion of the Israel Museum in Jerusalem, new addition to the Holocaust Museum in Kibbutz Lohmei Hagetaot; Preservation and new additions to the City Museum of Tel Aviv.

[zvi@efrat-kowalsky.co.il](mailto:zvi@efrat-kowalsky.co.il)

## Zvi Efrat

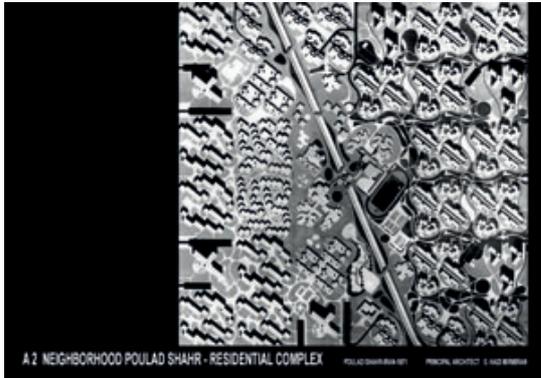
Architect, Architectural Historian at Efrat-Kowalsky (EKA)

### About Politics and Architecture of New Towns in Israel

Israel has been, since its inception as a state over 60 years ago, one of the most prolific proliferators of New Towns. In principle, civilian occupation and the setting up of new settlements has always been construed as Israel's most effective weapon in an ongoing territorial and demographic warfare. Against all economic and social sense and often by coercive mobilization of population, dozens of New Towns were built and are still being built today, albeit in a slower rate. Like other practices of mass armament, New Towns policy is a mystified strategy taken for granted as both a redemptive act and a survivalist impulse.

So, what constitutes Politics in this regard? Mainly the maintenance of such policy across the internal ideological spectrum, keeping it afloat from Left to Right, from physiocratic socialism of the formative decades to the ethnocentric fundamentalism of the last decades, from the workers' Garden Cities of yesterday to the dormitory Gated Communities of today. Indeed, the architecture of the Israeli New Town has been transformed considerably, mimicking the shifts of political taste, but the very notion of an ever open process of urban (or anti-urban, as I will argue in my presentation) dissemination has always been kept alive. Needless to say that within this process New Towns are doomed to quickly grow old and abandoned in face of a newer town with ever more seductive tax exemption and all kinds of pictorial and infra-structural incentives. The image of frantic new construction in frontier settlements, then, portrayed lately in the media as an inevitable reality exceeding all attempts for peace accords, is – facts on ground (as we say) - a document of ongoing urbanicide of the old New Towns.





**Azadeh Mashayekhi** (Tehran, 1980) started her architecture studies in Azad university of Tehran in 1998 and graduated with a Masters degree in 2006. Meanwhile during her studies she was working as an intern and junior architect in Fardano Consulting Architects in Tehran for four years (2001-04).

In 2004, she joined the cultural Heritage Organization of Iran as an assistant researcher to work on new methods of recovery projects for the city of Bam and Arg-e-Bam after the destructive earthquake, in collaboration with UNESCO World Heritage Center. She Restarted working in the Cultural Heritage Organization of Iran right after graduation in 2006, doing a research project for the Encyclopedia of Tehran modern Architecture.

To continue her studies outside Iran, as a person interested in urban studies, In 2007 she started a postgraduate Masters course in Urbanism in TU Delft called EMU (European Postgraduate Master in Urbanism) where she did her thesis project in on the scenarios and strategies for the future development of Tehran, based on reading the historical aspects of Tehran such as life style, infrastructure etc., which then became her starting point and the motivation for her PHD studies.

Since April 2009 she did several freelance research projects such as her collaboration with OMA on the 'NL 2020 Plus' research project focusing on the spatial planning in Netherlands after economic crisis. She was also part of the book 'Al Manakh 2' in collaboration with Volume magazine and AMO as the representative of the Iran section.

She is currently a PHD candidate in Technical University of Delft, department of Urbanism faculty of Architecture and writes her PhD thesis on research project called "Transforming the Future: Empirical Urban Study on the Process of Modernization and Regionalisation of Tehran Metropolis".

A.Mashayekhi@tudelft.nl

# Azadeh Mashayekhi

PhD candidate TU Delft

## Revisiting Iranian New Towns

### [01] Introduction

Brief description of objectives and functions of constructing new towns in Iran, and socio-political, cultural and economic context within which Iranian new town appeared since the early 20<sup>th</sup> century till today.

### [02] Urban population changes in Iran.

[03] The key historical changes in urban and national planning in Iran following the political changes from early 20<sup>th</sup> century.

This part of the presentation indicates the socio-political and economic motives behind planning new towns in four key historical periods.

- . The interwar period (1918–1939): Administrative towns
- . After the Second World War till 1960: Oil industry Towns
- . 1960 till 1979 (Islamic Revolution): Industrial towns
- . After the Islamic Revolution (1980-2010): Low-income town

### [04] The concept and application of Iranian New Towns

This part of the presentation displays the examples of the New Towns (at least one or max. two examples) designed and constructed in each period that mentioned above. Moreover it will make a brief comparison of each period to the other.

### [05] Assessment of the functioning of the new towns in relation to their political intentions behind their plans





**Vincent Lacovara** studied architecture at the University of Cambridge and the Royal College of Art. He worked at Levitt Bernstein Associates and Cullinan And Buck Architects before founding AOC in September 2003 when he also joined the Urban Design Team within the Planning Department at the London Borough of Croydon.

Now Deputy Team Leader of the Place Making Team at Croydon Council, Vincent's role within a local Planning Authority has enabled him to engage proactively with Spatial Planning and contribute to the development of urban policy and strategy for London's largest Borough. Continuing involvement with architectural practice as a director of AOC adds to Vincent's experience of working on projects at a variety of scales, including a transportable, demountable meeting and performance space called 'the Lift', a series of school design projects in the London Borough of Southwark, urban frameworks and participatory design processes.

Vincent is an undergraduate tutor at London Metropolitan University, having recently taught the 'Learning from Milton Keynes' and 'Learning from Thames Valley' studios with his AOC colleagues. Vincent also teaches on the new Urban Design and Spatial Planning Masters course at LMU. He has lectured and been a visiting critic at a number of schools of architecture, is a RIBA London Policy Advisor and sits on the Building Futures Advisory Panel. Vincent is a registered architect.

AOC Architecture Ltd  
Second Floor, 101 Redchurch Street, London E2 7DL  
m. +44 (0) 7967 735 042  
t. +44 (0) 207 739 9950  
f. +44 (0) 870 458 1877  
e. [vincent.lacovara@theAOC.co.uk](mailto:vincent.lacovara@theAOC.co.uk)  
[www.theAOC.co.uk](http://www.theAOC.co.uk)

# Vincent Lacovara MA (Cantab) MA (RCA) RIBA

Director - AOC Architecture

## Specific Flexibility in Place-making - or - The Law of Unforeseen Planning

AOC is interested in specific flexibility. Some of our favourite buildings were designed for one purpose, but turned out to be perfectly suited for others. The way in which these buildings meet initial specific demands, but also offer sometimes unforeseen freedoms and potential for change, is powerful.

But what about towns and cities? What are the ideologies and intentions that guide the making of new places, and can the same sometimes unforeseen freedoms and potential for change be found?

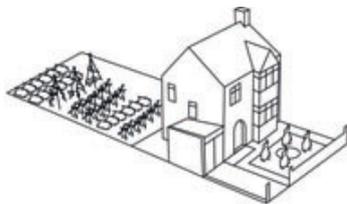
Some places do seem to offer more freedom than others. Some are planned with such idealistic, function-determined specificity that they constrain change. Other places have so much flexible bagginess that they offer plenty of capacity for change, but they don't work in the here and now. However, there are some places that meet very specific and immediate demands, which also seem to offer unforeseen freedoms through their specificity.

