

OTOMOBİLİTE VE KENT

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YÜKSEK LİSANS TEZİ

Taylan Özgür POLAT

(502981004)

T.C. YÜKSEKÖĞRETİM KURULU
DOKÜMANTASYON MERKEZİ

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Tez Danışmanı : Prof. Dr. Hülya YÜREKLİ (İTÜ)

Diğer Jüri Üyeleri : Prof. Dr. Handan TÜRKOĞLU (İTÜ)

Doç. Dr. Arzu ERDEM (İTÜ)

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IN BETWEEN AUTOMOBILITY AND THE CITY

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M.Sc. Thesis by
Taylan Özgür POLAT
(502981004)

Date of submission : 2 January 2002

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Supervisor (Chairman): Prof. Dr. Hülya YÜREKLİ (ITU)

Members of the Examining Committee Prof. Dr. Handan TÜRKOĞLU (ITU)

Doç. Dr. Arzu ERDEM (ITU)

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It has been a very tiring, but also an interesting study through-out the phases both in İstanbul and Rotterdam. I believe that the issue of the automobility will be discussed thoroughly in the future. I hope that this study of mine has reached a level to help the designers who are interested in the urban developments.

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In BETWEEN AUTOMOBILITY and the CITY

SUMMARY

This study questions the relationship between the highway and the city and how it can be rewritten with an architectural point of view. Hence, the importance of automobile as a part of the life of the citizen and the influence of the automobile usage on the city pattern has been searched. The automobile dependent lives and perception through automobile have been considered considering the decentralisation of the city and commuting. In these circumstances, the relationship between the highway and the city, via the usage of the void in the cross-section of the two, and the spatial interpretation of a possible integration have been discussed by the help of some projects.

In the first chapter, there is a trial to answer the questions: why do we move? Why do we use the automobile and how automobile has become indispensable in our lives?

In the second chapter, the consequences of the introduction of the automobile to the city are discussed. The changes in the boundaries of the city, decentralisation, sprawl, commuting and the highway have been evaluated to better understand the city pattern due to automobility. The experience of driving and the barriers around the highway are taken into account to define the link between the city and the road. The mid-section of the two, which is called the no mans land is introduced as a potential site for an integration.

In the third chapter, different projects and designs made, using the space the no mans land offers, are interrelated on the bases of the integration of the city and the highway.

OTOMOBİLİTE ve KENT

ÖZET

Bu çalışma, kent ve yol arasındaki ilişkiyi ve bu ilişkinin mimari bir yaklaşımla nasıl şekillenebileceğini irdelemektedir. Bu amaçla, öncelikle otomobilin şehirli insanın yaşamındaki yeri ve otomobil kullanımı ile kent yapısının nasıl değiştiği üzerinde durulmuştur. Kentlinin otomobile bağımlısı hayatı ve bu anlamda kenti daha çok otomobil ile algılama durumu, kentin desentralizasyonu ve yolda geçen zamanların kent algısındaki önemi tartışılmıştır. Bu bağlamda yol ve kent arasında kurulması gereken ilişkinin, yol ve kent arasında kimseye ait olmayan "no mans land" aracılığıyla nasıl gerçekleştirilebileceği, kent ve yol entegrasyonunun nasıl oluşturulabileceği ve bunun mekansal yansımaları örneklerle aktarılmaya çalışılmıştır.

Birinci bölümde, neden hareket ederiz, neden bu hareketi otomobil ile gerçekleştirmeyi seçiyoruz ve otomobil hayatımızda nasıl vazgeçilmez bir hale geldi gibi sorulara cevap aranmaktadır.

İkinci bölümde ise, otomobilin kentle tanışmasının sonuçları tartışılmıştır. Kent yapısının otomobileye bağlı olarak nasıl değiştiğini daha iyi anlamak için kentin sınırları, desentralizasyonu, banliyöleşme, ulaşım ve otoban ele alınmıştır. kent ve yol arasındaki bağlantının, araba sürme eylemi esnasında algılanma şekli, bu algıyı kesen bariyerler göz önünde bulundurularak tartışılmıştır. yol ve kent ara kesitinde oluşan tanımsız alan, "no mans land" şeklinde adlandırılmıştır.

üçüncü bölümde ise, kent ve otoban entegrasyonunun, no mans land üzerinde nasıl gerçekleştirileceğine dair bir vizyon oluşturulması açısından bir takım proje ve tasarımlar örnek olarak verilmiştir.

1. INTRODUCTION

1.1 The Purpose of the Study

In the last century, cities have gone through a serious change in their overall pattern. Introduction of the automobile has made a general shift within the limits and scale of the cities. What's more, the trend on the automobile will not decrease in the next decades, on the contrary, it will develop to an extent that the cities will go on to their transformation altering the existing structure.

The developing infrastructure and the automobile have enabled the decentralisation of the city to its suburbs. The study deals with the reasons of the pattern of the city today due to the existence of the automobile and infrastructure. Throughout the research, the integration of the city and the system of highways is examined.

In general, the integration of these two patterns, which do not overlap and even deliberately separated, has been a question of the architectural mediums of the developed countries. The reasons of such an interest is another issue that is discussed. The potentials of the integration is studied and further projects and design in the midsection of the road and the city is studied through the existing designs both constructed and un-constructed.

The solutions breaking the boundaries between the mobile and the static worlds of the automobilist and the citizen are tried to be found. The quality of the space around the highway is evaluated for its potentials of welcoming architecture.

2. Automobility; Reasons of Automobile Addiction

2.1. Mobility

Looking at the world by night map, one gets impressed by how noticeable the cities and their links even from the space are (Fig 2.1). The civilised regions of the world can easily be separated from the other regions in this map. The settlements and their infrastructures lay following each other and connect the civilised world. And there are the “others” still in darkness out of the reach of the privileged world.

The civilised world is linked, by means of different kinds of transportation: via the sea, the air and the land. The need to reach, to leave and to reach again is so vital that, movement of ones’ self has become the essence of being. So, What is the thing that makes us move?

One of the reasons may be our restlessness: the derivation from our search for the most convenient posture and the appropriate medium for existence. This need apparently seeks the movement of the body in the different scales. (Fig 2.2) “I move. Therefore I am”. The restless body searches the most appropriate posture in the world, its’ journey will be again a restless one. Apart from the need for basic movement of the body in the micro scale, flow of people within geographies even creates a kind of temporary inhabitancy in the global scale. The big masses of people are on the move to see, to change, to move and trade. The movement becomes crucial to understand ones own dynamics. It is the exploring of the environment, anchoring on the ever-changing visions of the surrounding. The temporary inhabitancy fills the world we live. This phenomenon can be understood better if we have a look at some facts.



Fig 2.1 World by Night Map

“At any one time 300,000 passengers are in flight above the US, equivalent to a substantial city; a half million new hotel rooms are built each year world-wide; there are 23m refugees across the globe; and there is one car for every 8.6 people world-wide” [1]

This tremendous flow of people turns the world into one big country beneath the feet of the travellers. As Schivelbusch points out: “For the twentieth century tourist, the world has become one large department store of countryside and cities.” [2] The world changes into a city not only in this physical approach but also on the bases of perception. The journey of one creates a new vision of the places in the individual’s memory. Each memory gathers different images and these images form differentiated interpretations of the world we live today. Each individual creates his own city out of the many places he visits.

Not only the certain locations we visit, but also the act of movement as an experience creates another vision of ones world. The journey to the unknown becomes the object of pleasure; the excitement flourishes on the move.

“Areas of wild, barren nature, which were once sources of terror and fear, were transformed into what Raymond Williams terms ‘scenery, landscape, image, fresh air’, places waiting for visual consumption by those visiting from places of industrial civilisation” [3].

We have all become tourists. We travel and we contact. We move and we learn via contact. We learn to understand.

No matter your status as an individual is, you have a right to make contact to other individuals and live in a world having boundaries where his contact ends. The freedom of the individual, the rate of his unique civilisation is therefore limited to his contact. The special features of him are open to the attention of the world through this contact and set him free of the borders of his location and his country. The privileged from birth has in a way new rival, a new rival, who gains the status by personal skills through contact.

“Traditionally, for most people, where you lived depended upon where you were born. Aristocrats, of course, have always been able to get around, but that was a freedom common people did not previously enjoy.” Sam Kazman [4]

The various means of transportation give a chance to all to move freely and the common people become free through the link of roads, air, sea and now by Internet.

The civilisation develops on this idea of the free movement of people, goods, technology, information, etc. both physically and virtually.

The situation of the individual is not bound to where he comes from, but where he will go to. The arrival point should be up to choice of the citizen. The citizens are the bases of the cities, facilities and the network that make these activities accessible. Importance of the maintenance of mobility is therefore vital:

“One is entitled to travel; that it should be an essential part of one’s life and is a fundamental human right. Have cultures become so mobile that contemporary citizens should possess the rights to pass over and into other places and other cultures; and also do such mobile citizens have corresponding responsibilities to those places and cultures? Has the fact that in many cultures travelling appears to be ‘always necessary’ for family life, leisure and friendship, as well as for work and security, mean that contemporary citizenship includes the idea of rights and duties of mobility? Mobility has apparently become so much part of contemporary cultures. [5]

Moreover, isn’t that the contemporary life based on mobility? Even the Internet, which we are addicted to, is just a simple movement from one virtual reality to another. The information becomes accessible from various locations, which have the link. Therefore, the freedom lies in the accessibility, which is no more dependent on the location. Makimoto and Manners describe this process as:

“ We have entered a new nomadic age. Over the next decade, with digitisation, most of the facilities of home and the office will be carried around on the body or at least in a small bag, making those that can afford such objects ‘geographically independent’ [1]

In fact, the separation of these facilities has already been fulfilled by the physical existence of the network system that links the stationary points of departure and arrival. From the city scale to the global, this fact enables us to distribute our activities regardless of the location.

The world we have created is a restless one. Therefore we move. The contemporary lives we have created forces us to see, to evaluate and consume. We leave home and travel.

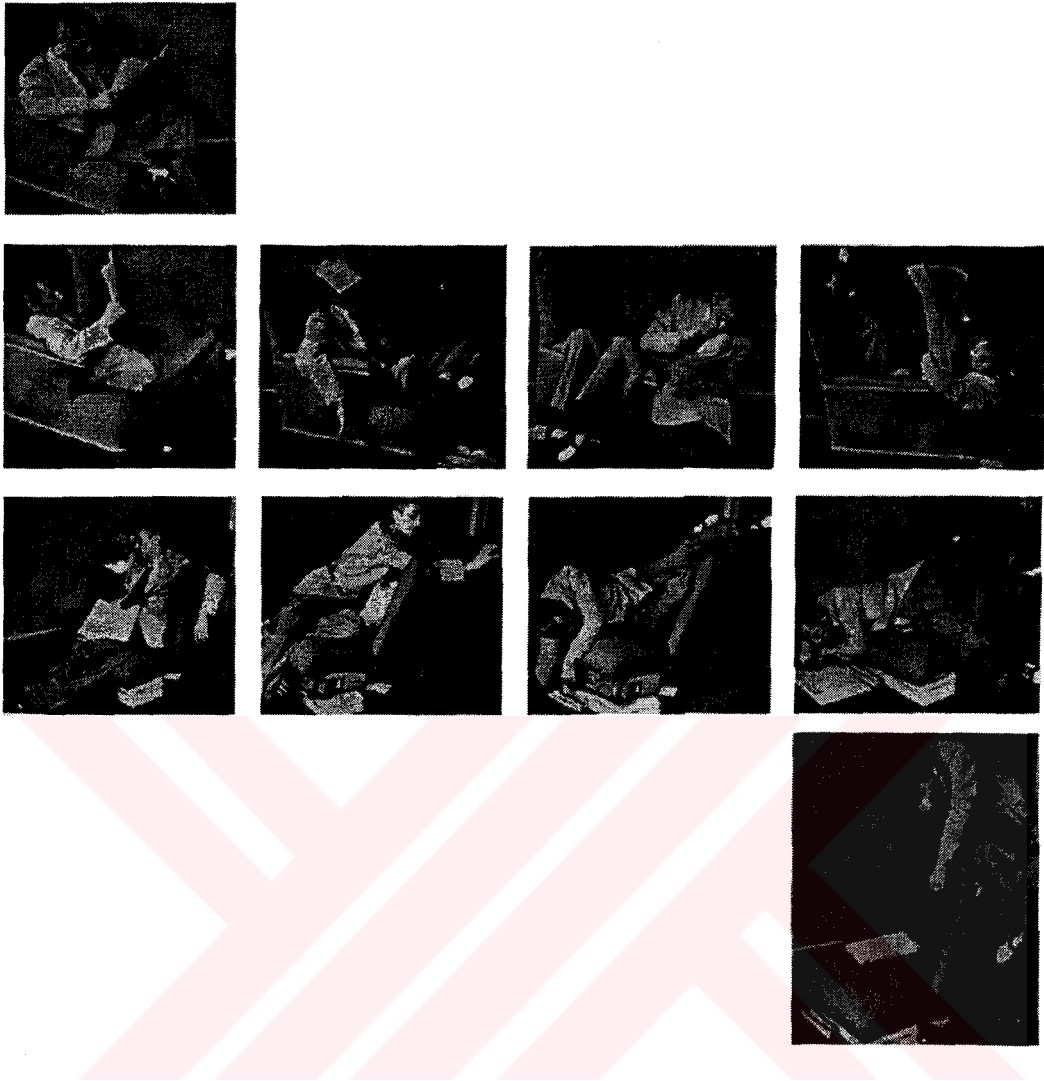


Fig 2.2 Looking for the most Appropriate Posture

2.2. AUTOmobility

“So when automobiles became more affordable, Americans were able to see their country in a new way: no longer limited by the predetermined destinations of public conveyances, travellers set out in a frenzy of self-mobility. In doing so, they defined a new sense of national self-identity and made the twentieth century the century of the automobile.” [6]

The expression, “the century of automobile”, just manifests how we have interpreted and modified the idea of mobility into Auto-mobility.

