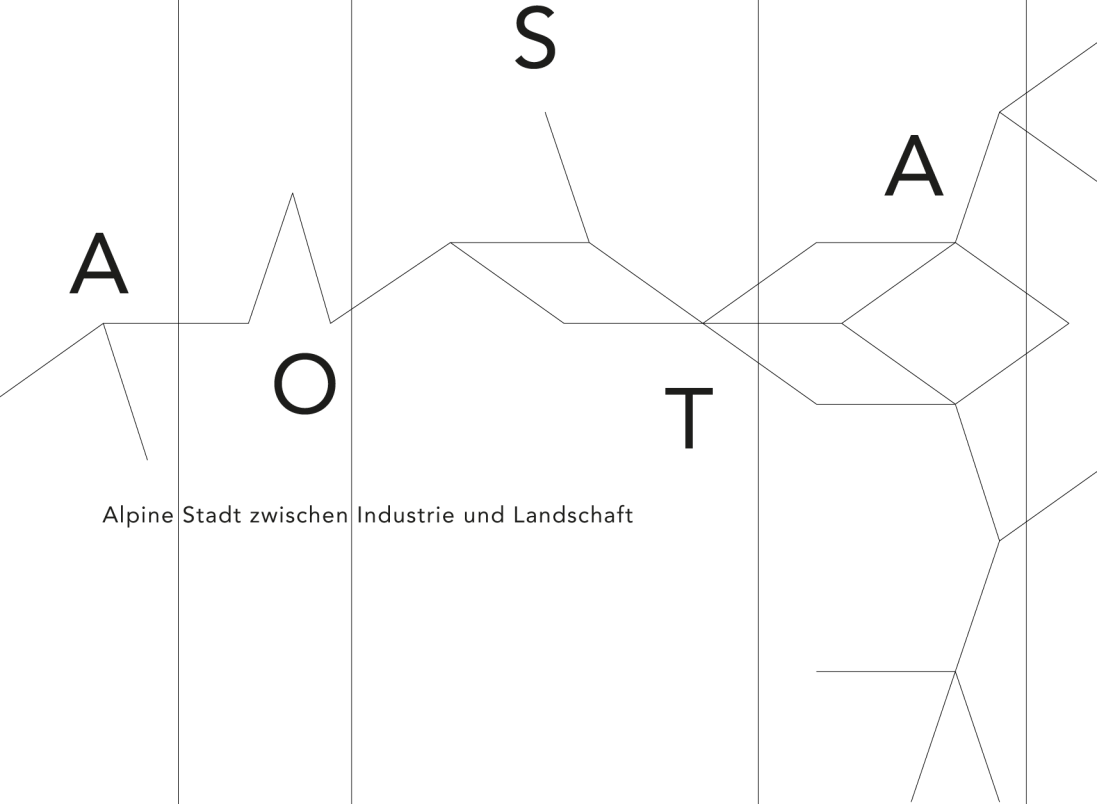


WORKBOOK



Alpine Stadt zwischen Industrie und Landschaft

Professur Günther Vogt
Entwurf Herbstsemester 2011

WORKBOOK

PROCESS CARTOGRAPHY

AOSTA

Alpine Stadt zwischen Industrie und Landschaft

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Aosta bei Nacht

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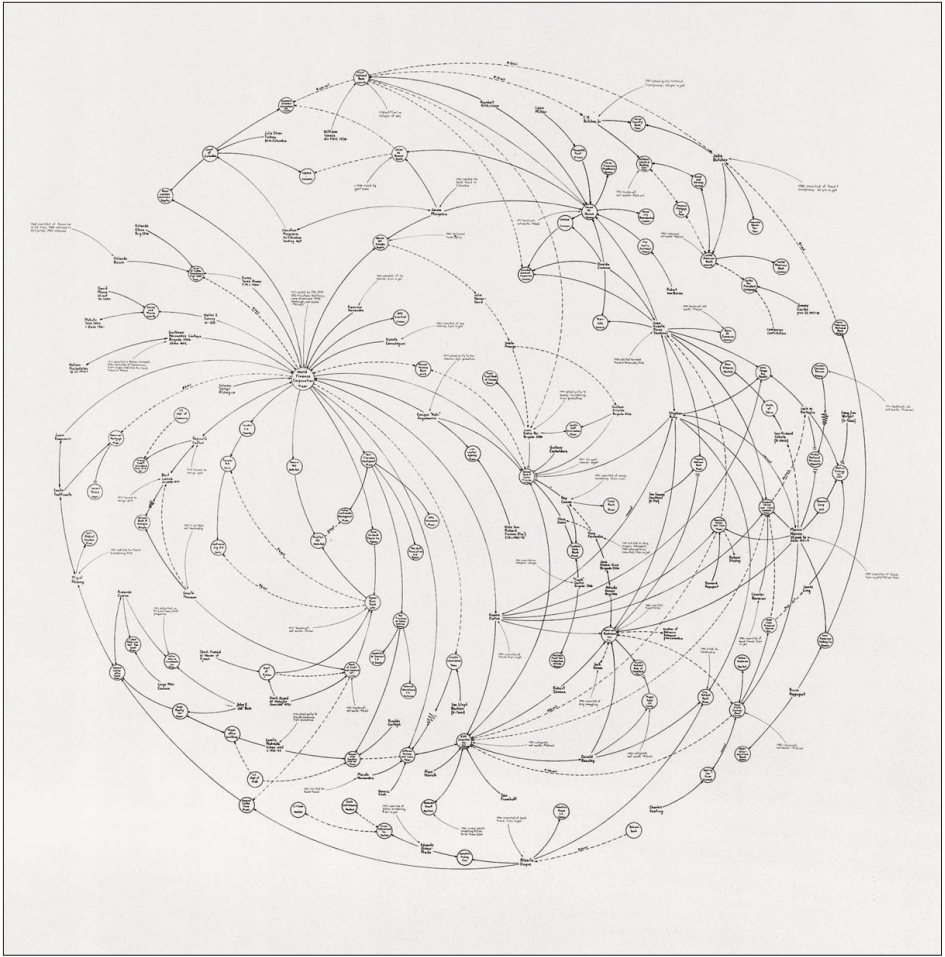
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Mark Lombardi, Chicago Outfit and Satellite Regimes, c. graphite on paper, 48 1 / 8 x 96 5 / 8 inches

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PROCESS CARTOGRAPHY

LOCAL KNOWLEDGE BASED DESIGN

Das Entwurfsemester befasst sich vorrangig mit Gestaltungsprozessen urbaner Freiräume unter Einbezug landschaftlicher, räumlicher, gesellschaftlicher und ökonomischer Fragestellungen.

DER ENTWURF ALS PROZESS – DER PROZESS ALS ENTWURF

Zwischen der Formulierung des Programms und der Kommunikation des Entwurfsprojektes liegen unzählige Denkbewegungen, die sich auf Skizzen, Zeichnungen, Plänen, in Modellen, Filmen oder 3D-Visualisierungen niederschlagen. Werden die individuellen Arbeitsschritte einzeln reflektiert, kann man von einem Prozess der Kartographierung sprechen. Ein Ziel der Lehre ist es, die individuellen Übersetzungsleistungen, die die Projektentwicklung manifestieren, darzustellen und bewusst zu machen sowie der Imagination im kritischen Umgang mit den eigenen Gestaltungswerkzeugen Tür und Tor zu öffnen. Der Entwurf ist somit nicht „Endprodukt“ sondern Prozess an sich.