There are lessons to learn from these places.

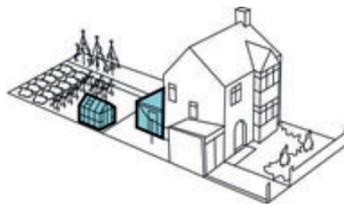
In this presentation, we will look at some examples of specific flexibility in buildings, to show the sometimes unforeseen freedoms afforded by buildings designed with something else in mind.

Moving to the scale of new settlements, with a focus on the UK, we will then look at some different ideological definitions of 'freedom', and how these have been made manifest in the making of new places; from Milton Keynes to London Docklands.

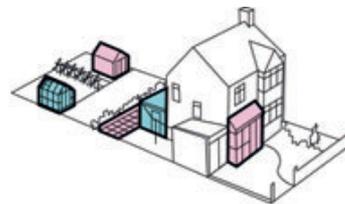
We will then compare the original political intent behind the places to the freedoms (or otherwise) that the places have enabled in reality, revealing some unintended consequences and unforeseen planning.



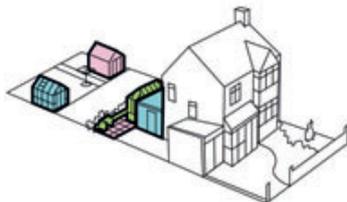
**1950** original semi detached home with self sufficient rear vegetable garden and formal front.



**1960** improvements in domestic appliances increase kitchen size requirements



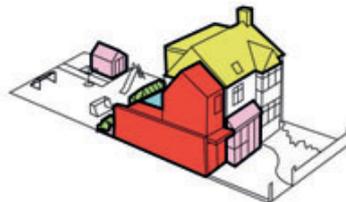
**1970** increased standards of living make double bay car driveway commonplace. Patio and porch extend living outwards



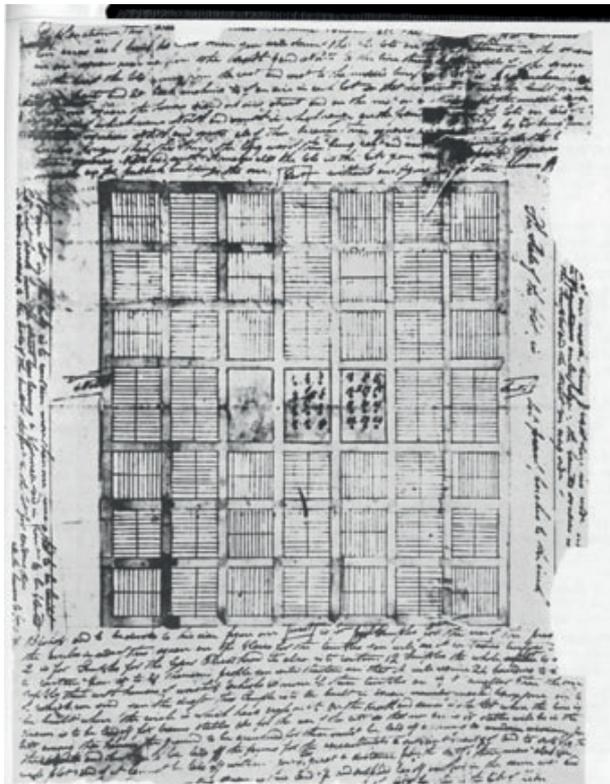
**1980** leisure time at home typified with the garden patio BBQ and rear conservatory...and the loss of the vegetables



**1990** the loft extension gives that extra room...and an ensuite



**2000** another bedroom above the garage which underused for years becomes a playroom. An open plan dining area compliments the congested kitchen



**Dan Handel** is an Architect and a Master In Architecture II graduate from the Harvard Graduate School of Design, where he completed his thesis on the Jeffersonian Grid and the American city. He had earned his Bachelor in Architecture from the Bezalel Academy of Art and Design in Jerusalem, Israel, in which he also taught design studios. His writing appeared in Block, Trans Journal and Conditions magazine, and he served as assistant editor for the recent Harvard GSD publication, Invention/Transformatio: Strategies for the Qattara/Jimi Oases in Al Ain, and as co-author on a forthcoming book with professor Felipe Correa, Arizona Report. His work is engaged with the relationships between political structures and architectural form, focusing on the context of North American cities.

handandel@gmail.com

## Dan Handel

Founder and Research Coordinator at City/State

### Grid and Revelation: Cities of Zion in the American West

If we can consider the phenomena of New Towns outside of a narrow historical timeframe, beyond their specific role as counteracts to the expanding megalopolis, and define them as planned communities – products of an act of will – with a finite growth capacity, they can then be understood as formalizations of ideological moments. Under such scrutiny, the Mormon settlement enterprise, initiated around the middle of the Nineteenth Century, with its intricate political context of the unincorporated territories in the American West, becomes a project of New Towns in unprecedented scope.

The hundreds of settlements founded by the members of the Church of the Latter Day Saints were distinct not only in their strict social organization but in their formal compliance to a single schema – Joseph Smith’s Plat of Zion. The plat, which was presented soon after the incorporation of the church was at the same time an indication of real geographic location and a doctrinal concept. The abstract features however soon overshadowed the specifics of place: as the Mormons were expelled from the communities they were living in and forced further west, the ideal location of Zion shifted accordingly. Notwithstanding, rather than turning into a generalized, inapplicable description, the plat was developed as a lucid diagram of a political and social agenda, inscribed in concrete geometries and hierarchies, which corresponded with established land ownership structures. The resulting settlement patterns, diverging from both the tradition of the New England town and from its immediate context of American farm settlement, should be understood thus beyond the notion of a Kropotkinian “community of communities” that antagonize the logics of American libertarian development mechanisms in the West, but also as a unitary system of formal, organizational and landscape propositions: islands of theocracy, leading a tense and suspicious relationship with any central form of governance.<sup>1</sup> As the forms and structures of the Mormon settlement were meticulously orchestrated by its leaders, laminating spiritual conviction with material necessity and social ideals with political instability, I would argue that its positioning vis-à-vis the narrative of American urbanization can be deciphered by looking at the settlements’ correspondence with the One-Mile Grid, which is seen in turn as representing an idealized political sphere; a *nomos*,<sup>2</sup> specific to the circumstances of the New World, on which spatial propositions were developed in a continuous attempt to define an American condition. The manner in which settlements react to the organization of the grid therefore becomes in itself a political statement. The subversive use of the grid that was put to use in the case of the Mormon schema presented an urbanism that not only resonated past visions,<sup>3</sup> but indicated a future to come: turning the grid into a disconnecting, compartmentalizing, anti-urban apparatus will come to characterize the post-war American city,<sup>4</sup> long after the Mormon settlements were well in place.