At the begging of the century, the automobile was just like a new entertainer for a minority that was really wealthy to afford such an expensive tool. The production had not been industrialised and the price of a car was really high. The first meeting of automobile with the masses was after Ford’s establishment of the assembly line in the automobile industry, which would be defined as Fordism later on.

“First, he (FORD) gave a new definition of the car, no longer a toy of the affluent elite or of mechanical geniuses mostly from Europe and the East and West Coasts of the United States, but a simple means of transportation for the average American: basic, strong, minimal, well-priced, democratic, accessible to farmers for working in the fields as well as for the convenience of Midwestern housewives and Sunday family excursions.” [7]

Thus, the automobile was first invented in Europe but democratised in America. The mass production allowed the middle in come families to own a car, and afterwards, the society was mobilised. As technology developed, the car industry offered different models of cars that could vary in the price, so that people from different social groups could posses a car. More over, as stated in the above quotations, Americans are really identified with their automobiles and are proud of it as they are with the rest of their possessions.

However automobility means more than seeing or reaching places during “transportation”. Otherwise we could simply name AUTO-mobility as mobility bound to the automobile, but the term is not merely related with movement. Automobility is a kind of culture and even forms a way of life developed on the usage of automobiles.

On the other hand, starting from the transportation need, there might be many reasons why the majority (not only the Americans) chooses the automobile instead of other means of transportation.

2.2.1 Car as Vehicle

It is necessity lays first on the fact that the individual needs to be apart of the city and the community on the network that combines him to the community.

“Homes, jobs, shops, agriculture, leisure facilities, all of these and the many other needs of a civilised society are part of what may be called community, and transport is the vital link which holds together the community's component elements. Random development of individual elements without a proper consideration of their relationship to the whole will not create communities that work, as past policies have clearly proved.” [8]

From one place to another, the car gives the flexibility in the location we are. The activities we would like to take part in also become variable with the freedom car gives. It is the vehicle to reach different facilities and amenities and make it possible to be flexible in the reach of various activities. The flexibility of movement by the public transport is not compatible with that of the private automobile. It gives the possibility of subjective feeling of the travel and makes it a self-accumulated journey. The distance becomes subjective. It may extent or shrinks up to the choice of the driver. This is not a medium that any public transportation will offer. It means more when we compare it to the fragmented experience of the public transportation. There are many gaps between the various mechanised means of public transport: walking from one's house to the bus stop, waiting at the bus stop, walking though the bus station to the train station, waiting on the station platform, getting off the train and waiting for a taxi, walking though a strange street to the office and so on until one returns.

The public transportation is a need, but it lacks the continuity of the journey. The stops are pre-decided, the speed is limited, and the aim is to reach. When you are in your car, you can stop, or enjoy taking the longer route, you may not aim to reach anywhere but just enjoy to be in your car; as a leisure activity.

2.2.2. Car as Voyager

‘Travel is not solely for the purpose of arriving - there should be pleasure along the way, and a window on the world.’ [9]

Being in your automobile as a leisure activity shows that the experience of driving is not only due to the goal of reaching a certain point, as transportation aims, but the activity of driving can be a goal on its own. Thus, the point about automobility phenomenon can be generally related with the psychological aspects the automobile offers to the driver.

"A foot and light-hearted, I take to the open road, healthy, free, the world before me, the long brown path before me leading wherever I choose." --Walt Whitman, Song of the Open Road [9]

There are two key words in the quotation related with the advantages derived from the automobility. One is that the automobile and the road give us FREE-dom and secondly, the two enables the individual to CHOOSE his own route.

Freedom via ones automobile is firstly that he has a possibility to choose his own destination. He is free to follow any road and find his way without a common will, but the individuals'. Hence, everybody has his own dreams to follow that might not coincide with the rest. It is the mobile property that you can situate any place that the road leads to. It is your home that is free from any fixed point. On the other hand, the automobiles' convenience to be a tool of adventure inspired many people and many journeys was set even at those times when there was even no road. It was in 1927, when three men, presenting the car company "Rolland Pilain" in Paris, started their long distance journey, which was named the "White Elephant Rally". The journey began in France aiming to end in Hanoi! The standard model car named as "white elephant" had to cross the North Africa, Middle East and Asia to its final destination.

The pure essence of this activity was in fact based on automobility, a new way of understanding, experiencing and shaping the world by the existence of car, even though there might be no roads. So the scenes from the rally was quiet unusual with the car at the vast deserts of Africa, or on the rail-line trying to find the most appropriate way to take. (Fig 2.3)



Fig 2.3 A View from the White Elephant Rally

2.2.3. Car as Speed

It was the speed that had fascinated many designer and drivers once. The “white Elephant Rally” was a challenge to test the power of the automobile and the driver. It was the adventure. But the trip has not necessarily been towards such a forcing activity to give excitement to the driver. Driving with speed is the real rally one can go through.

“Humans experience a rush of power and lust flowing through them every time they drive, every time they are in control of a large technical machine like a car.” [10]

That is the strongest clue for the reasoning of 18-year-old youngsters’ conduct of getting a driving licence and buying a car at the first opportunity; the lust flowing through them every time they drive. The more one gets the control, the more he can speed up. The vision totally changes when you drive in certain speeds. The world around you at a certain speed is not any more a vertical one, but horizontal. The lines just become horizontal, that results in a different perception than that of experienced by walking and cycling. This new perception had given a way to the excitement of the futurist movement in Italy.

“ We declare that a new beauty has been added to the magnificence of the world: the beauty of speed. A racing car, its bonnet adorned with thick snake like tubes with explosive breath, ... a roaring automobile which seems to race over shrapnel, is more beautiful than the Victory of Samothrace.”(From the futurist manifesto) [11]

For the futurist movement, the automobile and speed in particular represented the modern life and society.

Rally or forcing the engine to its limits was a way to discover the advantages technological improvements in automobile industry. Those were the times when a huge rally arena was built in Italy. People used to gather just like going on a picnic as a leisure activity and drive in this field of endless route to speed. Again, Automobility created its space of test on a peculiar special interpretation unique to the activity of driving for entertainment. The image from the self-controlled vehicle should have given so much excitement that car-rally is still a popular sport, which drives adrenaline to both the driver and viewer. Excitement of this personal perception even makes addiction. According to Swiss author Siro Spörli, the automobile is as dangerous as a drug.

The world from the automobile is a visionary one apart from the car-rally, each driver is also a viewer and perhaps the specimen of the other in the meantime.

“The car is a platonic cave built around the driver, with the advantage that without the driver being joined to it, this private, moving cave allows observation of the world as it goes by.”
(Peter Sloterdijk, 1995). [12]

2.2.4. Car as Icon

Thus, automobile is not only an industrialised product, a vehicle to speed or to have freedom, etc. it is a belonging, which has an iconography meaning for many of its users. The automobile as an icon is the representative of ones choices and status. (Fig 2.4) Just like a cloth, it tells about us to the others:

“The car has become an article of dress without which we feel uncertain, unclad and incomplete in the urban compound.” [13]

The clothing of the car, that is the design of it, has gained so much importance. The product has to be related to the client's identity, or the identity of the car is sometimes shaping the persons identity. It has to fit. Beyond its function, the design of the bodywork of a car makes it more popular and attractive or vice-versa. Desire to have the latest model or trying to follow the improvements is so common especially between the male owners. Automobility turns the car into an object with

its own fashion and styling. It becomes a product that is exhibited, advertised and thus is proud of. (Fig 2.5) The car galleries and show rooms draw so much attention of the automobilists who follow the trend. This variation of the form gives the consumer to get the car that is convenient enough to state his economic and social status, even if he does not actually have in reality.

From the first years of the car to 70's the general trend in the car production was based on a homogeneous group of clients. That is, regardless of the characteristics of the client, the parameters that shaped the automobile was solely act of producing one model, which will than be fashionable. Once, one specific model of a car became popular, the aim was to buy that certain model. After sixties and seventies, the production took the users choice and interests into account. In that sense the models were began to be shaped targeting certain user group, the shift from this homogeneous sales group of clients to a variety of clients resulted in the design variety. After this main shift in the over all mentality, the car has become a product of the individual, a property shaped to fit the automobilist.

Exhibiting the car to the society is an important behaviour of many drivers through out the world. In that sense, Mercedes, Volkswagen, Ford, BMW all have different meanings for different societies. People from various social groups shape their choice for cars according to certain social backgrounds. Many foreigners in Europe drive their Mercedes as fast as possible through the modest streets of Europe. Or a Jaguar crawling gently on the Miami Beach just belongs to a familiar image from the American movies. And the Cadillac is always pink!

2.2.5. Car as Home

So, the car is so much related with personal identity. Some people may find it interesting to ask the question; why does not the people who make cars, build homes as well?

At that point we may have a look at the inter relation between the car and house as home. The car is a piece of land, without being bound to any permanent location. The essence of the mobility is fulfilled in that sense; you are free to decide any-location you want to be with the existence of your car. In that sense, we can talk about Meters Cube instead of Meters Square. This shift in the measurement of home

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may help us to better understand the demand for caravans. The caravan as a mobile home was generally under development in the sixties and seventies, revealing the idea of a “ motorised spatial container”. From that point the container offers both the advantages of a house and the automobile hybridising them in a spatial micro-environment. Modern architects had related the automobile more with speed, progress and modernity. On the other hand, “ public opinion has always considered its relationship to housing as the social aspiration, both traditionally and regressive, towards immobile property.” [14]

The immobile house, that is stationary and the mobile one that is not dependent on a fixed location. These two live on each other in a way that they free the individual so that he can be engaged with the modern world, facilitating his interaction with the society.

It was not coincidental that the moderns took car as a parameter that shaped the dwelling. In his Ville Savoye design, Le Corbusier had placed the car at the ground floor. The road to the garage was between the plotis and the automobile was ready to head to Paris. The rounded shape of this ground floor plan just shows the direction to the car and eases the start. (Fig 2.6)



Fig 2.4 Car as the Clothing of the Automobilist



Fig 2.5 Car under Exhibition

From that point to today, the car has even entered our living area, homes. (Fig 2.7). That shows the close link of the car as a household item that serves any need of the owner to be fulfilled exactly in time with the capacity of its engine. The cars belong to roads, but our marriage with them takes them in and converts them into a companion for us. We decorate it; we own and change it to make our mobile houses. (Fig 2.8)

2.2.6. Car as Architecture

After the interference of automobility even into the living room, it is better to take a further step and see how automobile created its own environment with a bit of help from architecture. The car seeks the road as inhabitancy area. In 1906, William Vanderbilt constructed a nine-mile parkway in Long Island, New York, on which he could drive his Mercedes. The private road cost six million dollars to build. [15]

When the car was democratised for the public usage, the road construction necessarily became the government's duty; the establishment of the medium for citizens to drive their cars safely in the city and between the cities. Existing roads were altered for the appropriate usage of the car. The introduction of car to the city will be discussed in the second chapter, however the automobile needs other spaces on the road or beside the road to maintain the driving. Because, car travel had its own limitations, so new facilities providing gas, food, lodging, and roadside amusement had to be created and perfected to serve the needs of drivers, spaces on the road or beside the road to maintain the driving.

