Week 3.
Urban Change
Urban Design Context

박소현

- Cities:
  - from freely evolved to planned

  - Planned,
  - Designed, Kostof (1991)

  - The notion of

  “how cities ought to be”

- Pre-industrial cities
  - cf) Traditional cities ..... gradual, continuity
- Industrial cities
- Modernism .....radical, secession
  - cf) Modernist urbanism
- Post-Industrial cities
- New Modernism .....'big architecture'
  - cf) Post modernism
- New Urbanism.....'neo traditionalism'
  - cf) Smart growth, sustainable development

- Until the Industrial Revolution:
  - Urban development : limited (relatively)
    - Traditional modes – physical, social, etc
  - Transportation methods
    - Horse, cart, pedestrian
  - Construction materials
    - Local materials
  - Building Methods
    - Load-bearing masonry, or timber

- Industrial Revolution
  - New building materials + construction tech.
  - Social and economic innovations
  - New challenges
  - Start of a new age
  - “the Machine Age”

- Characteristics of Modernist Urban Space Design (Box 2.1, p.21)
  - "Healthier" Buildings
  - "Healthier" environment
    - Reaction to the urban pathologies of the time
  - Accommodating the car
    - Rejection of streets that slowed cars down
  - Architectural design philosophies
    - Function, modernity, its own internal logic
  - Attitude to the past
    - Radical break with the past

- Critiques of Modernist Urban Space Design (Box 2.2, p. 23)
  - Participation and involvement
    - Top-down, elitists
  - Conservation
    - Concern for contexts
  - Mixed uses
    - Questioning the logic of functional zoning
  - Urban form
    - From ‘best solo performances’ to ‘good streets’
  - Architecture
    - Stylistic pluralism
  - Cities for people

“Intentions and Outcomes”

- “New Modernism”
  - Radical, new approaches since mid-1980s
  - Turned away from the social ideals of Modernism
  - No social agenda
  - ‘big architecture’
    - Significant urban events, extreme example of contextual dissonance/juxtaposition,
    - Rich visual and aesthetic experience
    - Occasional, rather than everyday living

- New Urbanism, Smart Growth, Sustainable Development (Box 2.5 p. 32)

  - Preserving open space, quality of environment
  - Redeveloping inner-core, infill sites
  - Removing city-center vs. suburban barriers
  - Creating greater sense of community