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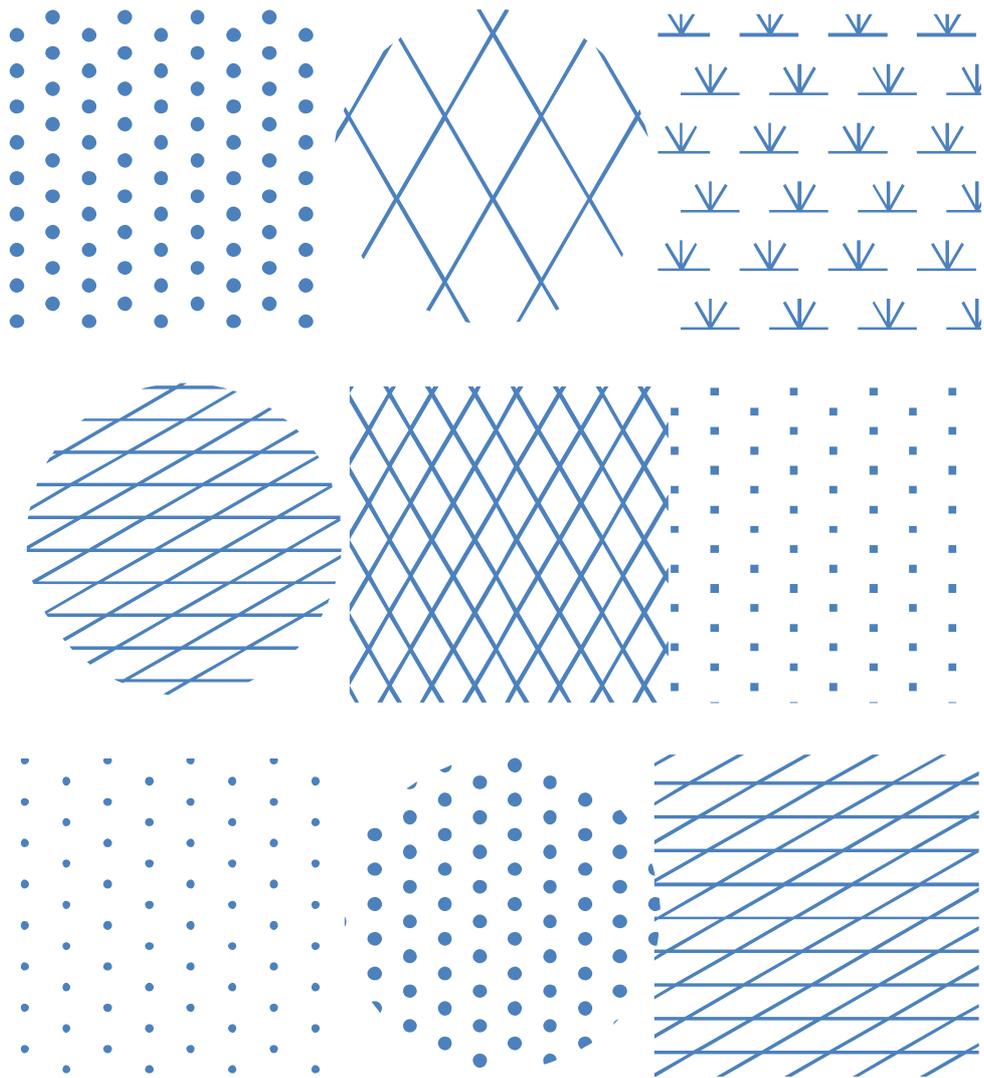
<sup>1</sup> Throughout the nineteenth century the Mormon issue was still considered a national concern: in the 1860s military expeditions were conducted along the Colorado river to establish military routes in case of a Mormon aggression and in as late as 1885, the Mormons were considered to be the “Nation’s Dilemma”.

<sup>2</sup> *Nomos* is used here in the sense Hannah Arendt described it; that is, as an enabling social framework for the political condition. The etymological connotation of the term with land holding and distribution is also of importance in this context.

<sup>3</sup> The description of the city of Zion could be traced back to biblical descriptions of cities of the Levites and Jerusalem.

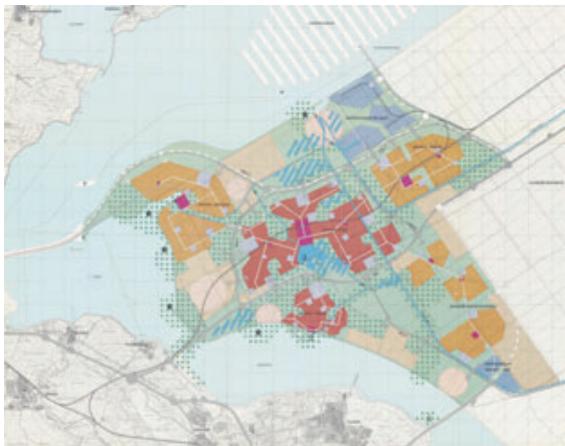
<sup>4</sup> Albert Pope developed such reading of the utilization of the grid in “ladders”, tracing the ways in which gridded organizations were used to produce closed centripetal figures.





## theme 4

# Left and Right in Urban Planning



**Adrianus Theodorus (Adri) Duivesteijn** was born on the 27th August 1950 in The Hague. On behalf of the Partij van de Arbeid (Labour Party) he currently is the alderman responsible for Sustainable Urban Planning and at the city of Almere. Already as a youngster he fought against the decay of the district in The Hague where he grew up (Schilderswijk). He followed an education at the Social Academy and studied Adult Educational Theories (Andragology) at the University of Amsterdam.

From 1967 till 1969 he worked as certified chef cook at the Kurhaus in Scheveningen. In 1971 he founded the district newspaper “De Schilderwijker” and worked there till 1975 as the editor in chief. From 1975 till 1980 he was a teacher at the H.B.O. (Foundation for Education for Social Labour) in Rotterdam. In 1975 he was also installed as a member of the city council of The Hague.

In 1980 he was elected alderman for the city of The Hague and was responsible for the Urban Planning and Urban renewal. The realisation of the new City Hall of The Hague, ‘Urban renewal as a cultural activity’, his passion and struggle for decent social housing and the innovative renewal of the Vaillantlaan in the Schilderswijk, are some characteristic achievements from his period as alderman in The Hague. As alderman and also later as member of House of Parliament he was a strong advocate for Urban Renewal and he came up for the interests of tenants.

After this Adri Duivesteijn became director of the Dutch Architecture Institute in Rotterdam (1990 till 1994). In 1994 he was elected for the House of Parliaments. In his portfolio contained Public Housing and Urban Planning. During this period he also was the vice chairman of the PvdA under Ad Melkert. As member of the House of Parliament he was chairman of the commission TCI (Temporary Commission Infra structural projects) and a member of the parliamentary enquiry commission Construction Fraud. During his period as a member of the House of Parliament Adri Duivesteijn has initiated several initiative proposals and realised legislation of proposals (such as the Law for the Promotion of Private House Owning).

April 2006 Adri Duivesteijn was asked to become alderman in Almere and therefore he left the House of Parliament in May 2006. As alderman in Almere Adri Duivesteijn now faces the large and challenging urban planning task of the Government in the realisation of the construction of 60,000 houses by 2030.

# Adri Duivesteijn

Alderman, City Council of Almere

## On Politics, Building and Almere

Almere is a New Town intended to slow down the growth of the other cities in the Netherlands. In our country, ideas about cities were dominated by the 'central city' legacy, often also referred to as the 'compact city'. Among progressive politicians and architects, this approach was almost sacred.