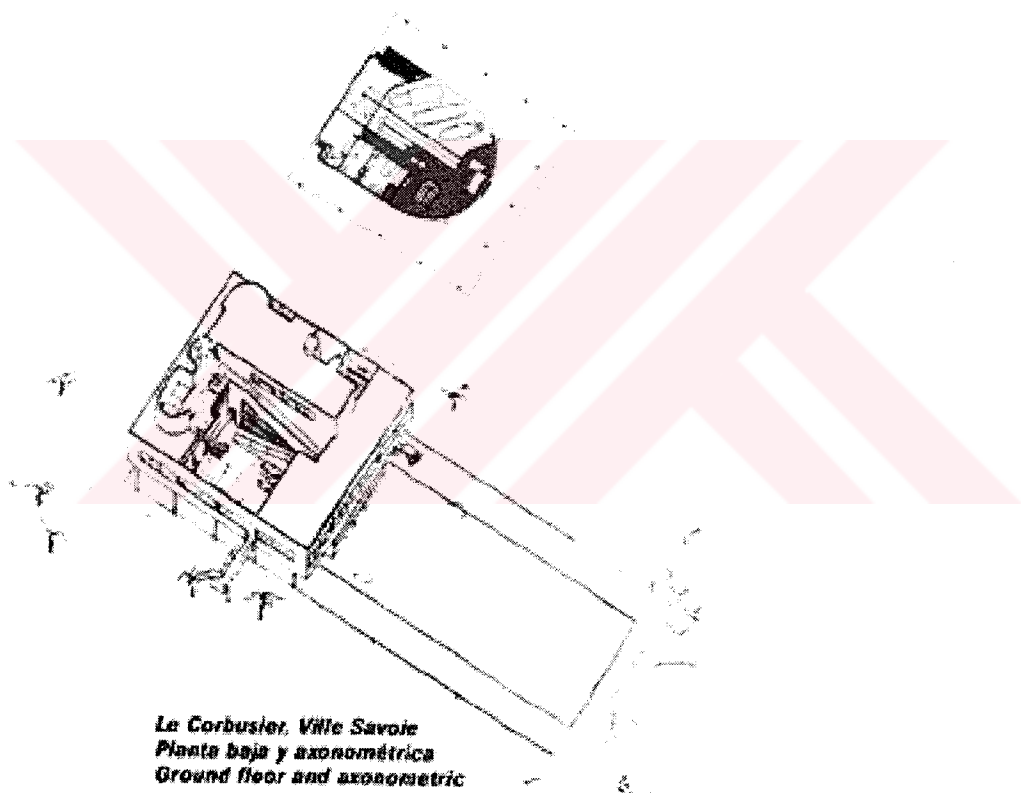


Fig 2.6 Le Corbusier, Ville Savoye

However the importance in the mentality of creating such spaces was that, many of these buildings were located just on the road in the middle of nowhere, not necessarily connected to any city or dwelling. So it is better to say that these architectural spaces were only designed to serve automobility.

One of the necessities on the road is the filling station. Not only providing service, these stations are in an array of styles and shapes, to compete with the other stations. The major oil companies often adopted standardised models to project brand identity.



Fig 2.7 Automobile in our Living room

Lodging is another important need for the automobilist. The driver will certainly feel grimy and dishevelled at the end of a day's journey; the prospect of downtown traffic congestion and the expense of fancy hotels do not usually appeal to him. Since he also wishes to keep his "homes away from home"—the automobile—nearby, tourist cabins, motor courts, and motels are there to suit to the special needs of motorists.

The gasoline is vital for the automobile, but the driver also needs food, easily cooked, quickly served, cheap and delicious. Fast food is the key to give an end to motorist hunger. So there are a variety of buildings to serve the food the driver needs available at roadside eateries, establishments that went by a variety of names: stands, lunch rooms, tea rooms, roadhouses, cafeterias, diners, and inns, to name just a few. With most travellers dressed informally, fancy atmosphere and haute cuisine were not on the roadside menu. The architecture is again only unique to automobility; fancy and pop. The drive in structures shapes the roadside environment.

The roadside attraction and traffic signs also are a part of the world automobility created in its own world. The advertisements on the road only have one side coloured that faces the road; the back part usually has no add. The consumerist approach tries to stop you to shop; though many shopping malls are available on the roadside.

The traffic signs also form kind of atmosphere on the road, that each of the drivers has to obey certain instructions to be a part of the automobility. (Fig 2.9)



Fig 2.8 Car as our Mobile Homes, Decorating the car

2.2.7. Car as Fact

Automobile causes pollution, annually many people die in the traffic accidents, and the traffic jam is a severe and chronic problem in the big cities. However, none of that side affects display withdraws from the automobile dependence. We are now using 530 million cars and this number will be doubled in the year 2010 and finally when the calendars show 2050, there will be approximately 4 billion cars worldwide.

This drastic increase in the total number is the biggest evidence that exhibits the power of the automobile now and in the future. Automobile is indispensable. It is the basic vehicle of the self-mobility, the chance for the individual choice, and mobile home for the contemporary citizen, with which he can speed up and experience another dimension with his personal contact.

The automobile is closely related to self-identity, economic and social status. Life on the road has shaped our lives, automobility has created its unique environment and the automobile has changed the total pattern of our cities, which will be discussed in the second chapter.

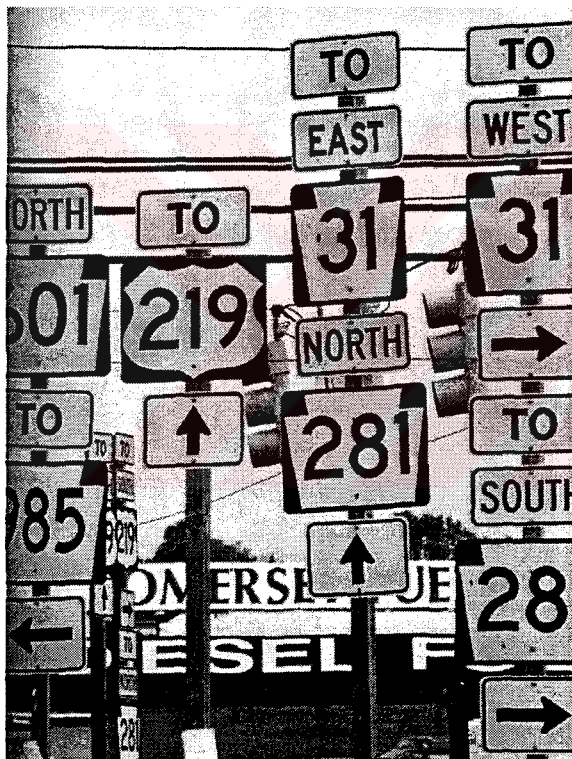


Fig 2.9 Traffic Signs along the Way

3. AUTOMOBILITY and the CITY

“In the Middle Ages, the city was shaped according to the principle of 4 km of walking. When the garden cities of 1920’s were being conceptualised, their development was on the basis of 20 km of cycling. However, the city limits grew drastically with the introduction of automobile to the city. The city was then expanded to the limits of one-hour driving, which consequently resulted in an 80-km territory.” [16]

One interpretation of this fact is that the car took priority over the pedestrian. The whole pattern of the city used to depend on the pedestrian before the car, and after the car; the cities had to adopt their patterns for the flow of cars within the city and between the cities. What’s more, there was a convenient medium for such kind of a shift in the planning approach. Majority of the cities was destroyed during the Second World War in Europe. The transformation of these cities to the new infrastructure based on automobility was fulfilled with ease. “The city adopted to the car” was the banner under which the city was completely reorganised, with a view to absolute mobility, taking the American model as its example. “In the late fifties, German urban planners made their pilgrimages to Boston, Chicago, Detroit, and San Francisco to study development, and as a result of what they found there, decided that there was a need to take action in Germany, too.” [11] The introduction of the car to the city created an enthusiasm to engage the two with each other in America. What the Germans might have seen in America that influenced their planning strategies could be somewhat similar to the car park in Chicago. The car park with the lift system stands as a manifestation of the city, the automobile and the citizen, with its monumental existence in the centre of the city competing with the surrounding high-rise buildings. (Fig 3.1)

Moreover, whether it is really a consequence of the excursions made to States or not, the historical pattern of the cities in Europe altered in the motto of “Free roads for free citizens” and “transit without crossroads”. This planning ideology was based on automobility and on the pragmatic bases of the contemporary life. The infrastructure developed in a way to maintain the standards of mobility.



Fig 3.1- Chicago, 1937 © Bernd Lohse, bildarchiv Preussischer Kulturbesitz

Through out the twentieth century, which we had called “the century of automobile” in the first chapter, the urban design took man and machine relationship as the central planning paradigm. The man in symbiosis with the machine caused a new perception of the speed and the city limits. The modern city is thus recognisable in the differentiation of systems of speed. There was a new parameter as automobile, causing a transformation in the scale of objects and perception.

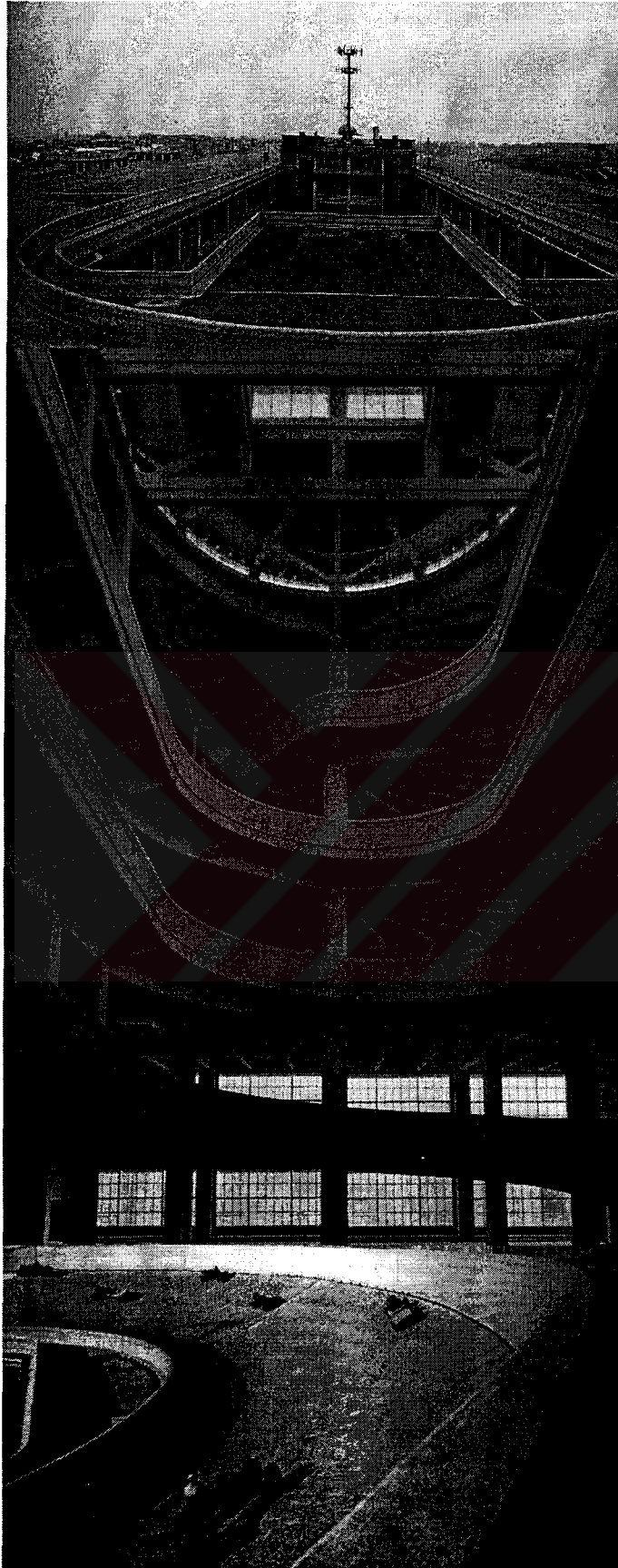


Fig 3.2 Lingotto Fiat Factory, Turin, Italy

One vital example for this transformation as a consequence of the man & machine relationship is the Lingotto Fiat factory. With its colossal body, it stood like a temple where the ruler of the new century was produced and tested. The roof of the Lingotto was designed to test the cars that were produced within the building. Hence, the whole building was shaped on the basis that starting from the first floor, the car was began to be assembled, and when it came to the roof, it was completed, ready to speed. (Fig 3.2)

The architecture of the Lingotto anticipates a transmutation, which has led us to increasingly see the city more as a complex crossroads of flows, inter change and movement than as a stable settlement, or as a physical support for hierarchical arrangements.