WAHRNEHMUNG – ÜBERSETZUNG – KARTIERUNG

Das Verständnis von Kartographie bezieht sich nicht mehr alleine auf zweidimensionale Darstellung von Typographien und messbaren Räumen, sondern auf die Übersetzung von Erfahrungen und Phänomenen in jeweils andere Medien. Wenn man in Bezug auf Landschaftsarchitektur zum Beispiel an atmosphärische Qualitäten oder sinnliche Eindrücke denkt, die einen Entwurf ausmachen sollen - an Licht und Schatten, Farbe und Textur, akustische Phänomene, Trockenheit und Feuchtigkeit, mineralische und vegetative Materialien - gerät man schnell an die Grenzen der konventionellen Karten mit ihrem Anspruch an eine weitgehend objektive Darstellung. Es macht deshalb Sinn, die Definition dessen, was eine „Karte“ ist, zu weiten. Wird die Kartographie als eine spezifische Notationsweise eines ausgewählten Phänomens verstanden, kann dementsprechend auch ein Film eine Karte sein, ebenso eine Zeichnung oder eine Skulptur.

DEN ORT LESEN – KOLLEKTIVES VERSTÄNDNIS UND INDIVIDUELLER BLICK

Die in Process Cartography zu gestaltenden Entwurfsgebiete haben dezidiert städtebauliche Ausmasse. Der Masstabssprung, den Architekturstudierende demzufolge vollziehen müssen, macht das für die Landschaftsarchitektur

charakteristische transdisziplinäre Denken und Arbeiten offensichtlich: für den Entwurfsprozess sind Aspekte der Geologie, Hydrologie, Vegetation, Infrastruktur, Architektur, Soziologie, Kulturgeschichte sowie des Städtebaus relevant.