It so happened that the team of designers for Almere consisted mainly of landscape architects. They saw a unique opportunity to design a new city from a different philosophy. The founding fathers designed a city layout based on multiple centres, interspersed with greenbelts and bodies of water as the foundations of the urban structure. Precisely because the Almere city layout was so atypical within the Dutch context, we never found a proper name for it. Is Almere a suburban city, a garden city or is it a landscape city? In any case, town and country planner Teun Koolhaas, who led the Almere design team, put it this way:

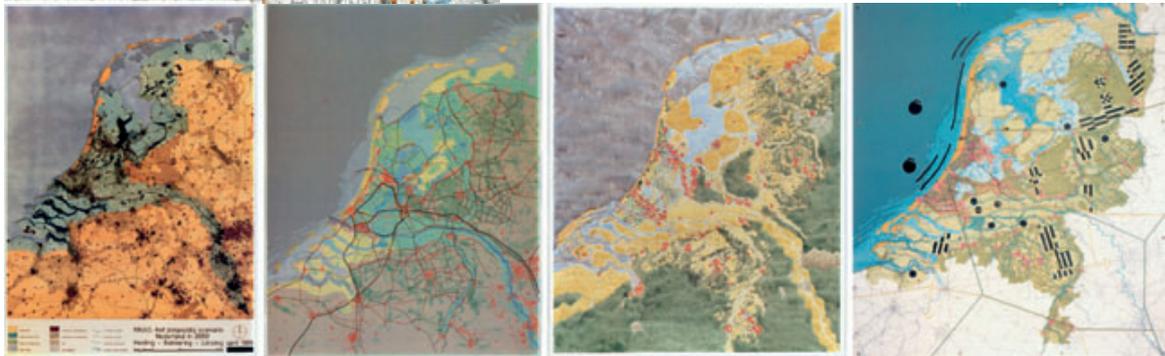
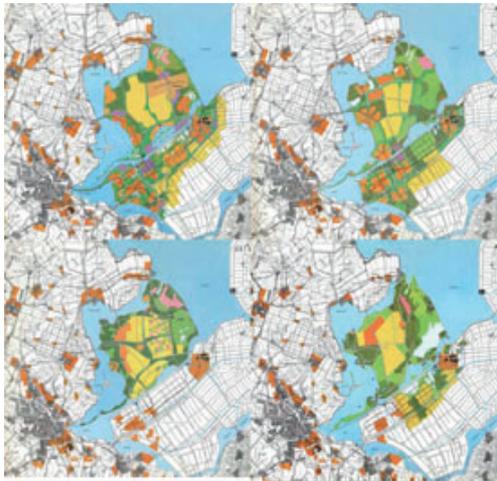
*'To me, the entire Almere project was like making a dream come true. In days of old, the aristocracy left town and established country estates. And now we were given the opportunity, thanks to our sound tax system and a high level of education, to develop a country estate for a quarter of a million people.'*

A 'country estate' or 'landscape city'. What's in a name? Looking back, maybe Almere is best characterized as what we would call a green city these days. A city in which the designers have taken nature and water - as was it a political action - as central themes in the city design from the very first pen stroke. It resulted in a unique city that is highly valued by its inhabitants, but is still misunderstood by outsiders at times.

At a time when the city is expected to continue its growth from the originally estimated 250,000 residents to a population of approximately 350,000 to 400,000 people - so that valuable green areas in the Amsterdam Metropolitan Area will be preserved - we are again faced with a fundamental question: do we opt to concentrate the existing city, or do we opt to rehabilitate the former model?

The Almere Principles taught us to look at our city with great care, to recognize the qualities of the original plan and to draw up a programme for the city's second start: Almere 2.0. We chose to build on the original city design. This choice enabled us to continue the most fundamental starting points: the structure of 'green' and 'blue' as the foundation of life in the city.

Almere as a green city. The key question is then: with what means and what programme could we revitalize the 'multiple core city' model? How could we turn a suburban city into more than the sum of dwellings and jobs? How can we give the forests, parks and water a broader meaning, and ensure that they not only function autonomously but also become deeply rooted in society



above: four scenarios for the Markerwaard (1973) - Netherlands-North Sea City, Link to Northern Netherlands, Amsterdam-Central, Garden of Europe

below: four scenarios for New Netherlands 2050 (1987) - Today's Farmstead (CVP), Between the Devil and the Deep Blue Sea (VVD), Utopia as a Building Task (PvdA), Garden of Europe (D66?)

**Christian Salewski** (1974), architect and urban designer. Scientist for Urban Design at ETH Zurich, lecturer for Urban Design in the post-graduate Masters of Physical Planning (ETH Zurich) and Real Estate (University of Zurich). Studies in architecture with a focus on urban design at TU Berlin and EPF Lausanne, scholarships by German National Academic Foundation and DAAD. Worked on architecture and urban design projects in offices in Rotterdam and Berlin. Taught numerous urban design studios, urban research studios, lectures, and seminars at ETH Zurich and previously at TU Dresden, notably on strategic urban design, waterfront development, and urban transformation. Responsible for ETH Zurich Professorship for Architecture and Urban Design's research platform "Airports and Cities" that investigate airport-driven urbanisation processes in an international comparative approach. Doctorate (2010) on the history of the scenario method: "Dutch New Worlds. Scenarios in physical planning and design in the Netherlands, 1970-2000", co-financed by the Dutch Architecture Foundation. Frequent lectures, conference papers, guest critics, and articles on urban design. Project-based work as architect and urban designer in cooperation with architecture, urban design, and planning offices.

Professur für Architektur und Städtebau / Professor Kees Christiaanse / Departement Architektur / ETH Zürich  
 ETH Zürich (Hönggerberg) / Institut für Städtebau / HIL H47 / Wolfgang-Pauli-Strasse 15 / 8093 Zürich  
 urbandesign.ethz.ch  
 salewski@arch.ethz.ch

## Christian Salewski

Architect and urban designer. Scientist for Urban Design at ETH Zurich, lecturer for Urban Design in the post-graduate Masters of Physical Planning (ETH Zurich) and Real Estate (University of Zurich).

### **Planning and politics in an open society: scenarios for Almere, Markerwaard, and New Netherlands 2050 (1970-1990)**

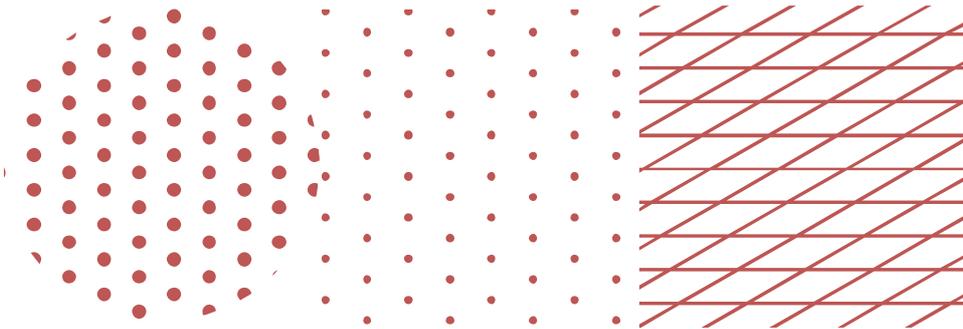
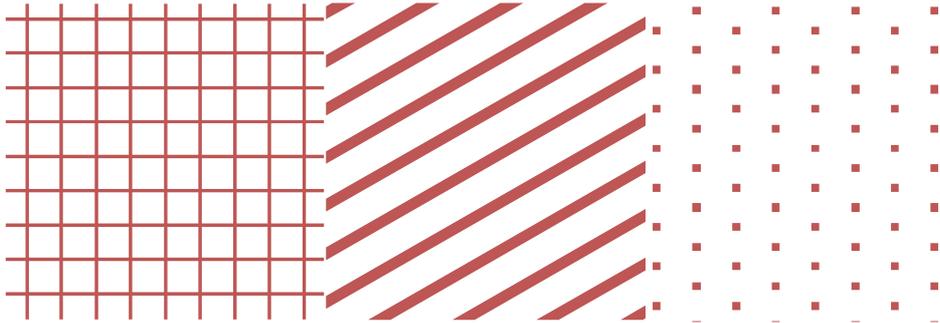
The Dutch New Town Almere was to be explicitly an "open city" for a pluralistic democratic society that should be able to accommodate unpredictable change of use, values, and lifestyles. But how could one plan for the unknown? In the early phase of planning Almere, new planning methods were employed. In the beginning, the planners attempted to follow Willem Steigenga's idea of "social-spatial constructions", a concept close to urban design scenarios. But quickly, it was the urban designers around Teun Koolhaas who took the lead and began to draw the future city without saying much more about its future society. Their approach was pragmatic, as they stated that "It is not possible but also not necessary to define precisely and forever what is understood as a city, urbanity, or urbanisation." (RIJP 1972)

At the same time, the planners of the new polder Markerwaard faced increasing resistance to their task of building not only new towns, but also the new land beneath. Alternative political aims were elaborated into alternative plans, most notably the Plan Waterlely, but also by architect Frank van Klingeren. In an effort to convince their opponents, the planning agency took the opposite direction of the Almere team. As opposition increased, the agency became more and more political. Having started with rather technical design options, the planners around urban designer Dirk Frieling began to elaborate diverse scenarios for the future polder in an attempt to show the variety of possible future societies on the new land.