“The car has played a decisive, deep-rooted role in shaping the North American landscape and the city. But in Europe, like in Fiat test track, the car and the motion it embodies have exerted an influence which is superposed on the existing one, covering it, and is manifested not just in futurist sensibility but also in the growing fascination with a culture characterised by the experience of mobility.” [12]

The old city pattern was under invasion. Perhaps, the car has succeeded in what the wars could not do. Automobility changed the city pattern, letting itself to the dynamics of speed, flow and scale. What Le Corbusier shows us by Plan Voisin is totally a New World; new scale, new dimension and a powerful infrastructure that binds the system. (Fig 3.3) The distances between dwellings were enormously wide compared to the old structure. The void was only available due to the automobile, which made those voids shrink with the speed it provided. Hence, the old pattern had apparently no more convenience for the efficient usage of the automobile. The design of Le Corbusiers’ of the new pattern consists of the void and the masses around, linked by the infrastructure. The infrastructure frees the citizen from the boundaries of the old city, in which he seize. The city becomes weightless and spreads to its surrounding and is thus decentralised.

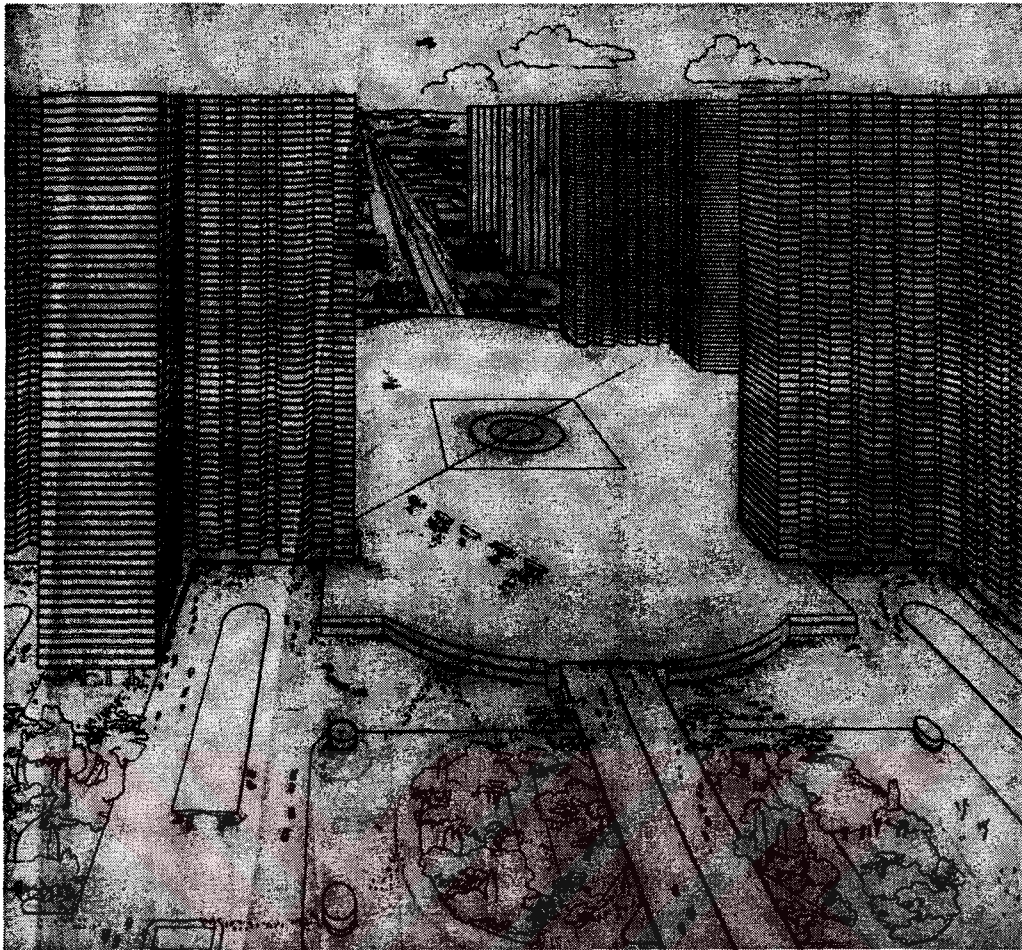


Fig 3.3- le Plan Voisin, le Corbusier, 1925

3.1. Decentralisation

The main issue about the decentralisation in the city scale due to automobility is that, as the access to the outer skirts of the city became available with the existence of the automobile, the city-core lost its inevitability. The density at the city core descended as many of the inhabitants chosed to live in the suburbs.

On the global scale, the city is again decentralised. The city begins to function as a nod of the global network and becomes more on more dependent on the flow of people from the outside world. Perhaps, one of the realities of the coming decades is that there will be people leading their lives on the basis of their relation with the network. In the automobile scale, easy access to the global network gives an end to dependence of the individual to localities. In that sense, the citizen possessing the automobile, using the digital implements, the Internet, mobile phone, etc. is always

ready for his self-mobility regardless of his own city. People living on the dynamics of this system will be “free to live where they want and travel as much as they want - they will be forced to consider whether they are settlers or really global nomads” [1]

3.1.1. Decentralisation of the City in the Global Scale

“Mediation, as the word indicates, entails transition, a passing through, and ordinarily conceived as between fixed points, which are the traditional objects of interest. But as movement becomes increasingly commonplace in a world of commercial exchange, tourism, migration, and large-scale displacements, the space-between takes on a new character. Confronting this new domain alters our own sense of identity, how we relate to “our” bodies and to one another, and to the very meaning of location in time and space.” [17]

The fixed points are the settlements we have established and the activities that our destination leads to. Between those fixed points we are mobile, endlessly in a restless mood. The displacement on the global circumstances converts the city from a point that belongs to a certain territory, the country, into a spatial location, a nod on the new global world. The nod is inter-linked with the others through a dense infrastructure. This infrastructure makes the corridor of flows.

The corridor and the city form two different layers dependent on each other. The keyword is “access” With the existence of this link; the city expands in a new dimension out of its traditional limits. The breaking of the dependence on the location looses its vitality and the space that is created develops on the idea of access.

The globalisation makes the border blurry and the boundaries of the territories diminish. There is a great demand for an open system due to accessibility. A kind of homogeneous and international approach overwhelms the world. As German Andel names it, “The question of contemporary deterritorialization- a phenomenon attendant on globalisation-, understood as the loss of anchorage and identity of the surrounding local space to a global space which is supposedly homogeneous, undifferentiated, virtual.” [18]

TC. YÜKSEK VE NİTELİK KURUMLARI
DOKÜMANTASYON MERKEZİ

The identity of the local space is transformed into a common medium of the global space. The shift from the local to the global space is mostly through the network system of highways that link the global world. The more the local is a part of the global network, the better it unites to other localities and becomes a member of the league. To better understand the situation of this network and consequences, the European Union is an important example. One of the main goals of the European Union is likely to increase the accessibility within the boundaries of the union. In the summary descriptions of European infrastructure plans, it is evident that economic development and the increased speed of movement of freight and people within the common market is the primary objective. When we compare the accessibility rate of countries within Europe in relation to their areas and highways, we can figure out that the union have been established through the infrastructure. There is the “blue banana” trade road system obviously noticeable when we consider the accessibility rate of Italy, Benelux and Switzerland and Austria. (Fig 3.4) More over, some countries have to develop more to be in the league such as Spain and Greece.

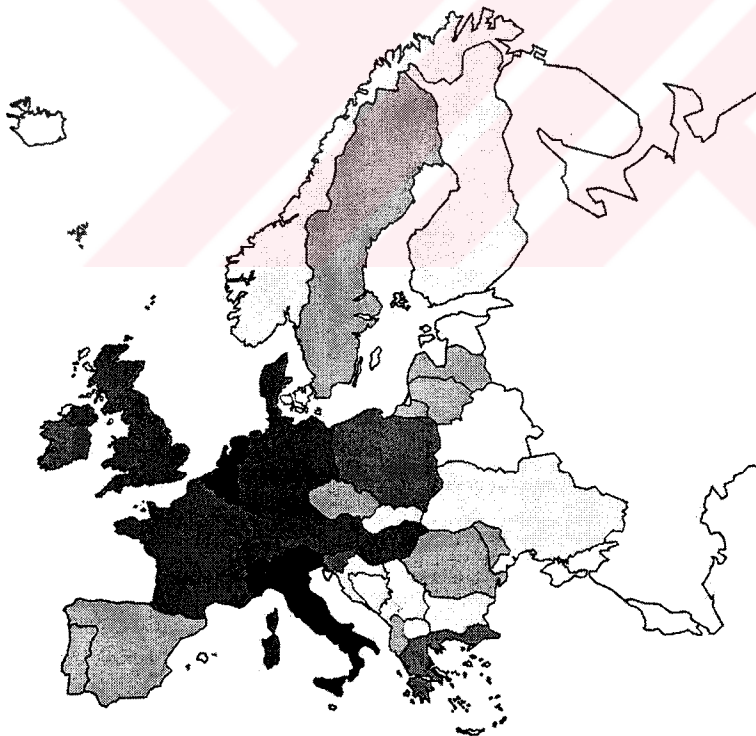


Fig 3.4 The Accessibility comparison of Europe (the dark colour shows high accessibility, where the light tones of grey shows the low accessibility.)

As Nicholas Low points out “ the growth of the global economy and free trade is driving increased movement of people and goods everywhere.” [19]

More over, the developing countries have taken the burden of investing self-mobility via automobile, as the market on the developed world approaches a saturation point. It won't be an underestimation if we state that the financial credits given by the western world to these countries supports the car consumption and building new highways, serving automobility in the developing countries such as China and India. If the goal of the car producers for the 2050 is fulfilled, we have to expect that, the countries have to fix their budgets to asphalt-ising of their countries. The 4 billion cars of the world in 2050 will mean that an are equal to France, Germany and Austria have to paved (each car needs 200 sq.M of paved area including the road and car park). These numbers do not merely indicate a necessity of the arrangement of the economy, but also the inevitable change in the lay out of the cities with a new landscape.

So the countries have to open their infrastructure to the world economy. They have to mobilise their societies to be a part of the civilised world. And moreover, they have to open themselves to the mobile masses of people, travelling, migrating and such displacements. The new urban context is based on these facts that the city dynamics is only available if it is a nod on the network. Consequently, the traditional citizen no more exists and besides, nor does the limits of the city.

3.1.2. Decentralisation in the City Scale

Decentralisation in the city scale is an issue of spreading out of the city to every location it is connected to. At that crucial point, the boundaries blur and the urbanisation finds a new form through the network and the infrastructure.

The city is the place of dense habitation, interacting, changing and functioning. There are consequences of the city life; the noise, the pollution, the crowd, etc. However, as the income increases, people gain opportunity to live in the outskirts of the cities at locations where they can live maintaining individual privacy, peace and quiet on the one hand and still benefit from the facilities the city offers on the other. They come together to the town or city centre, for purposes of joint social and economic activity, along lines of movement like the spokes of a wheel. On the other hand, as the city

decentralises, the shopping malls, entertainment centres, business areas at the outskirts of the city emerge, serving both to the needs of the citizens from the surrounding area and the citizens who are living at the city centre as well. Therefore, those places of interest are closely linked to the city by their easy access to highway and infrastructure.

If the city is characterised by access to information and social interaction, or the diversity of work and leisure opportunities, belonging to the urban world is then a circumstance which can be experienced from any location which has access to the communication networks which underpin the citizens day-to-day life.

3.1.3. Sprawl

At the beginning, the life out at the countryside was only a privilege to the well to do. The transportation difficulty kept the others in the city. However the automobile and the descending price of the automobile enabled the middle classes to be mobile and the city enlarged by the help of the automobile to another dimension. The inner core of the city was densely occupied, but the outskirts provided a lower concentration. The private houses gathered in clusters around the city and became urbanised.