Orte verfügen immer über mehrere Identitäten. Diese „Bedeutungsschichten“ stehen in vielfältiger Beziehung zueinander. Neben der Erarbeitung und Diskussion einer präzisen Ortsanalyse wird auch die subjektive Raumwahrnehmung betont und somit die Sicht des Fußgängers bewusst in den Vordergrund gestellt. Diese steht im Gegensatz zu der in der Architektur generell verwendeten panoptischen Perspektive.

In einer entwurfsbegleitenden Vortragsreihe erläutern und diskutieren wir die zur Anwendung kommenden Methoden. Daneben führen wir zusammen mit den Studierenden einen Diskurs der Werkzeuge und behandeln entwurfsrelevante Medien in kurzen Inputreferaten und gemeinsamen Übungen.

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Aosta

AUFGABE

Today, Aosta is an industrial-administrative-commercial-skiing town with 35,000 inhabitants in an Italian alpine valley. Over time, its multifaceted identity has generated many confusing public spaces. The recent abandonment of many military barracks and the future closure of the vast Cogne industrial plant leave many important utilizations unused.

The design task in Aosta is the development of a coordinated strategy for handling this complex of problems. For this purpose, the city of Aosta has been divided in four macro-areas (Central, Military, Industrial, Commercial). For each a specific suggestion is to be developed, integrating economic, social, spatial and landscape aspects and thinking the city as a whole. Students work in groups of four and make suggestions for all four areas.

1. WHERE IS AOSTA?

Aosta is in northwest Italy. Located in the homonymous Valle d'Aosta (a valley/region) today it is close to both Switzerland (across the Passo del Gran San Bernardo through Martigny), and to France (Tunnel del Monte Bianco, to Chamonix). Its strategic geographical position has made it an important military outpost since Roman days; it still retains a number of important monuments from this time (walls, gates, amphitheatre). It also retains some exemplary Romanic religious landmarks. The valley of Aosta (an average two kilometers wide) runs in an east-west direction; its river is the Dora Baltea, which meets the Po in Turin. It is a U-shaped glacial valley, with many lateral valleys to the north and to the south, and high mountain peaks and well-known ski-resorts on both sides.

2. METROPOLITAN ALPINE VALLEYS

The bottom of the valley (from Pont Saint Martin to Courmayeur, 90 kilometers) is heavily urbanized and takes up the shape of a linear city, as can be found today in many of the major long and low Alpine valleys (Vorarlberg and Inntal in Austria; Val d'Adige, Valtellina and Val di Susa in Italy; Valais in Switzerland). The Valle d'Aosta contains the international highway connecting the Turin/Milan motorway to the Tunnel del Monte Bianco and to the Tunnel del Gran San Bernardo. There is a train line of local significance, and many power lines, electricity having played an

important role in industrial development between the 19th and 20th centuries. It produces many fine wines, and the food is typically Alpine (cheeses, conserved meats, potatoes). The landscape is punctuated by fortified castles, which once played a defensive function and now are either abandoned or have been turned into tourist facilities.

3. AN INDUSTRIAL TOWN

Aosta is not primarily a tourist center, nor a logistics center; it is still an old-fashioned industrial town. The Cogne steel plant – in the centre of Aosta – is almost as big as the city itself. Until less than a century ago, before the steel mills were founded, Aosta was little more than a village, composed of a couple of roads forming a cross-shaped layout. Today, the Cogne plant and its ancillary facilities occupy the Dora Baltea side of the town, creating a physical barrier along with the motorway and the railway lines. The grandparents of Aosta's current citizens were immigrants who came from France, Sardinia, and Calabria during Fascism and the post-war period to work.

4. METROPOLITAN AOSTA

There is a difference between the administrative (theoretical) and the physical (real) shape of the municipality of Aosta, which is emblematic of its urban transformations. The administrative boundaries tell of a town which occupies also the north and south sides of the valley, which once provided its economic agricultural base. But now, the town no longer bears any economic relationship with the mountainsides, which appear unloved and are largely abandoned. Aosta is a small business and administrative metropolis, part of an almost continuous physical urban fabric with the surrounding villages (Pollein, Quart, Saint-Christophe, Sarre, Gressan, Aymavilles).

Most of the people working in Aosta (which is a regional capital) live outside in the south-facing suburbs, in single-family chalet-style stone homes, which explains why there are so few recent residential projects in the city itself. Because of archaeological remains, it would be complicated and expensive to build an underground garage in the central quarters, and this encourages people to move out. The centre of Aosta feels largely empty: with extensive pieces of countryside

encapsulated in the town (especially around the religious institutions, monasteries, churches), which are used as vegetable gardens.