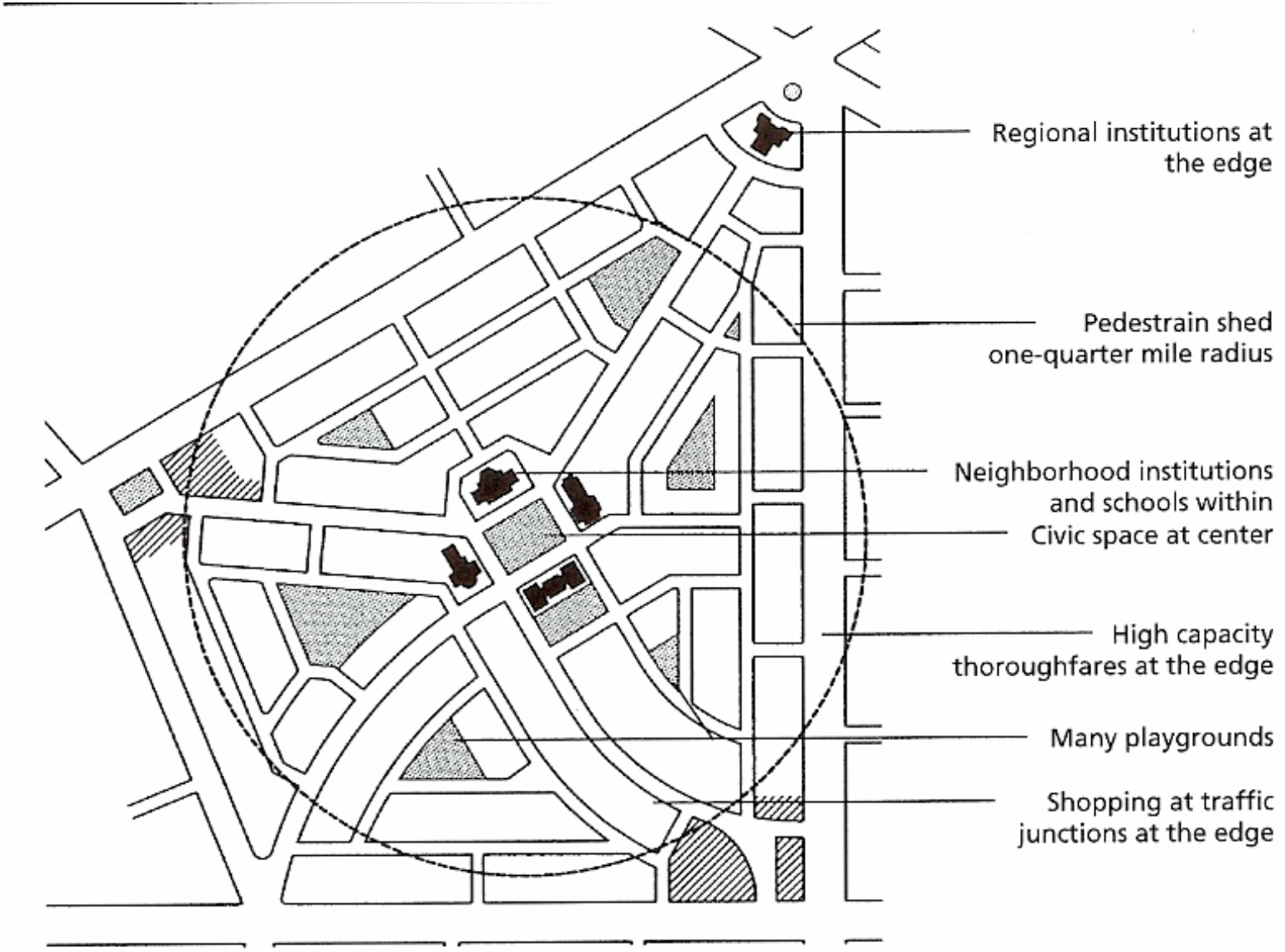
  most agree

  - Compact, mixed use
  - Smart growth policies
  - Affordable housing in new growth areas