This reality of low-density habitation has influenced the idea of growth of the metropolitan areas. It is usually named as suburbanization, or urban sprawl. As discussed in the American dream the different choices of the location of home, leisure and work is thus fulfilled with this organisation of the city pattern, on the premises of decentralisation. This organisation enables home ownership, modern schools, responsive local government, and an uncrowded environment of clean air and green lawns. And it is linked to the city, by mobility based on widespread automobile ownership and a rapidly expanding system of highways and urban expressways. This network of the highways concluded the decentralisation of the city to the sprawl. The sprawl lives as apart of the city, and the city expands continuously to seize all its territory. New descriptions of models of contemporary settlements show how the entire territory is urban:

“The city needs all of its surroundings, particularly those, which are furthest away. These ‘centres of public life’- museums, libraries, theatres, congress, and business centres, shopping malls- have to refer not only to the traditional city where they are located, but also to the new

territorial support in which they are set. Their relationship to this support has been established via connections with communication networks, which must be efficient and recognisable.” [20]



Fig 3.5 Northland (DETROIT,1954)

City needs all its surrounding, however, the suburbia needs its own spaces, serving to the needs of those living in the sprawl. The shopping mall in Detroit is for instance serving thousands of people both living in the city and in the suburbia. On the other hand, it eases the lives of the people in the surrounding region, as it gives an end to the dependence the city centre. The shopping mall is situated on the highway, easily accessed by automobile and sufficiently scaled to fulfil its role in the suburbanization process. (Fig 3.5)

This approach maintains the potentials of the urbanisation and the infrastructure development together. It is also derived from the policy of town planning developing on the basis of automobile usage and the infrastructure, as Newman and Kenworthy emphasise: “Low-density housing became more feasible, and as a reaction to the industrial city, town planners began separating residential and business centres by zoning. This planning strategy resulted in increasing journey distances. The city began to decentralise and disperse. Overall density of the Car City decreased to between 10 and 20 people per hectare.” [21]

In this suburbanization process, the urban centre, the city becomes the core of the daily congestion. On the other hand, every city has in fact a physical limit. This limit indicates the population it can digest by still being sustainable. However, as our contemporary cities are forcing these limits and severe problems arise. The daily life becomes an experience of driving and commuting thus overwhelms the general layout of the time organisation of the citizen.

3.2. Highway

In the previous chapter, we have discussed the automobile dominant lifestyles we are leading. Moreover, throughout this chapter, we have seen the importance of the infrastructure and the highway in global and city scales so far.

The road in the global scale is the highway. Architecture, thus has to consider the fact of highway shaping the city. Even the first years of the automobile, Frank Lloyd Wright made his conclusion for the road, "As new and greater road-systems are added year by year they are more splendidly built. I foresee that roads will soon be architecture too...great architecture." Frank Lloyd Wright.

This approach to the road system was beyond its time. But it was the prognoses, which became totally true as the automobile and highway shaped our environment in the last century. The city after the introduction of the car began to be considered as the one-hour drive territory. Perception of the world through automobile was completely different. The structures of automobility: the highway and the buildings of the cities shaped by the dynamics of speed, time and commerce were enormously greater than the ones before. “In the new city territory organisation, traditional urban

structure has been replaced by structures made up of motorways and large buildings.” [20]



Fig 3.6 Shanghai

Such as in the images from Shanghai, the highway space is a void changing the perception of the citizens in a way that the metropolitan can not be available without the system of the highways linking each part of the city together. There might be an attitude towards the highway not as a part of architecture but civil engineering, however the design of it is so crucial for the city to breathe. Height of the highway, dimensions and the mass of the structure enable the rest to live in a symbiosis with it as a total system. (Fig 3.6)

The idea that “highways are the cathedrals of the new century” indicates the dominance of the infrastructure within the city just as Shanghai and many other metropolitans of the world. The example of Toronto shows the prominence of the highway:

“1998 was the year in which the population of Toronto's suburbs exceeded that of the city itself. Even within the city limits, big office and housing complexes are sprouting miles away from railway and subway stations. The city's spine is no longer Yonge Street, which stretches north from the lake, but rather Highway 401, a 16-lane east-west freeway 6 miles north of the centre, which is bumper-to-bumper by 6.30 am and stays that way well into the evening.” [8]

The structure of the highway exists in a way that it can maintain its function even without the existence of the city it serves, though it does not serve a particular locality but serves as a tubular passage for the global flax.

“There are no more streets in which to see our selves, there are people everywhere and there is no one, there are no more villages, just agglomerations; there are no more streets, there are motorways, cities are being wiped of the map.” [22]

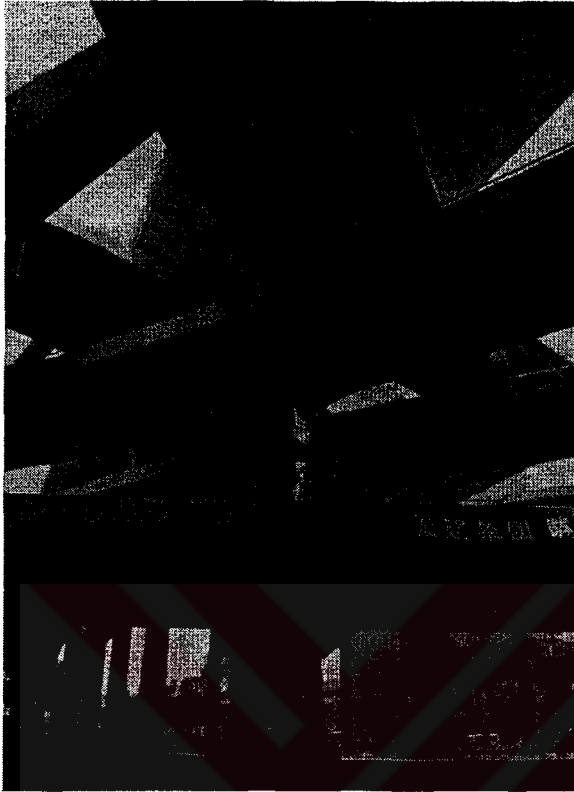


Fig 3.7 Shangai Highway

Decentralisation is fulfilled due to the existence of the infrastructure. The question here lies is what leaves from the city regardless of this infrastructure? As mentioned before, British has paved one third of London, and the Americans have turned Los Angeles into a heaven of asphalt by paving half of the city with it.

The need to be mobile has altered the biology of the city, and the link has become more dominant than the locations it binds. The network has filled the void of the city with county-levelled system of roads, bridges, viaducts, etc. (Fig 3.7)

3.2.1. Commuting

After decades of automobile-based growth, many cities have spread almost to the limits of comfortable car commuting.

“Some cities are developing fast commuter trains that allow people to live up to 80 kilometres out of the city and still commute. But there is little else that people can easily reach in the rest of the city other than by car. The automobile appeared to offer freedom in space and time—to live anywhere in a city and get quickly to all urban destinations.” [21]

However, the freedom, car and the highway offered, ended at the point where the sprawl enlarged so much that the flow of the crowds, commuting, stacked up the whole traffic. As, people drive between work in suburb A, shopping in suburb B, college in suburb C and medical centre in suburb D; the journey usually becomes a horrible experience for them. The number of the commuters extends the limits of sustainability. As a solution, cities develop their highway structure, however, more than being a solution, new highways only create new automobiles on the road. The demand for the automobile is greater an issue than that of the commuting difficulties. On the other hand, Arton points out that “The private vehicle system “opens out” housing development densities with its land-consuming roads and sight-lines; it spreads suburbia over a wide area, and it breaks open towns and cities with its demands for roads, intersections, and not least for parking.” There is the egg-chicken problem, the suburbia was developed after the car, the car needed infrastructure, and the number of cars increased and the suburbia needed more accessibility via highway. There are more highways and still the problem exists. New roads are built and the number of commuters just goes on increasing

Therefore, the infrastructure develops. Millions of people get on to the road to reach jobs and wait in the traffic jam for hours. It would be clearer if we look at the situation in America, where the automobile dependence nourished.

“Of 115 million workers in the U.S., in 1990 99.8 million, roughly 88.7%, drove to work. People living in edge cities, or suburbs, depend on the automobile. It is a way of life. An American way of life. The very existence of such suburbs, and to many the achievement of the American Dream, was made possible by the roads and cars that link them to the city. Thus, in the U.S., mass transit refers not to the subways or light rail, but to the masses of people that get in their cars and take to the roads each day at 8 a.m. and 5 p.m. Since there is

such a consensus of acceptance towards our highway system, affirmed by the sheer number of dependents/users/participants, the road system is a legitimate democratic institution. Majority rules.” [15]

The majority also suffers. In cities across America, millions of people have moved to the suburbs in search of picket fences and backyards where their children can play. But instead of realising the American dream, they ended up riding a national nightmare. The story of a family presented in the ABC news is a good example.

“Atlantans Michael and Lisa Parks wanted to live next to a golf course, and now they do. But the costs of doing so went beyond the price of the house: Michael's two- to three-hour daily commute cuts into time with his family.

"My little daughter, who's now 3, I put her to bed each night and one of the last things she'll always say to me is, "Will you be here in the morning when I wake up?" Parks said.

To avoid the worst traffic, Parks leaves home around 6:15 a.m. He multitasks as he drives in.

Parks said he tries to make the most of the time he is in the car. "I listen to books on tape. Then I make a lot of phone calls," he said.”

And the story of Miss Winston is another interesting commuting nightmare.

“She gathers her stuff, turns out the lights, and heads out by shortly after 6. It is always dark when she goes to work.

By 6:15, she pulls into the parking lot at the Metro station, parks and sits. And sits. And sits. Why get here so early? "So I can get a parking space!" exclaims Winston.

After listening to the radio in her car for 45 minutes, Winston boards the train and arrives at work an hour and 15 minutes early.” [23]

What Winston has to confront is that she has to compensate the luxury of living in suburbia and still working in the city core. It is so dramatic that she chooses to sit in her car waiting to get a place for parking. The set of the traffic keeps her in her car waiting, not on the road, but at a closed place where there is no one. And she has to be in her own silence.

The commuting times in the cities are increasing as the load on the highway increases. The commuting times in throughout the world show how commuters spend their lives just on the road. An average Californian commuter spends 110

minutes on the road, where the US average is less than 80 minutes, which is still incomparable to 40 minutes of Germany. In other words, a Californian has to organise his or her life according to the fact that being on the road is one of the most important activities in his/her life when we consider the time span.

“Now one of the most pervasive local problems, traffic is reshaping how the region lives and works, dominating the political debate and forcing people to weave their daily schedules around it as they ask: How tough will it be to get there? [8]

Those are not the most enjoyable hours for the automobilists. Consequently, the commuting hours increases and between the closed spaces of home, work and facilities, the citizen is on the road. That also means that the only time that the citizen has a chance of inter-action with the city he lives are those hours on the highway. The city is the city perceived from the highway for many citizens in that sense. The potential of facilitating the road for automobilists is the potential of experiencing the city. The view from the highway is therefore a very important issue. It is better to have a look at the relation-ship of the highway and the city on the bases of obstacles between the two.

3.2.2. Barriers

The highway has its strong boundaries to its surrounding. It always forms an edge to form a car-only environment. No pedestrian can enter this medium. Highway is prohibited to all, but the vehicles. However, there is an other tendency to wrap the highway and isolate it from its surrounding. Health regulations in the developed countries result in the gap between the dwellings and the highway. The noise barriers on the edge of the city and the highway strengthen the separation. These barriers can be made of green belt, the artificial hills, the concrete or glass panels or even a direct wall that cuts every kind of visual and audio-visual contact. The sketch about the sections from the ring of Rotterdam shows how the highway makes the relationship with it's surrounding. The dunes, the artificial hills, the greenery, or any kind of wall is there to control and even to block the inter-action. (Fig 3.7)

So the infrastructure and the city are deliberately separated and these two structures rarely overlap. On the other hand, there is another reality we have to face; we have begun to live on the road on the daily bases as discussed in commuting.

If there is no integration of the highway to the city, than those commuters have to confront that they are driving in a closed environment to the stimuli of the city they are living in. The experience of the city from the highway becomes impossible when the highway is sealed with chambers of isolation. If the highway is really isolated, what kind of a place or medium does it offer for the millions who even now have to live on it?



Fig 3.9 Saint Denis, Paris

The 1-km highway that has been taken to under ground in Paris exhibits the idea of the highway as something to hide or a medium, which does not really have to make any contact with the city visually. Being stack up in the traffic in this tunnel may be a nightmare in that sense. The space above offers the park to the citizens. But what would happen if the people who supposed to be in the park, really is trying to get out of the dark of the below? (Fig 3.9)

The denaturalised, disqualified barriers make the journey tedious and can even be perceived as another barrier blocking the integration. When we consider the example of Winston, who chooses to wait in the car park instead of being stacked up in the traffic jam, we may conclude that there is nothing to facilitate the automobilist during the hours of jam. Facilitating the highway is an issue more related with the programs the surrounding environment of the highway possesses and will be discussed thoroughly in the 3rd chapter. The integration of the highway space to the city space will influence the life of the automobilist and those tedious hours passed on the road may become hours of experiencing the city.