5. SKIING AT PILA

The principal novelty of Aosta over the last thirty years is called Pila, an urban ski resort, which offers the tourist the opportunity of skiing with a disenchanting and post-modern relationship to the mountains. Directly connected to the city centre, Pila is a resort for residents and visitors alike, and has become part of the Aostian urban identity. Pila initiated as an offspring of the efficient infrastructural network of industrial funiculars and trains which served the large minery extraction area lying between Aosta and Cogne. One's ride up from the Aosta center to Pila starts from a station located near the motorway and the Dora, not within walking distance from the railway station; here, a large open parking area is a clearly recognizable sign of a major public mass-attraction. In about fifteen minutes, one reaches an altitude of 2,000 meters, where a hub-interchange serves a range of users: the public arriving from Aosta by funicular, the public continuing its journey to the ski runs above, the car traffic, the vacationers, the residents, etc.

6. A TRADITION OF CONTEMPORARY ARCHITECTURE

The Valle d'Aosta possesses significant examples of 20th century architecture; this is partly due to the proximity of major industrial towns such as Turin and Milan, and the parallel growth of industrial facilities and mountain sport, as if they were two faces of the same medal. Destinations close to Aosta, such as Courmayeur (Mont Blanc), Gressoney (Monte Rosa), Cervinia (Matterhorn), and Cogne (Gran Paradiso) all contain the seed of the idea that "clean air and skiing" is the foil of "pollution and industry." Master architects such as Albini, Mollino, and BPR all worked in the region, and interpreted the scenario of the Alps with the tools of modern architecture. The background to this is the pre-war master plan for the Val d'Aosta, a collective planning effort sponsored by the enlightened figure of Adriano Olivetti, whose industry-dominated town of Ivrea stands as a gateway between the Valle d'Aosta and the Po Valley.

Over the last twenty years, good-quality modern architecture has been largely absent; architects from Aosta envy the quality and regional identity of

Graubunden, Sud-Tirol and Vorarlberg, but the unreceptive market goes for traditional low-quality buildings, made of stone and wood, and with sloping roofs and picturesque facades.

7. PUBLIC OPEN SPACES

Because of the visual and real proximity of the natural landscape, public spaces in Aosta in general seem to suffer a general state of disrepair. This state is visible in different quarters of Aosta. The fact that Aosta is historically a sparse rather than a dense urban setting makes this effect especially noteworthy. A Nolli-map of Aosta would show the quantity, variety, different age and many potentials of its public spaces. The students will propose a new specific system of open public spaces, so as to enter in dialectical counterpoint to the suburban, car-dependent model of metropolitan Aosta.

8. THE PROJECT

The urban area of Aosta has been subdivided into four homogeneous macro-areas, of similar size, each corresponding to a different period of evolution of the city and providing different opportunities in terms of public spaces. About four students will independently work on each of the four macro-areas. Each of the four areas presents its own border landscape relationship; upon which students will base their proposals.

AREA 1 – CENTRAL and

AREA 2 – MILITARY (pre-1900).

This is the regular grid area comprising the Roman square town and the military barracks district to the east; it stretches from the hospital to the north to the railway line to the south.

PRINCIPAL FUNCTIONS: public and financial sector (administration, health, education, banking), tourism, bars, residential, religion.

PUBLIC SPACES: pedestrian piazzas, parking piazzas, medieval open-block gardens, Roman wall-promenade, transformation of existing military barracks.

BORDER SITUATION: steep mountainside to the north.

AREA 3 – INDUSTRIAL (1900-1980).

This is the area formerly entirely occupied by the Cogne-Ansaldo industrial plant; today the western end has become a shopping centre and the station of the Pila funicular. The area is compressed between the railway line and the Dora Baltea river.

PRINCIPAL FUNCTIONS: industrial, leisure, shopping, transport interchanges (car, train, bus), transformation of existing Cogne-Ansaldo industrial area.

PUBLIC SPACES: large surface and underground parking spaces, train and bus station, river promenade, shopping centre.

BORDER SITUATION: Dora Baltea river and motorway to the south.

AREA 4 – COMMERCIAL (since 1980).

This area, west of the Central area, occupies both sides of the road axis linking to the motorway entrance; it is largely urbanized, but the remaining empty plots need consideration and designing. The airport is nearby.

PRINCIPAL FUNCTIONS: commercial car-dependent outlets, hotels, sport and convention centre at Pollein, light industrial.

PUBLIC SPACES: large green areas and some countryside plots, sport centre, road axis re-organization.

BORDER SITUATION: connection north to suburban communities.



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