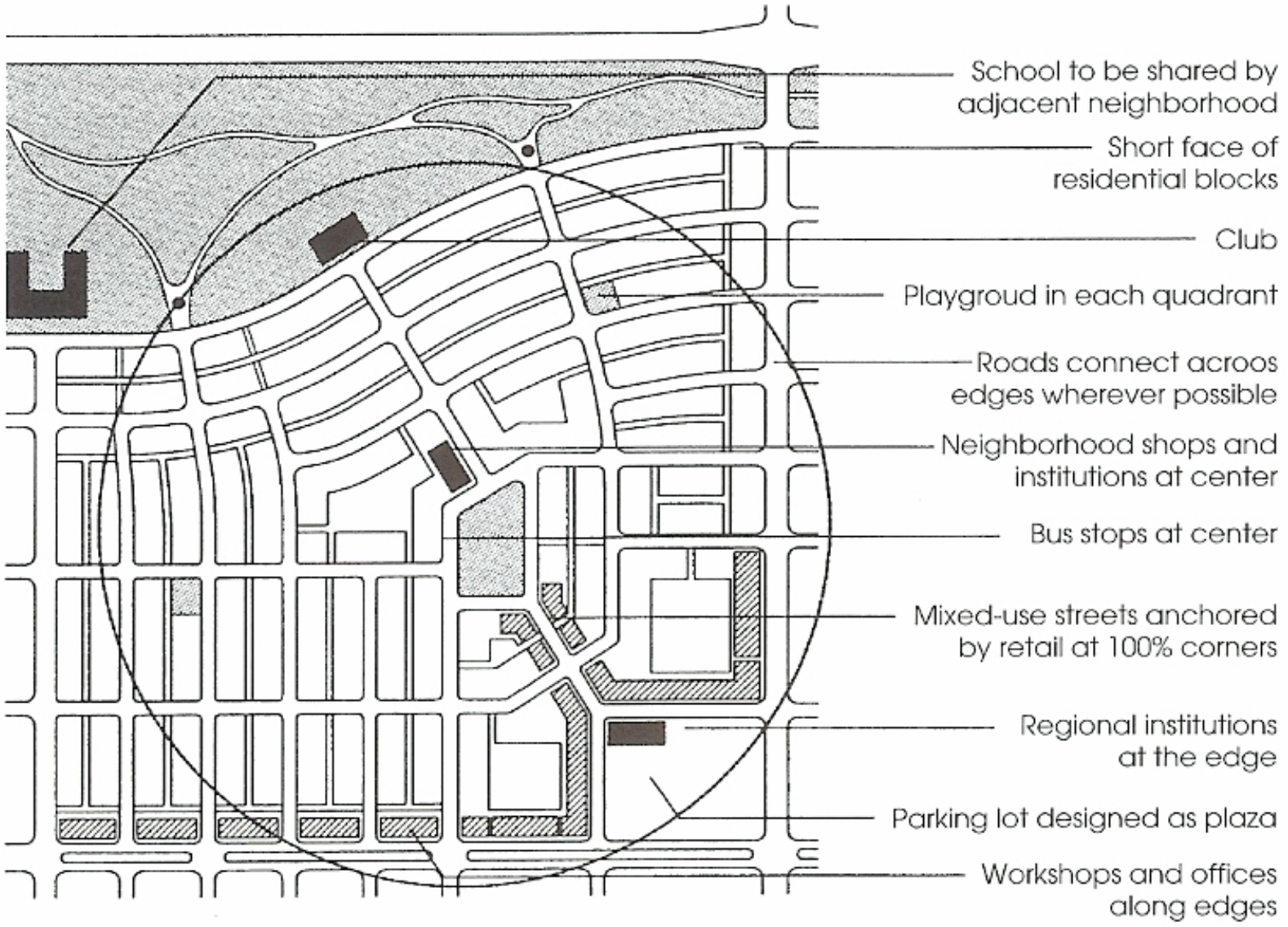
  largely agree

  - Placing limits on outward extension
  - Reducing dependency on car

  On-going debates



Clarence Perry의 마을(근린주구) 유닛 모델. 1929. 중심으로부터 5분 도보거리 내 지역 표시. Duany, Plater-Zyberk and Company에서 다시 그린 Diagram. Walters and Brown (2004, p. 57)에서 재인용



Duany, Plater-Zyberk and Company에서 1997년에 디자인한 전통적인 마을 (근린주구) 모델 (Traditional