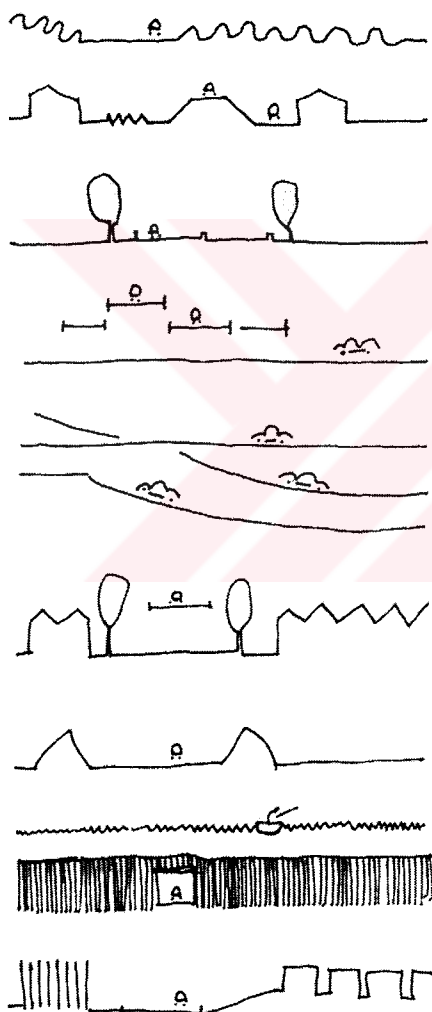


Fig 3.8 Sketches of Rotterdam Highway sections, 2000

3.3. “No Mans Land”

The barrier strengthens the separation of the city and the infrastructure. The physical gap between those two has another spatial meaning. This area, which may serve as a barrier, boundary or edge, belongs neither to the city nor to the infrastructure. The land between is a space that belongs to no body. The citizen does not even stand on it, or the automobilist rarely considers it as a piece of the city. Therefore, as John Urry names it, it is better to name this space as the “no mans land”. (Fig 3.9)

In 1960, Sylvia Crowe issued a clarion call for greater consideration to be given to the situation and appearance of roads. That this issue persists is not surprising given the common and continuing conception of freeway roadsides as blank 'non-space', or what the art critic Christopher McAuliffe describes as 'ambient space between destinations'. [24]

Naming this area as “an ambient space between destinations” has clues of perceiving it as landscape. On the other hand, the term non-space has the quality of dematerialism or even tells much about the quality of the space with the word “non” that makes it non-existent for usage. On the other hand, the no mans land might be seen as a property that have a potential of belonging to a certain possessor.

The no mans land is an abandoned zone. As the highway expands and spreads, the no mans land develops with it. This no mans land, forms the separation of the two organisms; the city and the highway. It might be left as a green area, it might be an artificial hill to serve as an audio-visual barrier, or vegetated for the same purposes, etc.

In addition the present situation of the no mans land, we have to think about the future development of this area as well. Today, the health regulations force the planners to build barriers on the No Mans Land. However, there is a great possibility that the automobile producers will take precautions to decrease the carbon dioxide emissions, noise and the vibrations due to automobile. When such kind of a progress is achieved, the value of the no mans land can be re-evaluated.

However, in the developing countries, the urbanisation process is mainly considered regardless of pollution due to the automobile. For instance, in Istanbul, the development of the highway becomes the urbanisation process itself. Whenever a new highway is constructed, the buildings emerge around it. The polluted air, the vibration and the noise lose their importance when you consider practical facts like economy. The closer the building is to the highway, the more it can be accessible. So, every inch of the no mans land is almost occupied. The buildings around it, first being squatters transform in to 4-5 storey buildings, then from homes to offices and shops, which can be accessible directly from the highway or the sideways developed on both sides of the highway in most of the case. (The E_5 highway that connects Istanbul to Ankara is a good example). So in a few years, the no mans land becomes both a part of the city and the highway, forming a smooth transition area between the two. The life conditions and economic necessities alter the usage of the no mans land. As a result, the buildings rise and form a volume around the flow of automobiles within the metropolis.

In that sense, the no mans land can also be considered as a volume, that has spatial quality open to three-dimensional interpretation. With this approach, the land gains another possibility of development not merely an area of landscape architecture, but also architecture itself.



Fig 3.10 the No Mans Land

4. POTENTIALS of NO MANS LAND

In the previous chapter, we have shown the importance of the hours during commuting and emphasised that the highway seeks interaction with the city. We have concluded that these two mediums rarely overlap and there are even barriers to protect one from the other. Then, we have defined the no mans land as a non-possessed area but potentially convenient for the integration of the city and the highway and suggested that the establishment of the contact will help in better understanding the city. During the act of driving, the metropolitan areas can be comprehensible if the visual contact through the highway is achieved:

“ The driver would see how the city is organised, what it symbolises, how people use it, how it relates to him. To our way of thinking, the highway is the great neglected opportunity in city design.” [25]

The urban experience, the freeway provides may lead to greater understanding and appreciation of our urban environment, if not, again it simply makes everyday experiences within the city more enjoyable. This view corridor is a public asset and an opportunity, which could be appropriated for the benefit of the automobile passengers. Unless, there are no boundaries, such an experience can be available. The boundary on the no mans land serving, as the true separation has to diminish. However, where there is such kind of a deliberate blockage, there is also the possibility of an interaction. We are in a way obliged to define a relation ship of the two, due to the situation described in the commuting; the citizen living on the highway and experiencing the city via highway. In other words, the most important issue about it is that the only zone that has the potential of an interaction between the static city and the mobile is the no mans land. The intersection of the mobile and the static has a great chance of at midsection solutions for the highway and the city.



Fig 4.1 the Highway of Lagos

For instance, when we consider the city of Lagos and its highway, obviously the programs around it use this no mans land. After a rapid urbanisation process, Lagos uses the highway as a trade and social activity zone. All the surfaces around and beneath the highway structure are used densely as a medium for the economic and social life. At this point, the whole environment of the highway and the around territory function as one, and the total medium is turned into an arena of social contact regardless of the speed and transit the highway has to fulfil. (Fig 4.1)

However, the excitement of the experience, which also means speeding down, gives an opportunity to transform the act of driving into the engagement of the individual with the city life in the open air. The shopping mall evaporates and the event takes place linearly following the flow of highway. The transformation of the highway through this programming has to be taken into account very carefully due to speed, vision and perception. Highway is transformed into a living organism with the programs it is wrapped with. The space it offers is not a like the monotonous space created by the highways of Europe that are separated from the city due to health and construction regulations.

As in this last example of Lagos, today it is first necessary to turn road space into social space. The predominance of individual circulation has freed the road structure from the urban. The no mans land produced by functionalist road planning has become a potential and a starting for new activities within the city limits. It can serve as a spatial valve for everyday rituals, which have yet to find a set place in the city. In addition to their original, functional assignment, these areas are rediscovered and used for different ends to their initial conception. These abandoned areas are reinterpreted for mariginilised needs, which may still find their own expression just in the example of Lagos.

The mariginalised needs of the automobilist are beyond the existing spaces previously described as lodging, food and the filling stations. The nomad living on the network needs access to information. This seeks the creation of places such as the Communications Centre designed by the architects Codinachs & Nadal in 1995. The space is located near the highway. The access to interior is via automobile. (Fig 4.2)

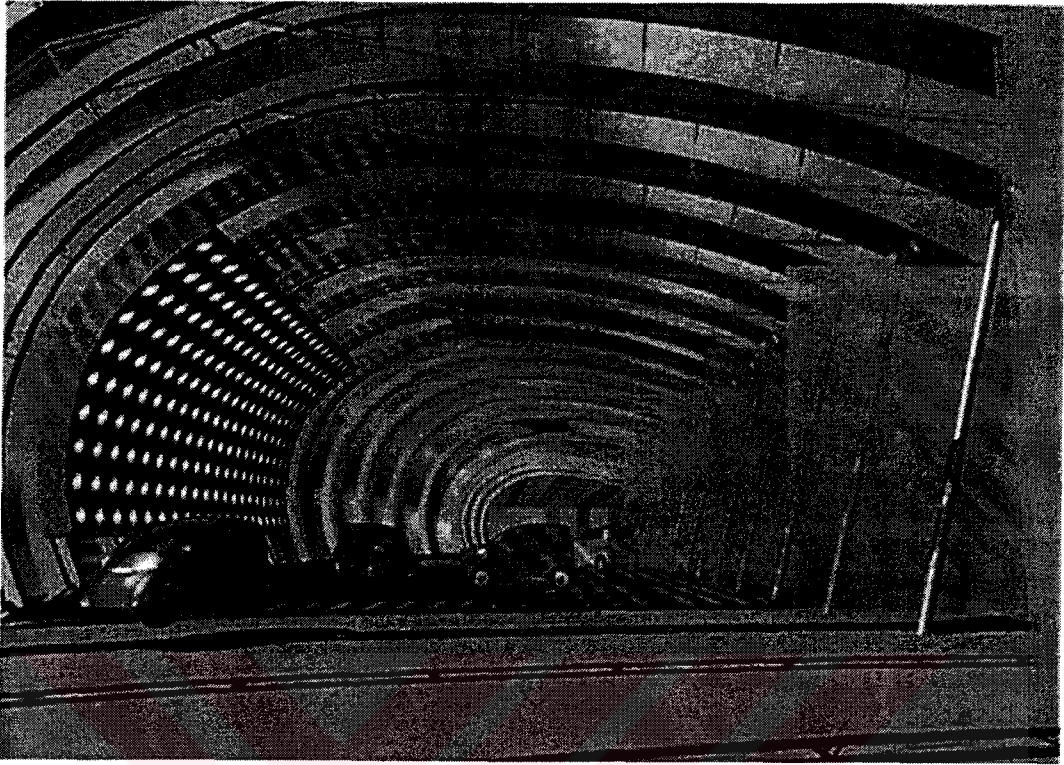


Fig 4.2 Communications Centre by the architects Codinachs & Nadal

“We have to appropriate this capital and use it as a model for planning strategies. Concepts such as “nomadism” and empty space” become components of a modified planning philosophy, which does not envisage a utilitarian adjudication, but attempts to assign different areas of activity.” [11]

Different areas of activity on the no mans land can be better understood when the examples, that will be given later on, is evaluated in functional integration of the highway and the city.

Consequently, the dynamics created at this junction will be due to the overlapping of the city and the infrastructure allowing the two to become one and the same thing. The monologue than might be a dialog.

4.1 Integration of the city and the Automobility via No Mans land

“Residual urban structures and ill-defined links which are produced by modern transport networks are unresolved spaces within modern cities which create a confusing yet potentially liberating situation. For it is here, in between, that traditional planning methods have become obsolete and that unconventional programs, new orders, relationships, and types of urban spaces can be manifested.” [26]

The new interpretation of the urban space through the no mans land has its unique example in Rotterdam named as the Observatorium designed by Camp, Reutelingsperger and Dekker, 2001. The Observatorium is situated at an artificial dune that separates the dwellings behind from the highway. These two formations exist without having any contact with each other. However, the citizens living behind the dune can still experience the highway, that is alive 24 hours a day and forms an ever-changing vision at any time the observer seeks. The space created by using the materials of asphalt used as the ground and steps and the metal barriers around the road, which are used as the building envelope in the project. The observer stands and watches and feels the flow of traffic. The specimen, gets a view of the structure located at top of an artificial site of no mans land. (Fig 4.3)

The contemporary city is composed of events and life in the city is the experience of these events. It is the combination of these events and relation ships. If we perceive the act of driving in the city as an event, than the combination of driving with other events is inevitable in the series of inter linked and combined events such as observing, trading and communicating. The overlapping of different programmes and facilities create new mediums for design. The intersection of the city and the highway thus is an issue that can have spatial interpretations through architecture as in Observatorium.

So is it possible to research new architectural typologies working as a link between these two towns of the mobile and the static, the city. And can the no mans land inhabit such new interface typologies can settle as new permanent signs of “the town of 2000? (Crossroads and highway connections, huge commercial and sport centres, covered squares, cultural and performance buildings at regional level, stations, airports and interchange junctions), The new forums of contemporary town?” [27]

The new forums of the contemporary town can be formed on the main corridor of the city using the volumes beneath, beside over and around the road. Integration of the corridor with the city can be achieved by the introduction of various programmes located on the no mans land. The programme might be engaged territorially and functionally.