When the decision was finally taken not to build the Markerwaard, its planners diagnosed a lack of future orientation and political will in their contemporary society, in other words, a growing belief in "Limits to Growth", not "maakbaarheid". Dirk Frieling, Teun Koolhaas, architect Kees Rijnbout and others consequently decided that their task was to promote the idea of "maakbaarheid" for a wider audience: the future was to be made, and it would be good. The result was the five-year project "The Netherlands Now As Design", centering around the exhibition of four physical scenarios for the New Netherlands 2050. Coupling policy scenarios with design proposals, the makers attempted bring back "grand design" on the political agenda. NNAO was eventually a lobbying organisation for urban designers, but it was also a unique experiment in researching the connection between representative democracy and urban design on local, regional, and national scale. Within the project, several ideal city designs could be found that tried to embody the fundamental values of specific parties.

Whereas the planners of Almere did not need to vindicate the fundamental decision to build the new town and could immerse into a more and more technocratic design process while keeping open the image of the future society, it was the disputed need of building the last polder of the Zuiderzee project that forced the planners to become political. Not only did they change their planning methods in the Markerwaard project, but eventually, they became politically active themselves. In an open society, the formerly powerful planners became a one of many actors in the "ideas market" (WRR 1983). Accordingly, scenarios as images of the future to illustrate their idea of makeability became central to their endeavour.





theme 5

Asia



**Viktor Oldiges** is a German architect who has graduated from TU Berlin. He has worked in several architectural practices, including gmp von Gerkan, Marg und Partner (Shanghai). He has co-founded the FAR Architecture Center Shanghai, a Shanghai non-profit organization for discourse on planning an architecture, in 2005. He has been committing research on Satellite Town planning and Chinese urbanism since 2003. Viktor Oldiges is currently working at Ingenhoven Architects in Düsseldorf, Germany.

Viktor Oldiges founder, FAR Architecture Center Shanghai architect, Ingenhoven Architects

[viktor@far-china.net](mailto:viktor@far-china.net)

Pempelforter Strasse 48 40211 Düsseldorf +49 211 30196165 +49 176 96291478

## Victor Oldiges

FAR Architecture Center Shanghai architect, China

### **Between Gropius and Mao: The pretext of Shanghai New Towns in a troubled 20th century**

What is striking about the roots of Chinese city planning, in particular the Shanghai “One City Nine Towns” initiative, is how the troubled 20th century history has led to a multiplicity of global influences on town planning, some of which have been exaggerated, some denied, depending on the respective political situation. Today’s New Towns around Shanghai, such as Anting, Songjiang and Pujiang, may show in the future which of the imported or homemade concepts will be successful and which will not.

The regional concept for the “One City Nine Towns” initiative can be traced back to the masterplan for “Greater Shanghai”. This plan, drafted as early as 1946 under the leadership of German architect Richard Paulick, resembles in its basic structure Patrick Abercrombie’s “Greater Plan for London”. Though itself ineffective in times of political turmoil, the comprehensive plan – a novelty to Chinese planning - influenced generations of planners. Satellite Cities such as Minhang, built in the late 1950’s, and today’s “One City, Nine Towns” can be seen in continuity to the regional ideas of the plan.

Paulick, a Bauhaus academic assistant in the 1920s, worked as an architect in Walther Gropius’ office during the time of a great housing shortage that led to the *Neues Bauen* movement. He was presumably confronted with the idea of modern, industrial housing and “light, air and sun” when working at the German “Dammerstock Siedlung” project, an internationally renowned new township. A known socialist, he immigrated to Shanghai in the 1930s. Confronted with an even greater housing shortage during the late 1940s in Shanghai, he introduced some of the ideas of *Neues Bauen* in his proposal for Shanghai’s Zhabei district. “Light, air and sun” have always been key issues in Chinese housing, and Chinese planners warmly welcomed Paulick’s modernist ideas. Even though left unrealised and forgotten for reasons of political ideology, other projects such as Caoyang village (1950s) bear the signature of Paulick. The typology developed further with the help of Soviet experts. Today, the south-facing slab is the most common Chinese housing type. Another idea implemented in the “Greater Shanghai Plan” was the “neighbourhood unit”, yet another concept rooted deep in Chinese tradition but at the same time imported from America in the 1940s. The concept of a planned community as smallest cell of city planning became a normative part of planning during the 1950s industrialisation of day-to-day life, then better known as “Danwei”. From there, it developed into the “Micro-Residential District”, or “Compound”, of today’s market economy. Chinese officials returning from the USA in the last two decades also brought back impressions from the “New Urbanism” movement that had parallelly developed from the American neighbourhood. Some of the “New Urbanism” concepts were then translated into ideas for New Towns such as Anting.

During the Soviet-influenced period, the official source for modernist town planning was the Soviet Union. The New Town of Minhang, built in the 1950s to 60s, even if in continuity with the master plan of 1946, followed the example of Magnitogorsk, a planned linear industrial city in the Ural. Magnitogorsk had been developed under the leadership of Ernst May, another immigrant from Germany, and one of the key figures of *Neues Bauen*. In the 1920s, Ernst May had been head of the jury for the Dammerstock competition. Already in the 1960s, the Soviet influence was forgotten. Today, most architecture from the 1950s to 1980s only form a grey setting for new and shiny architecture.

The ten New Towns around Shanghai comprise all these aspects: the satellite city as a regional model, the south-facing slab, the neighbourhood unit, New Urbanism. Will they succeed? None of the towns have been economically successful yet, but it is too early to make a final judgement.



Hong Kong & China New Towns

**Laurence Liauw** ( ) is an Associate Professor at the Faculty of Architecture, The University of Hong Kong. Professor Liauw is a UK Registered Architect who practiced in the UK, Malaysia, Mainland China and Hong Kong after graduating from the Architectural Association School in London. His main area of interest is in contemporary Chinese urbanism, typological variation and post-generic cities, through research publications, and professional practice. His professional work has included building arts and social institutions, masterplanning projects and residential projects. Published internationally in a wide range of media, he research-produced with the BBC a program on the rapid urbanization of the Pearl River Delta in 1997. Guest-Editor of 2008 publication “*AD: New Urban China*” and 2007 World Architecture publication “*Hong Kong Good Bad and Ugly 1997-2007*”. He has won several invited competitions and awards for his architectural projects, and has exhibited internationally, including at the 2006 Venice Architecture Biennale, the 2007 Shenzhen-Hong Kong Biennale of Architecture & Urbanism, at the New York Skyscraper Museum, 2008 and the 2009 Rotterdam Architecture Biennale. In 2010 Prof Liauw was part of the creative team that designed the Shenzhen Case Pavilion at the Shanghai World Expo. He has been a jury member on numerous international competitions in China, and conducted contract consultancy work for the Shenzhen Planning and Lands Bureau. LECTURED AND OR SERVED AS INVITED JURY CRITIC AT INTERNATIONAL SCHOOLS OF ARCHITECTURE INCLUDING AA SCHOOL, HARVARD GSD, COLUMBIA GSAPP, MIT, COOPER UNION SCHOOL, UCL BARTLETT, BERLAGE INSTITUTE, TSINGHUA UNIVERSITY AND PEKING UNIVERSITY.