Neighborhood). Perry 의 모델처럼 중심으로부터 5분 거리 내의 구역. Walters and Brown (2004, p. 58)에서 재인용.

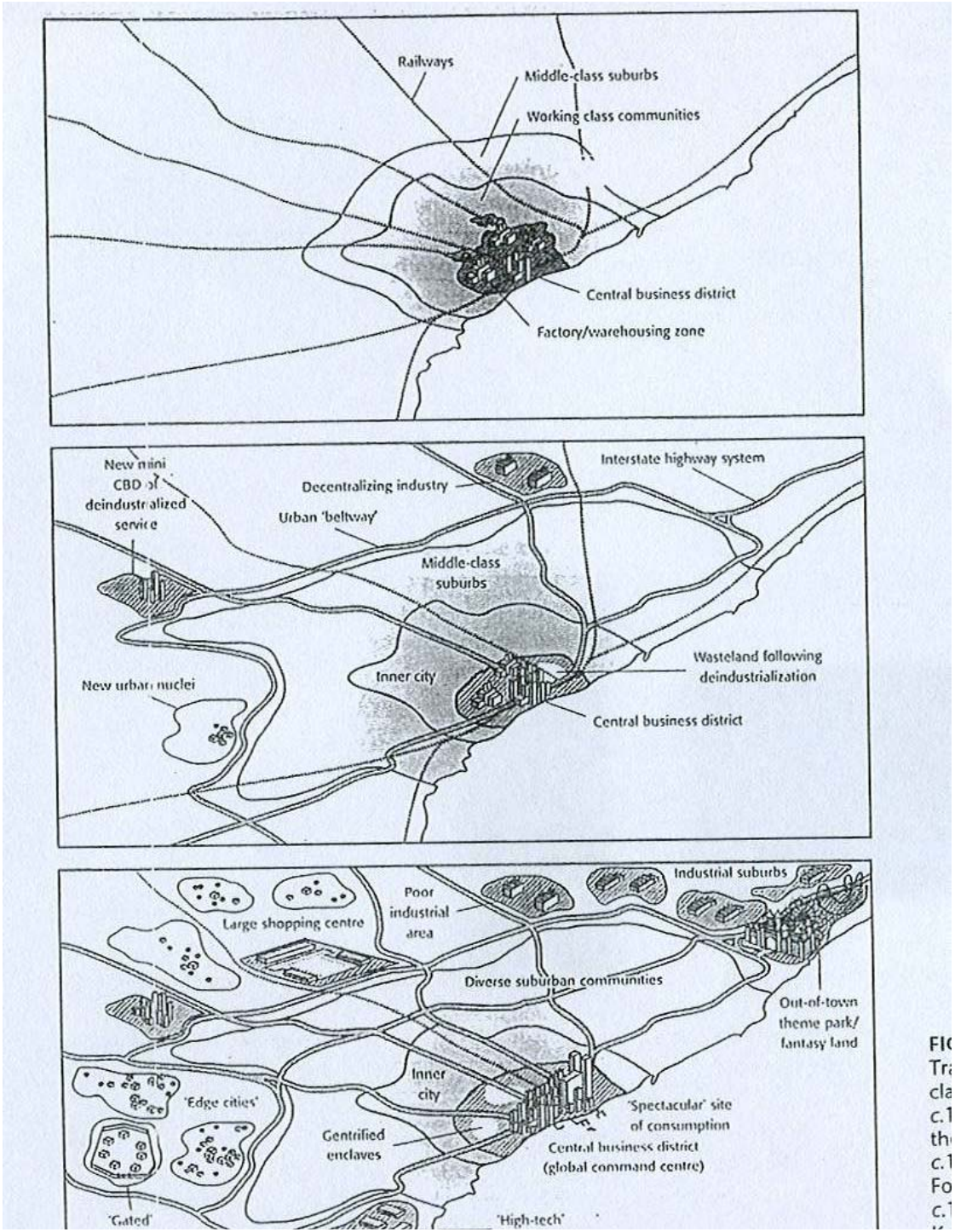
- Sustainable Urban Design
- Key factors: Table 3.1, 3.2, 3.3
  - Stewardship
  - Resource efficiency
  - Diversity and choice
  - Human need
  - Resilience
  - Pollution reduction
  - Concentration
  - Distinctiveness
  - Biotic support
  - Self sufficiency