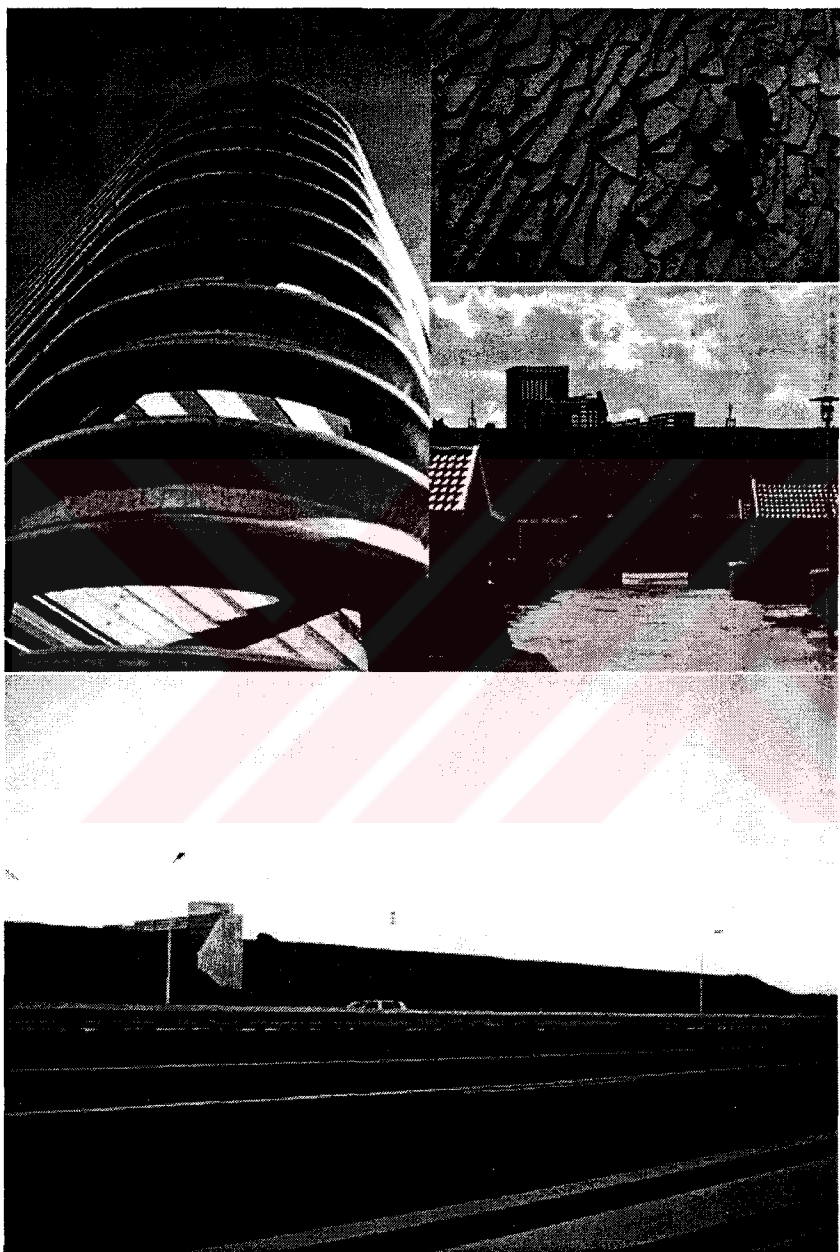
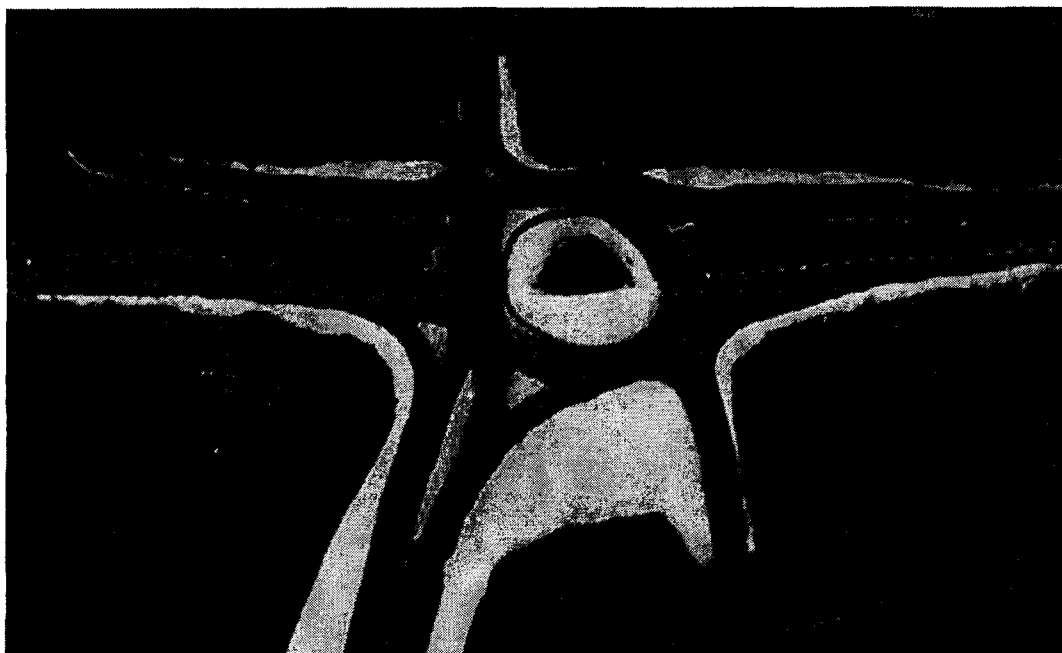
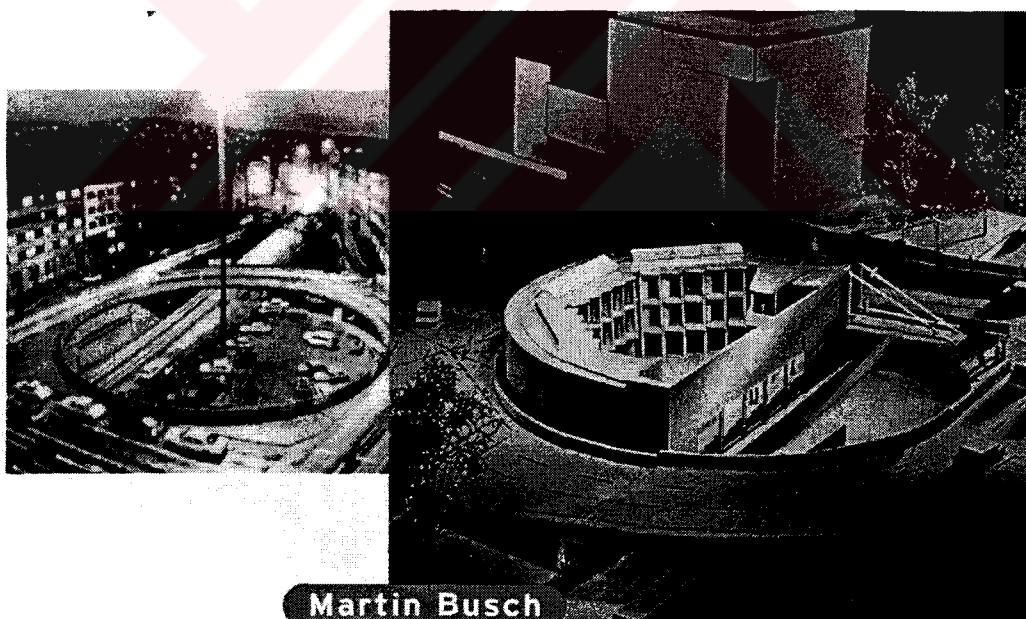


Fig 4.3 Observatorium designed by Camp, Reutelingsperger and Dekker, 2001, Rotterdam



the fabric of the Osterreicherischer Platz, Mobility, Quaderns 128 P138



Martin Busch

VIVIR SIN VIVIENDA

LIVING HOMELESS

Fig. 4.4 The Osterreicherischer Platz, Stuttgart

4.1.1. Territorial Integration

Evaluating the space around the highway, one may consider the no mans land as a “lost space” from the land of the city. Such a pragmatic approach neglects the quality of the space on the bases of the landscape, urbanism and architecture. The issue to use the no mans land has to be taken into account so that the space is not a site to merely to built on it and therefore benefited from, but a piece of land that may serve as an intermediary.

The Osterreicherischer Platz built in the sixties is a manifestation of the urban quality through the road system. The space of the square consists of many other layers that intentionally coincide on this particular junction. It serves like an urban fabric, with lining, felt and fabric on top. (Fig 4.4) Different spaces collide and melt to form one open space that is covered by one another: the road, the surrounding, the pedestrian ways, etc. the bridge that is constructed, gives a kind of new definition to other activities over, beside and below it. Functions that become active during the day just live the sequences of the road and the bridge that is 24 hours alive. The felt is the overlapping, melting and the integrating character of the space.

“City and green areas are counter-posed horizontally and filtered vertically by means of the holes in the now rundown surface fabric represented by various elements in the felt: traffic signposts, car parks, advertising hoarding. A balance of effects is created: the felt, which was hitherto dominated by the force of the bridge, breaks free and makes its way upwards.”

(3.2.1-A)

The space here gains a quality. The space transforms from being merely site to a platform. The platform converts the passive into active, where every sequence is perceived as a part of the urban play that is in continuum. The “no mans land” functions not merely a part of the built environment but a system. The system is operated by the urban. The limits of traditional space are therefore broken.

In a design study, the Osterreicherischer Platz is filled with a building ejecting from the no mans land, that is in fact used as a car park, ruining the quality of the fabric. The transparencies, the flow of air just as the flow of the fabric are ruined. Such an intervention to the overall junction is a way to fill the space with concrete that is blind to urban.

In Plaza de las Glorias from Barcelona, the highway forms a rounded shape by being lifted and encloses a space in between. The space created can again be considered as a piece of the urban fabric. On the other hand, the curve slows down the traffic, speeding down to give access to the square with two ramps on each side. The dynamics created by the speed shifts to the dynamics of the facility that can be accessed the private vehicle, the automobile. (Fig 4.5)



Fig. 4.5 Plaza de las Glorias in Barcelona

In Plaza de las Glorias, the green serves as a park and the space, which is below the highway, is used as a car park. In that sense, both the road and the no mans land become a car only environment. The landscape of the park on the other hand is designed as an arena that is open to the automobilists' attention.

There forms an audio-visual integration of two different systems or different groups of users who can be named as the specimen and the observer. The territory of the highway on the no mans land can also be used with the pragmatic bases that is different from the situation of the Plaza de las Glorias. In Vrains Fallon, Marseille, the space below the viaduct is transformed into a medium that can be used for various purposes. (Fig 4.6) The quality of the built environment gains the parameters from the functional structure of the viaduct. At that point, we may even discuss the necessity of designing the highway for potential uses of the no mans land so that any facility that might use it, can be welcomed with ease. The road and the below function can than shape each other. Such an aspect has let the young architects Verplaetse, Burton and Joaquim to gain the 6th in-between the Cities Competition.

The highway just forms a ramp so that it frees the space below, which then can be used as a site for dwelling. Living in the network physically is therefore becomes possible. The advantage of the life beneath it can be easy access to the upper structure and be linked to different locations thanks to the existence of the highway. The passage between the dwellings also forms integration with the highway on visual bases. A building that is both the infrastructure and the landscape form. (Fig 4.7)



Fig 4.6 Vrain Fallon, Marseille

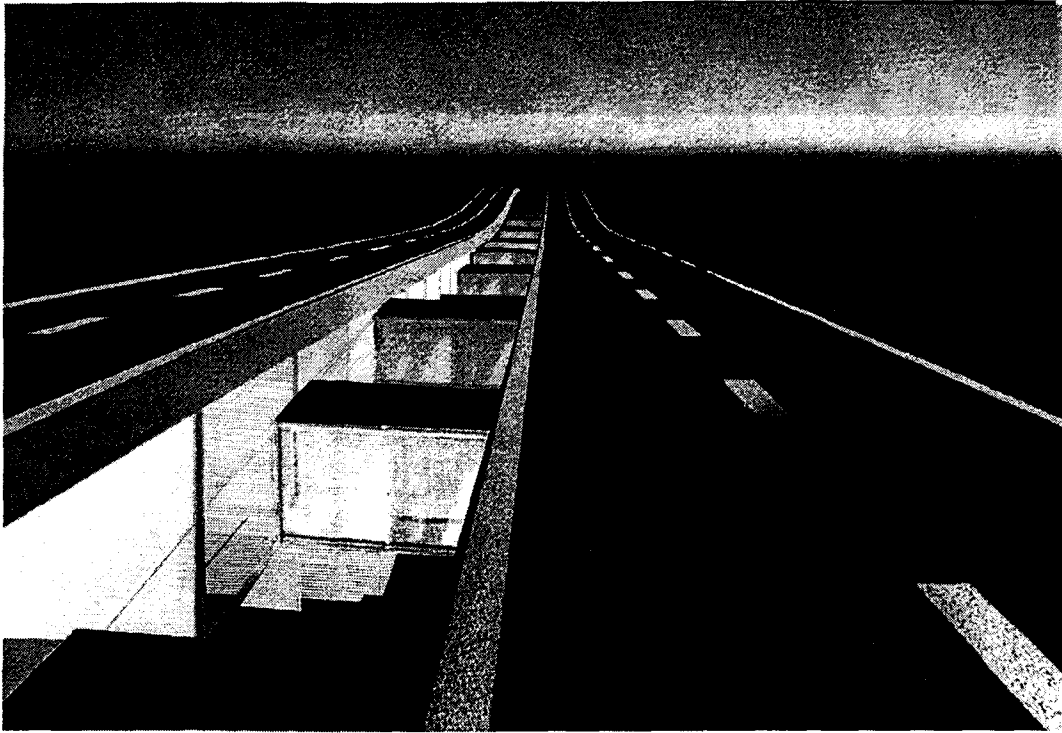


Fig 4.7 in-between Cities 6 Competition, project by Verplaetse, Burton and Joaquim
First Price

The highway creates a landscape on its own, and when we introduce a different function following the rhythm of the highway, its bending, descending, and linear posture forms the outlay and form of the architecture. Consequently, when we think of architecture that both shapes the highway and the form and functioning of another programme, a new aspect of design can emerge. Uniting those different energies, the combination may lead to new typologies and synergetic sections. The architecture of that space will fill the space with the flowing lines, movement and form. In addition to this, the spatial interpretation of this unique combination can be through the below, above, beside, against the highway, striking it.