laurence\_liauw@yahoo.com

## Laurence Liauw

Associate Professor, Faculty of Architecture, The University of Hong Kong

### **New Town policies - Sameness and Differences in Hong Kong and Mainland China**

New towns are actually about an urban idea. Some ideas are the same and some are different. The idea of New Towns in Post War Europe was heavily influenced by the theories of CIAM and Le Corbusier, subsequently translated after 1945 into ideological action and urbanization policy across Asia (including colonial Hong Kong) - except in China. Following a different political trajectory after the PRC was founded in 1949, China's policies for developing New Towns hybridized the Chinese historical practice of destroying and building cities simultaneously, and the Soviet influenced ideology of the 'workunit' (Danwei) as political and physical construction. The differing policies in Hong Kong and Mainland China have evolved over the past 60 years as Chinese cities have urbanized rapidly. Urbanization patterns are greatly affected by both land policies and housing types, with the participation of the public or private sector. Emerging from rural landscapes and vernacular urban fabric, the city in both Hong Kong and PRC have developed their own distinct type of high density New Towns increasingly driven by new infrastructure. A major difference could be that centralized National policy in China dictates that New Towns are a function of economic development, rather than one of population control. New Towns in China despite market reforms since 1979 reflect the de-centralized control of land formation and local tax revenues, now driven by a totally privatized housing market since 1998.

Conversely, Hong Kong has followed a steady path of Modernist New Town development since the 1970s in three phases governed by a Long Term Housing Strategy. Despite having one of the most free market economies in the World, Hong Kong's New Town policies and the accompanying architecture (le Corbusier on steroids) could be characterized as almost 'state controlled' with close to half the population living in public housing. Migration has been a primary motivating force for urbanization in both Hong Kong (from the Mainland) and Mainland China (from rural areas). Accompanying migration is the industrial policy of both places - with Hong Kong transforming from an international manufacturing hub in the 1960s-70s to a service centre, and Mainland assuming the role of the World's Factory with its Factory Town Model becoming both economic and political. One could suggest that Hong Kong's New Towns form a political model whilst Mainland China's an economical model, a curious reverse of presumed logics. China's 1998 private housing reforms have unleashed market forces that have boosted the development of New Towns, but also destabilized society's affordable housing provisions. This serious cause for concern of politicians and citizens alike in both places takes shape in different forms in Hong Kong with its generic housing blocks and China with branded new towns that are often half empty. Power structures in Hong Kong (long-term government bureau chiefs) and Mainland China (short term local mayors) influence the development types or styles of New Towns, making design a political tool. The sustainability and expiry of Chinese New Towns as an urban idea is gradually been called into question. Some macro-simulation research of future growth in China point to a concentration of future populations around existing central hubs, rather than build more new towns. Does this potential expiry and evolution of New Towns, with their sameness or difference in both Hong Kong and Mainland China warrant a new beginning in the coming 30 years? If the future growth of new towns built from scratch are to continue – new types of post-generic New Towns must be researched and created to challenge the outdated Modernist and Neo-Liberalist models that proliferate today. It is time that the role of government as agency of political power, economic and planning policy be rethought to accommodate market forces, land resources, environmental pressures, as well as serve the real needs of future generations of New Town dwellers of China.

**Kyo Suk Lee** is an architect and urban researcher based in Rotterdam(NL). He is educated as an architect in Yonsei University, Seoul(KR). With his Grand Prize winning proposal for 2004 Space international competition, “*Seoul Scenarios*”, he started to engage on urban debate in Seoul.

At the Berlage Institute Rotterdam, supported by scholarship from the Ministry of Education, Culture and Science (OCW), he has researched on a wide range of urban research such as Dongtan Eco-city(CN), NL 2028 olympic and Postwar American Suburb.

He was working for Caracas slum regeneration plan with Alfredo Brillembourg and Hubert Klumpner (Urban Think Tank, VZ) and currently working with Winy Maas, Jacob van Rijs and Nathalie de Vries (MVRDV, NL) for large scale urban research and design project. He has been selected 100 Korean young architects by Architecture & Culture Magazine.

As an urban researcher who is interested with urban boom/depression and its polemics, he has collaborating with numerous research institute including TU Delft, KRIHS, KLHC, AURI and INTI.

yikyo99@hotmail.com

## Kyo Suk Lee

Architect, urban researcher, Rotterdam

### Newtown Addiction in Korea

South Korea is one of the countries that could be understood as “*construction state*”. Construction industry, being portioned 20% of GDP, leading the entire industry of the country.

Endless urban development to sustain the economy, it reminds us very modern notion of “*perpetuum mobile*”. Within this tradition, projecting newtown or building newtown has been most effective and strong political device. This research tries to trace how this newtown-addiction has originated and developed, revealing political polemics behind.

#### Newtown was war

In 1960-70s, Divided into capitalist-south and socialist-north, Korean peninsula itself was hot frontline of the cold war geopolitics. Rapid urban development was one of the ways of competing with each other by showing excellence of each political system. Enough to the same, projecting their own utopian newtown, two heroic dictators could legitimize their long-term dictatorship. In south, all possible newtown-intelligence was imported, distorted and realized in a military manner not by urban planner but by plutocracy.

#### Newtown was celebration

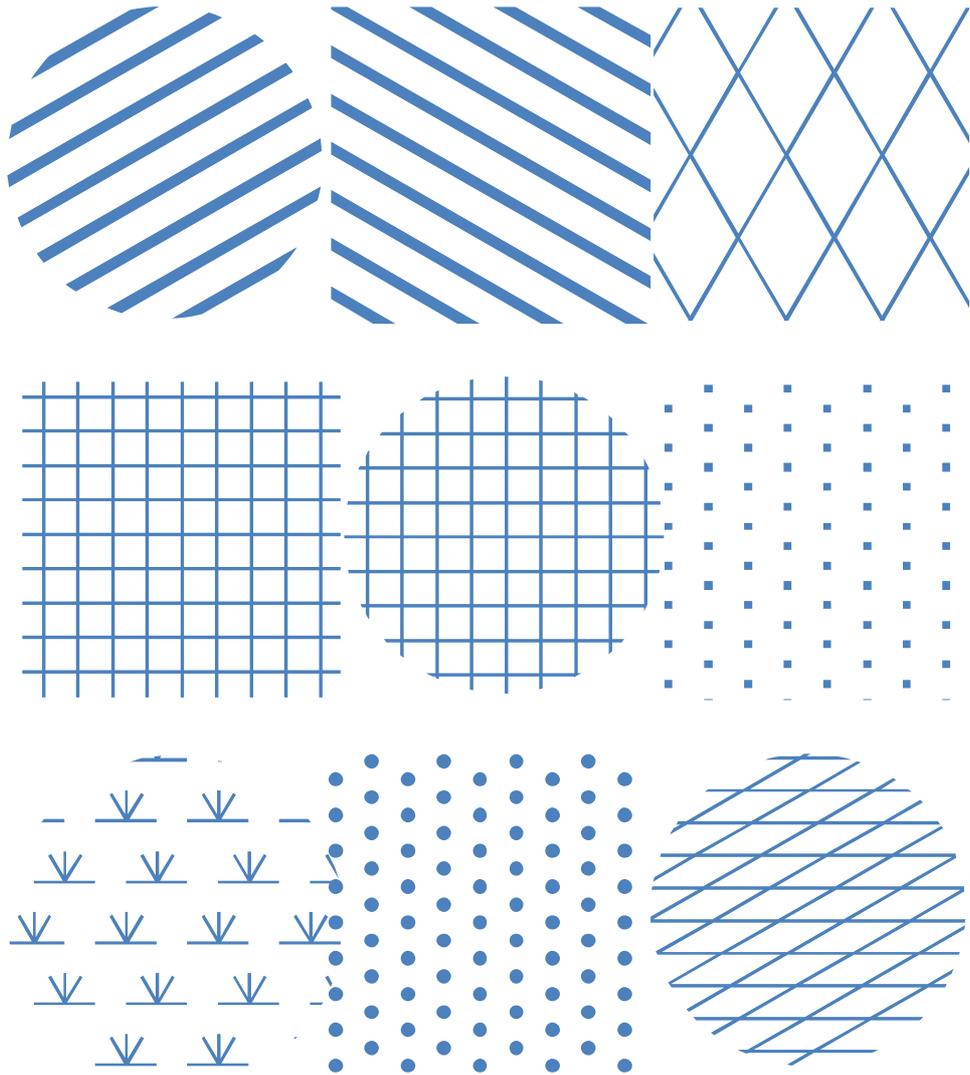
1988 Seoul Olympic, celebrating miraculous success of economy, democratize to South Korea. Ironically, newtown in 1990s was prepared as a political project of depoliticization. With mass-media and mass-consumption, mass-produced newtown set up Korean middle-class dream. Newtown principles were perfectly localized by hyper efficient beurocracy and repetitive mode of production. Uniformity ensured stability of middle-class.