- Transformations in urban form
  - For example,
    - Pre-rail epoch
    - Iron-horse epoch
    - Street car epoch
    - Automobile epoch
    - Jet propulsion, electronic communication epoch

- Industrial / post-industrial urban form
  - De-industrial, re-industrial, new-industrial,

– LA, an archetypal post-industrial city
  - Box 2.4 p. 29 (six characteristics)

  - More flexible production system, ‘new industrial space’ (근대산업공간에 대비됨)
  - Internalization, global capital, world cities
  - Decentralization
  - New patterns of social fragmentation, segregation, polarization, increasing inequality ‘blatant contrast’
  - ‘carceral architecture’ surveillance, exclusion
  - Increasing presence of simulations: Imitations of things that never existed, copies without originals

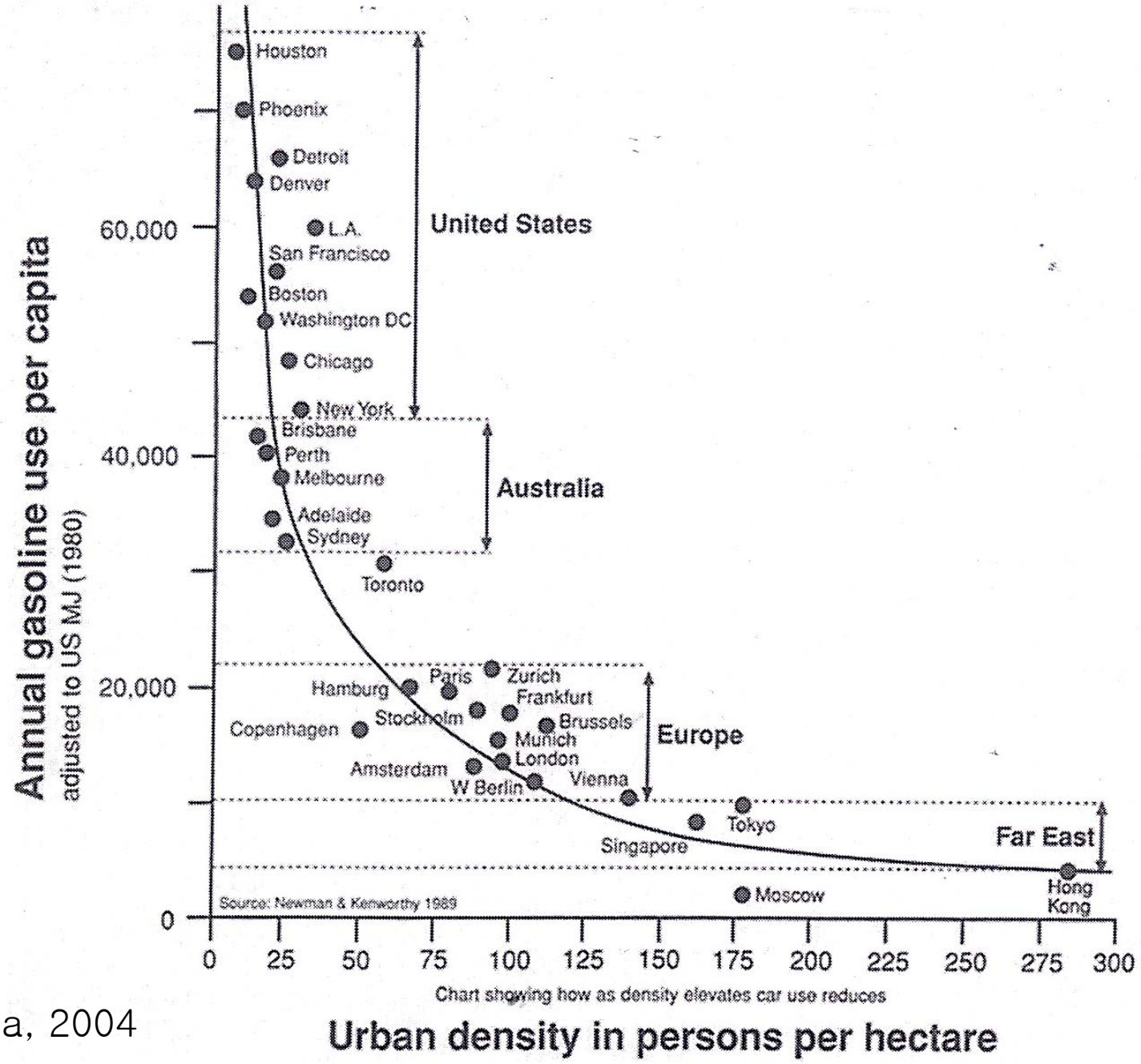

Railways
Middle-class suburbs
Working class communities
Central business district
Factory/warehousing zone
New mini CBD of deindustrialized service
Decentralizing industry
Interstate highway system
Urban 'beltway'
Middle-class suburbs
Wasteland following deindustrialization
Inner city
New urban nuclei
Central business district
Industrial suburbs
Poor industrial area
Large shopping centre
Diverse suburban communities
Out-of-town theme park/ fantasy land
Inner city
'Edge cities'
'Spectacular' site of consumption
Gentrified enclaves
Central business district (global command centre)
'Gated'
'High-tech'

- Car

TABLE 2.2
Problems of car dependency

ENVIRONMENTAL	*ECONOMIC*	*SOCIAL*
• Oil vulnerability • Petrochemical smog • Toxic emissions such as lead and butane • High greenhouse gas contributions • Urban sprawl • Greater stormwater problems from extra hard surfaces • Traffic problems such as noise and severance	• External costs from accidents and pollution • Congestion costs, despite road building • High infrastructure costs in new sprawling suburbs • Loss of productive rural land • Loss of urban land to bitumen	• Loss of street life • Loss of community • Loss of public safety • Isolation in remote suburbs • Access problems for those without cars and those with disabilities

(Source: Newman and Kenworthy, 2000, p. 109).



Carmona, 2004

Modern	Post Modern	Now (Ultra M.)
Less is more	less is bore more is more	more from less
Form follows function	form follows fiction	form does not follow
	fear, finesse, finance	nor lead, it walks hand in hand
Universality	nostalgia, theme-ing	critial regionalism appropriate M.
We gen. ('60)	Me gen. ('70) Whee gen ('80)	Whoa gen. ('90) simplicity, slowness sincerity
Platonic form Geometry		nature, vernacular, mundane, everyday
	collage, text	border, edge interdisciplinary
Machine		nature, ecology

Ellin (1996) Postmodern Urbanism

Modern Movements, CIAM, Machine Age, International Style, Rationalism……

- Townscape Movement
- Advocacy planning, Community participation
- Environmentalism, Feminism
- Vernacular Design
- Contextualism
- Historical Eclecticism
- Historic Preservation
- Regionalism
- Master-planned, Gated Communities
- Neo-traditional Development, New Urbanism
- Edge Cities

  many more……

- ‘Sustainability’ ‘smart growth’ ‘growth management”