#### Newtown is addiction

Though oversupplied housing stock in 2000s, populism of local politics and its cartel with entrepreneur try to prolong newtown boom. Like free economic zone, new capital city, inno-city, enterprise city etc..... Various themes are projected to differentiate and compete with each other without overall vision. Newtown plan become best erection campaign. Being forced to be visionary without reflection, architects and urban planners commodify newtown addiction.







## theme 6

# From Government to Private Sector



**Steven Beunder** is currently employed as Associate Master Planner for Hong Kong based design firm Townland Consultants. Steven has 14 years of experience as consultant in both large scale strategic urban planning and detailed urban design projects.

Before moving to Asia in 2004, he was working as an Urban Planner for the Research & Development department of de Architecten Cie. in the Netherlands. Since then he has worked as a Master Planner on a wide variety of master planning and urban design projects in Indonesia, South Korea, China and India. In 2007 - 2008 he was heading the Urban Design department in India for international design firm Aedas. Over the years he gained a particular experience in complex urban regeneration and revitalization projects, both in Europe and Asia and is now permanently based in Mumbai guiding his design team on Master Planning projects all across India.

Recent Publications include: 'Identiteitsdragers in Oost-Azie: het nieuwe gezicht van stedelijke revitalisering' (Pillars of Identity: the new face of urban revitalization in East Asia) - S+RO Magazine – 06/2007.

Steven Beunder  
Associate Master Planner  
Townland Consultants Pvt Ltd  
C/O Jones Lang Lasalle Meghraj  
1st Floor 2 Brady Gladys Plaza  
1/447 Senapati Bapat Marg  
Lower Parel Mumbai 400 013 India

t: 9819919804

e: [steven.beunder@townland.com](mailto:steven.beunder@townland.com)

## Steven Beunder

Associate Master Planner, Townland Consultants Pvt Ltd

### **New Towns in China and India - government led versus private sector development**

When it comes to comparing the development of New Towns in India - the largest democracy in the world - to their autocratic counterpart China, the built reality on the ground is showing as many similarities as there are differences, despite contrasting realities in the planning, design and development process.

The increasingly strong role the Private Sector plays in the development of New Towns in both China and India has resulted in New Town areas being cut up in chunks and sold to the highest bidder. The lack of a strong integral Urban Design Vision leaves a similar urban fabric to emerge of large gated communities framed by wide traffic corridors, forming a Patchwork City of individual urban enclaves. While in China this is largely the result of its stress on building efficiency, speed and targets set by the Authorities, in India it is the result of a failed democratic system that with largely incompetent and corruptible authorities is not able to come to a consistent and centrally guided urban planning policy. The Chinese Authorities have good reason as well not to abandon the gated community style development. As a result of the widening gap between rich and poor in Chinese cities, the sharp social spatial separation has become the norm. It's the spatial separation that will help not only to reduce crime, but more importantly help to avoid social conflicts and to maintain control over the existing public order. While in China the widening wealth gap in urban society is dealt with by Authorities actively promoting the Gated Superblock model, the Authorities in India have reluctantly accepted the gated community as the new face of urban development, with the private sector now dictating the face of Indian urbanization.

The recent trend in India of entire privately developed New Towns gives the country the opportunity to catch up with China in regard to higher standards of public services and the quality of its public open spaces. With no pre-set Government Land Use Plans to follow, the most prominent difference is the integral Urban Design Vision, where planning concepts like New Urbanism stressing walkability, mixed use environments and human scale are easily adopted and translated into a significantly smaller grain of the urban fabric. Considering the Private Sector's crucial role in meeting demands for urban housing in the coming years, the Indian Authorities are not in a position to question the lack of democratic accountability and widening social-spatial divide associated with this new concept of Private New Towns.





**Todd Reisz** is an architect and writer currently focusing on the cities of the Gulf region, from both historical and contemporary perspectives. He is the editor of the recent publication *Al Manakh 2: Gulf Continued*, which analyzes the recent developments of cities in Saudi Arabia, Kuwait, Qatar, Bahrain and the UAE as these countries confront a new economic landscape. He is also completing a book about the early modernization of Dubai and how that era's convictions determined the city we know today.

Todd worked for five years at the Office for Metropolitan Architecture, where he led a series of research projects and studies, combining architectural thinking with cultural studies, technology, media and politics. He led the office's in-depth analysis of the rapid urbanization of the Gulf region. The work resulted in a publication and was translated into an exhibition that has travelled to different parts of the world, including Italy, China, Turkey, Kuwait, and the United Arab Emirates.

[toddreisz@gmail.com](mailto:toddreisz@gmail.com)

[www.toddreisz.com](http://www.toddreisz.com)

<http://almanakh.org>

## Todd Reisz

Architect, writer

### Pipe Dreams and Real Deals

For many outside observers, it seemed that Saudi Arabia had caught the regional city-making bug when it announced six cities rendered in a visual genre reminiscent of Dubai ambition and a language of marketing vocabulary.

However “tabula rasa” or golden-streamed these cities might appear, they have little to do with what Dubai has done in the last decade. Instead these “economic” cities are the chapter that follows Saudi Arabia’s “industrial” cities three decades ago. Then, cities were by-products of a greater need: to develop a modern infrastructure to handle the kingdom’s newfound natural resources. The urgency wasn’t so much to reap the benefits of the oil wells being impatiently tapped by American surveyors as much as it was to ensure that the incoming wealth did not wreak havoc on a country adjusting to modernity’s systems, ideas, and, of course, materialism.

In Saudi Arabia, the 1970s started with Constantin Doxiadis submitting a master plan for Riyadh, a severe but well-intentioned grid, and ended with European planners displaced by Bechtel, the omniscient American contractor of many trades. One could chastise the kingdom’s centralized decision-making bodies for dismissing a Western planning tradition, but one should ask if that decision hadn’t already been made by the planners’ failure to respond to a changing economical and political landscape, one that had no patience for sluggishness.

The renderings of new cities in Saudi now might seem at first glance far-fetched in scale and absurd in form. But the kingdom has shown itself far more dexterous with large-scale projects than most modern nations. At the same time, its proposals have as much to do with responding to Western/global expectations as with solving national problems. They are certainly Saudi Arabia’s cities, but they are also a direct response to an international standardization whose roots lie elsewhere.



**James Kostaras**, B.Arch. (Rhode Island School of Design), M.Arch. in Urban Design (Harvard University), AIA, AICP  
*Senior Associate / Urban Designer + Planner* i2ud Institute for International Urban Development

During his 20-year career in the public sector, James Kostaras has implemented successful urban design and development strategies to revitalize economically distressed cities.

As a Senior Associate at the Institute for International Urban Development (i2ud), Mr. Kostaras assists in providing professional expertise and training for capacity building to cities in Africa, Latin America, the Middle East, Central Asia and Eastern Europe. The work of i2ud is funded by governments, foundations and international organizations, including the Christensen Fund, the Ford Foundation, the Inter-American Development Bank, The Soros Foundation, UNICEF, USAID and the World Bank.

Mr. Kostaras is the founding Principal of *Acadia Strategic Planning LLC*, a Boston-based consulting firm providing clients with strategic planning, urban design and program management services for complex projects and master planning initiatives. In 2007, as a Senior Project Director with Sasaki Associates, he provided technical assistance and advice to the Urban Planning Council (UPC) in Abu Dhabi for the preliminary implementation stage of *Plan Abu Dhabi 2030-Urban Structure Framework Plan*. From 2004 until 2007, he was the Executive Director of the City of Somerville's (MA) Office of Strategic Planning and Community Development, a 65-person multi-disciplinary agency charged with the economic development of the City. Mr. Kostaras envisioned and launched a major development strategy that has attracted over \$ 600 million in anticipated public and private investment in Somerville—a post-industrial city with an unofficial population of approximately 100,000. In his role as an Assistant Director for Economic Development at the Boston Redevelopment Authority (1985-2003), he directed the planning and implementation of innovative community development, housing and public-private redevelopment projects in Boston.

Mr. Kostaras was a Lecturer in Urban Planning and Design at the Graduate School of Design at Harvard (1997-2008) where he taught design studios and a seminar entitled, *Negotiation and Conflict Resolution in Urban Development*. He has lectured and consulted on strategic approaches to urban development at universities and conferences in the United States and around the world, most recently in Santiago, Chile at the invitation of the Urban Land Institute (ULI) Latin America and in Tokyo, Japan, at the invitation of Japan's Urban Land Agency. After completing his professional education, Kostaras served as an architect with the U.S. Peace Corps and a consultant to the USAID in Morocco.



Institute for International Urban Development  
2235 Massachusetts Avenue  
Cambridge, MA 02140  
tel: 617-492-0077  
cell: 617-448-5238  
kostaras@i2ud.org  
www.i2ud.org

## James Kostaras

AIA, AICP, i2ud Institute for International Urban Development, Cambridge, USA

### **New Smart Cities of the 21st Century and the end of civic engagement in the modern democracy**

1. Modern democracy and the apparent failure to prevent environmental catastrophe in the 21<sup>st</sup> Century.

Do contemporary political systems--regardless of ideology—have the capacity to effectively address the catastrophic impacts of climate change, dramatic global urbanization, and growing poverty? Are the daunting complexities of 21<sup>st</sup> century problems and threats beyond the capacity of the democratic process to head off environmental catastrophe in the 21<sup>st</sup> Century and create solutions?

2. New “Smart Cities”: the private global corporate sector’s emerging response to the collective political failure to contend with impending climate change.

An overview of provocative proposals for proto-typical ‘new smart cities’ that integrate technology and re-engineer the civic concept of urbanism:

-Living PlanIT “Smart City” in Porto, Portugal: a radical business model for sustainable urbanization designed and developed by a consortium of global high technology companies.

-Charter Cities: a controversial concept pioneered by Stanford University economist, Paul Romer, to address global urban poverty: existing governments cede territory to the global financial sector or other mediating institutions to build a Charter City.

-Masdar City: a sustainable, zero-carbon, zero-waste city built by the Abu Dhabi Future Energy Company, a subsidiary of Mubadala Development.

3. Ending civic engagement in the modern democracy as a pre-requisite to preventing environmental catastrophe in the 21<sup>st</sup> Century (?)

Do the technological and logistical complexities of a proto-typical “smart” cities built by the private high tech companies and the global financial sector require an abandonment of participatory democracy and civic engagement?

A Faustian bargain: will future citizens of “New Smart Cities” be obligated to give up the rights to participate in the democratic governance in exchange for life in a technological and sustainable enclave, protected from environmental catastrophe and guaranteed access to clean water, food, health and renewable energy in the face of impending global scarcity?



Masdar City



## moderators





## Michelle Provoost

Michelle Provoost is director of the International New Town Institute. Dr. Provoost is an architectural historian and partner at Crimson Architectural Historians, Rotterdam. She is also the author of many publications including her PhD dissertation on Hugh Maaskant, 'Welcome into My Backyard! (WiMBY!)', the International Building Exhibition Rotterdam-Hoogvliet' and 'Asfalt, mobiliteit in de Rotterdamse stedenbouw'. Crimson Architectural Historians and the International New Town Institute are currently collaborating on the project 'The New Town' a research program on New Towns in the Cold War era.

## Kieran Long

Kieran Long has worked for 12 years as a journalist and editor with architecture and design magazines. He has also curated exhibitions, written two books and appeared on a wide variety of broadcast media commenting on architecture and the city. Now he works as a journalist, broadcaster and design consultant with a wide variety of institutions and firms, is currently the architecture critic of the Evening Standard newspaper, is filming a television series about historic architecture for BBC2, and is pursuing a PhD in the history and philosophy of architecture at London Metropolitan University. One of his main activities at the moment is consulting for the London Development Agency and Design for London, for example working on the London Housing Design Guide as a policy advisor and writer.

## Wouter Vanstiphout

Wouter Vanstiphout (Belgium, 1967) is an architectural historian. In 1994 he co-founded Crimson Architectural Historians ([www.crimsonweb.org](http://www.crimsonweb.org)), an office that combines historical research with the organisation and implementation of urban planning projects. Examples are the WiMBY! project for the renewal of the fifties satellite town of Rotterdam Hoogvliet and the redevelopment of the nineteenth century train viaduct in Rotterdam, Hofbogen. At the moment, Crimson is curating the Rotterdam part of the International Architecture Biennial Rotterdam (24/09/09 - 10/01/10). Since 2007 Vanstiphout has been a guest professor of Urban Planning and Architectural History at the Academy of Fine Arts in Vienna, Austria. Since 2010 Wouter holds the Design and Politics Chair at the Delft University of Technology.

## Felix Rottenberg

Felix Rottenberg (Amsterdam, 1957) is a well known figure in both politics and broadcasting. He has been chosen as the new Chairman for the International New Town Institute.

## Arnold Reijndorp

Arnold Reijndorp is special professor and holds the Han Lammerschair for social-economic and spatial development of new urban areas at the faculty of social and behavioural sciences (UvA). Arnold Reijndorp has spent more than 15 years studying the relationship between urban planning and society. He is the author of leading publications such as 'Buitenwijk' and, together with Maarten Hajer, 'Op zoek naar publiek domein'.



## Notes



## Notes



## Notes



## Notes



# INTERNATIONAL NEW TOWN INSTITUTE

Grote Markt 43 | 3115 JB Almere The Netherlands +31 (0)36 5344070 [www.newtowninstitute.org](http://www.newtowninstitute.org)

## Staff

dr. Michelle Provoost  
prof. ir. Arnold Reijndorp  
prof. dr. Wouter Vanstiphout  
ir. Marit Geluk  
Jacob Buitenkant (conference coordinator)  
ir. Rachel Keeton  
Sheela van der Borgt  
drs. Jean Paul Baeten  
drs. JaapJan Berg  
drs. Sophie van Ginneken  
drs. Saskia Hulskes  
drs. Petra Schilders  
Terpsichori Latsi

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