Ellin (1996) Postmodern Urbanism

- Urban Design Contexts:
  - Global,
  - Local
  - Market
  - Regulatory
  - Urban Design Process:

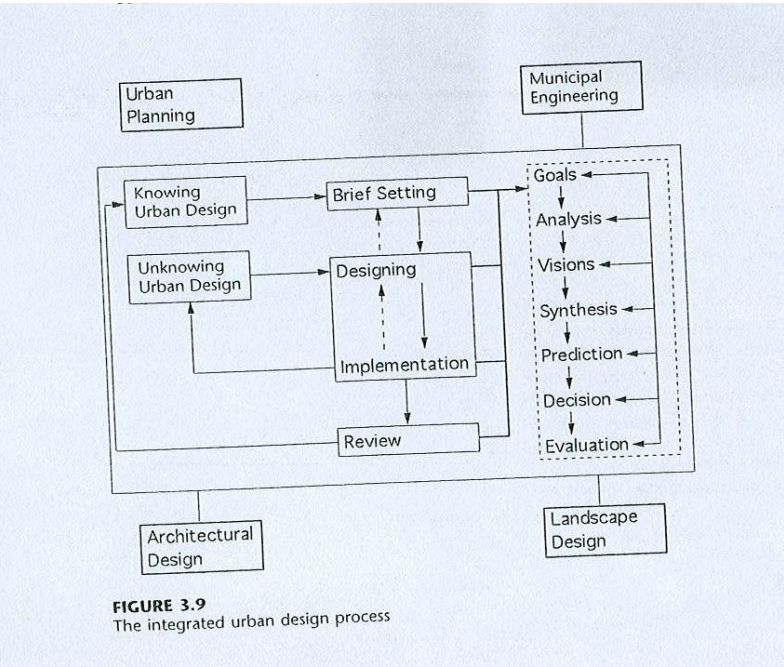


FIGURE 3.9
The integrated urban design process

- US housing, a quick fact

- a typical new home comparison (NAHB)

1949:	1999:
1 story, 2BR-fewer	2 story, 3BR-more
1Bath, no AC, coal	3 Bath, AC, NG
no garage	2 car garage
983 sqft	2,000 sqft
household – 3.37	house hold – 2.62

Considerable material progress – implications:

"cracks" – discontinuity
Issues in the public environment

- 우리나라
- 최저주거기준에 미달하는 가구수

- 2000년 334만(전체가구의 23%)가구
- 2005년 255만(전체가구의 16%)가구

- 약 79만 가구가 감소.

- 최저주거기준의 주요내용 http://moct.news.go.kr/warp/webapp/sys/dn_attach?id=c921a359211d1a7172b4231c

- **(최소 주거면적 등)** 가구구성별 최소 주거면적 및 용도별 방의 개수

가구원 수(인)	표준 가구구성	실(방) 구성*	총주거면적(㎡)
1	1인 가구	1 K	12 (3.6평)
2	부부	1 DK	20(6.1평)
3	부부+자녀1	2 DK	29(8.8평)
4	부부+자녀2	3 DK	37(11.2평)
5	부부+자녀3	3 DK	41(12.4평)
6	3 대 (2+2+2)	4 DK	49(14.8평)

- **(설비기준)** 전용입식부엌, 전용수세식화장실 및 목욕시설의 구비여부 (전용수세식화장실에 목욕시설을 갖춘 경우도 포함)
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- **(구조.성능 및 환경기준)** 방열 및 방습구조, 채광·난방설비, 소음·악취 및 대기오염 등 환경기준의 구비여부

- **가구의 평균 사용방수**는 **'05년 3.6개**로 '00년(3.4개)에 비해 **0.2개 증가**하였다.

- **4개**의 방(거실, 서재, 주방 등 포함)을 사용하는 가구가 **43.4%**로 가장 많고,
- 3개 사용가구(25.6%), 5개 사용가구(12.1%)의 순: 주거의 질 향상.

- **1인당 주거면적**도 '00년 20.2㎡(6.1평)에서 **'05년 22.8㎡(6.9평)**로 증대.
  * 자료 : 통계청, 각 연도 인구주택총조사
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- **지역별**로는 서울(6.6평), 인천(6.4평), 경기도(6.8평), 부산(6.8평)
- 반면, 지방 면 단위의 경우 **8.7평**으로 서울에 비해 약 **1.3배** 큰 것으로 나타났다.