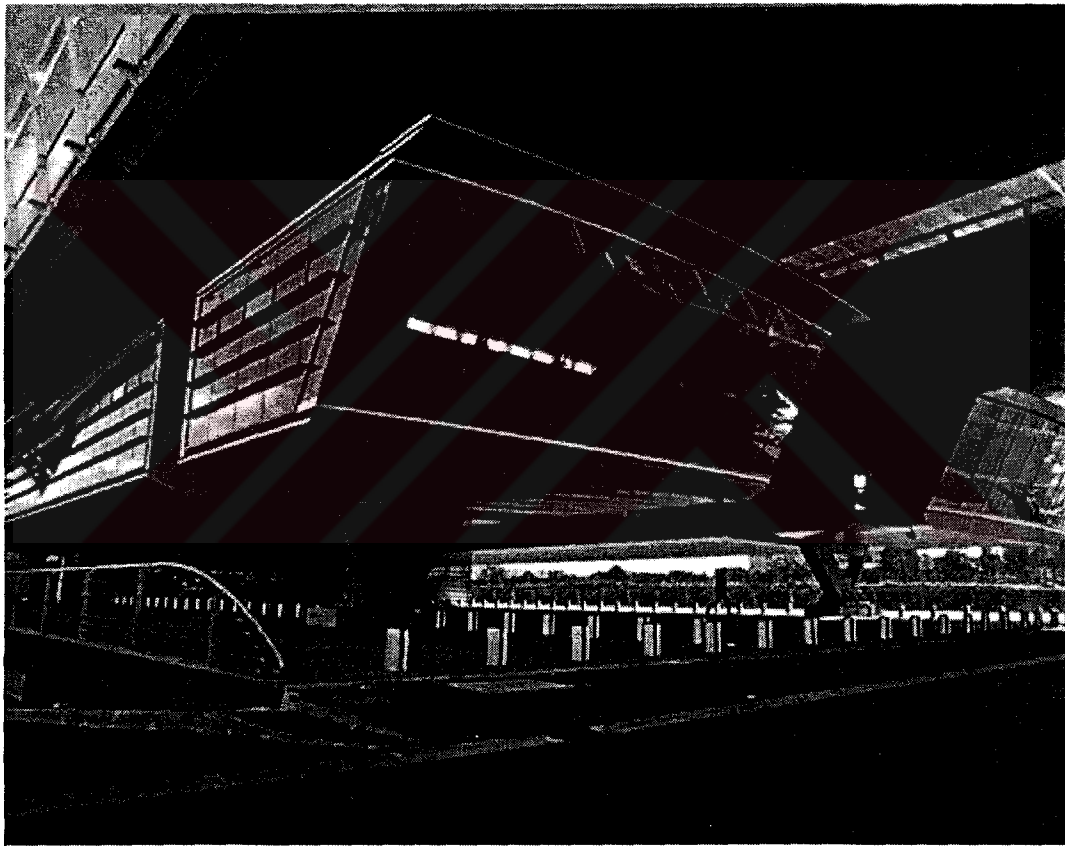


Fig 4.8 Highway control Unit- Nantern, France

The highway control unit in France, Nantern indicates such kind of an architectural interpretation, the attached structure uses the below space, takes the width of it, and uses the under skin of the highway as the main roof that covers and shades the whole structure. The attachment lifts it up from the ground level and becomes apart of the road it is serving to. The form and facade of the unit finds a linear match with the general flow of the road and gently becomes a part of it. (Fig 4.8)

4.1.2 Functional Integration

The integration of the highway to the city can be fulfilled if the no mans land is used both by the citizen who is in the position of being an automobilist and the citizen who would like to participate a certain function which the no mans land enables. The previous example, the highway control center functions as a unit for a specific usage for the highway, but the Shopping Mall Loop designed by MVRDV is a building which is also the road that leads to the car park. The no mans land in a way vanishes and the structure uses the void and the mass and captures the space. (Fig 4.9)

The design is not a part of the highway, however the car park as the roof of the mall can be a challenging idea to shape further design. A design that unites the form of the road to the form of the building so that they can not be detachable. Therefore, when you try to separate the two, none will be functionally available without the other. The Parkhouse Carstadt by NL architects is a similar, however quite a famous example for the integration of the car park, the car only environment and another environment. (Fig 4.10)

There is a great tendency to relate the automobile with the building and thus with the city. Life near the highway offers dynamism with interesting combinations of architecture. The Infrabodies designed by MONO LAB Architekten, The Netherlands engages the highway of Rotterdam with the city life directly using the no mans land. The project deals with the highway by locating different forms of infrastructural bodies' on certain squares of Rotterdam. (Fig 4.11) the bodies line up along the A-20 Highway and turns it into a social space.



Fig 4.9 The Shopping mall Loop by MVRDV



Fig 4.10 Parkhouse Carstadt by NL architects

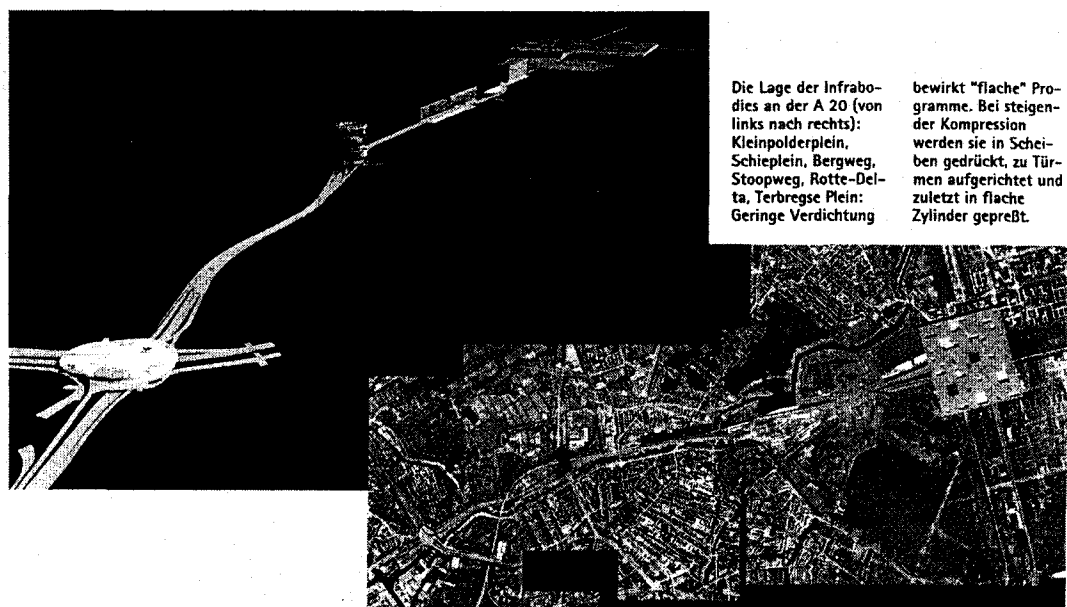


Fig 4.11 Infrabodies designed by MONO LAB Architekten



Fig 4.12 Image from Infrabodies designed by MONO LAB Architekten

The collage of the interior of one of the bodies shows how the designers use the no mans land as an activity area for the citizens, even a picnic zone. (Fig 4.12). The A-20 highway welcomes the bodies and the bodies wrap the highway so that any kind of audiovisual contact can be achieved through different functions that are overlapped and layered around and above of the highway. The design on the

Kleinpolderplein transforms one of the complex structures of the highway into a zone of parking and recreation area. The glass envelope around it specializes the no mans land as a space where the climate of the flow fuses with the climate of the stationary and creates medium of dynamism. (Fig 4.13)

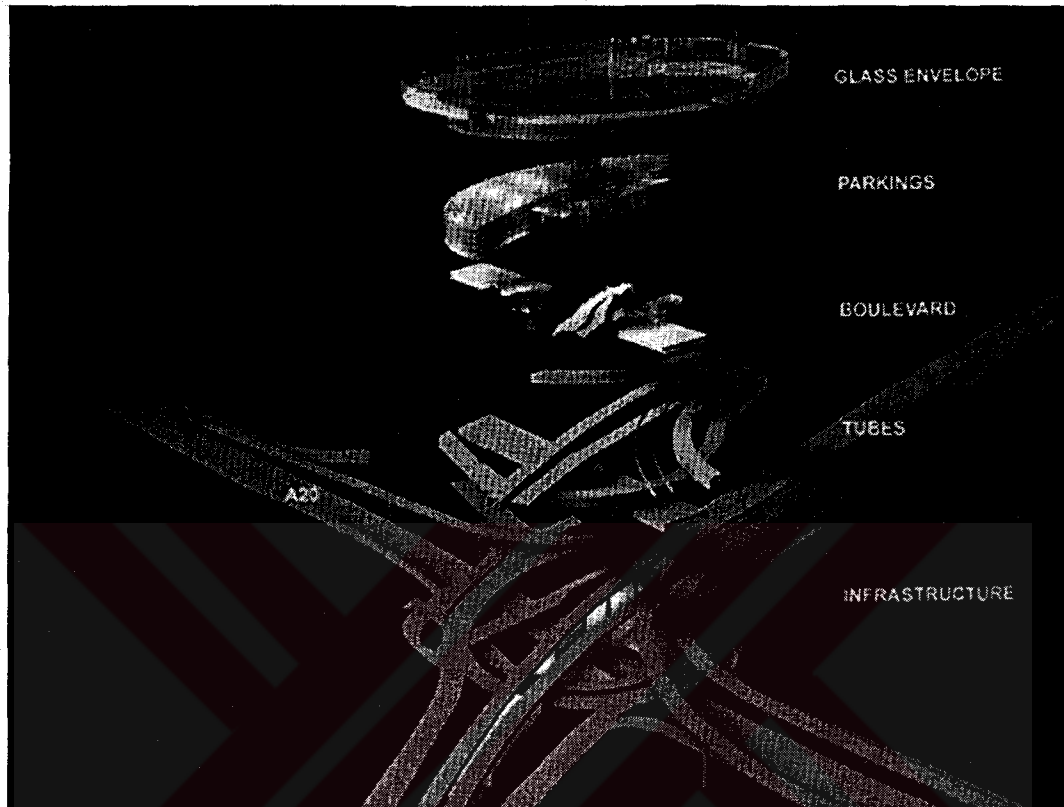


Fig 4.13 Kleinpolderplein, Infrabodies designed by MONO LAB Architekten

The Schieldplein proposal takes the idea one step further by introducing other facilities into the system. The so called Uptown, located just above the highway and the down ton that forms the highest-level just compresses the other layers. The automobile that has to go upwards in a spiral ramp that binds the functions, links all these layers to each other. (Fig 4.14) Automobile again plays an important role in the design, as the whole body is formed on the bases automobile usage. The highway dissolves to the upper layers of the body through the interface and the one upper level, the non-building. The dissolution of the speed and territory of the highway in a hierarchical order obtain the integration. Leveling the functions in such an upwards or vertical manner on the no mans land is a critical approach, where we can not talk about the city around but above, a piece of the network but still not. We now can discuss the maximum rates of mobility the body is engaged with. The below pattern: the highway, functions easily with the upper body, converting the transportation line

into an entertainment, recreation and dwelling zone, on top of each other. Although the design seems quite realistic, it may only provoke the idea of living in the network. Further designs may end by being constructed. However, there is a project in Amsterdam Sloterdijk that reminds this integrative approach towards the space of the road with the surrounding.

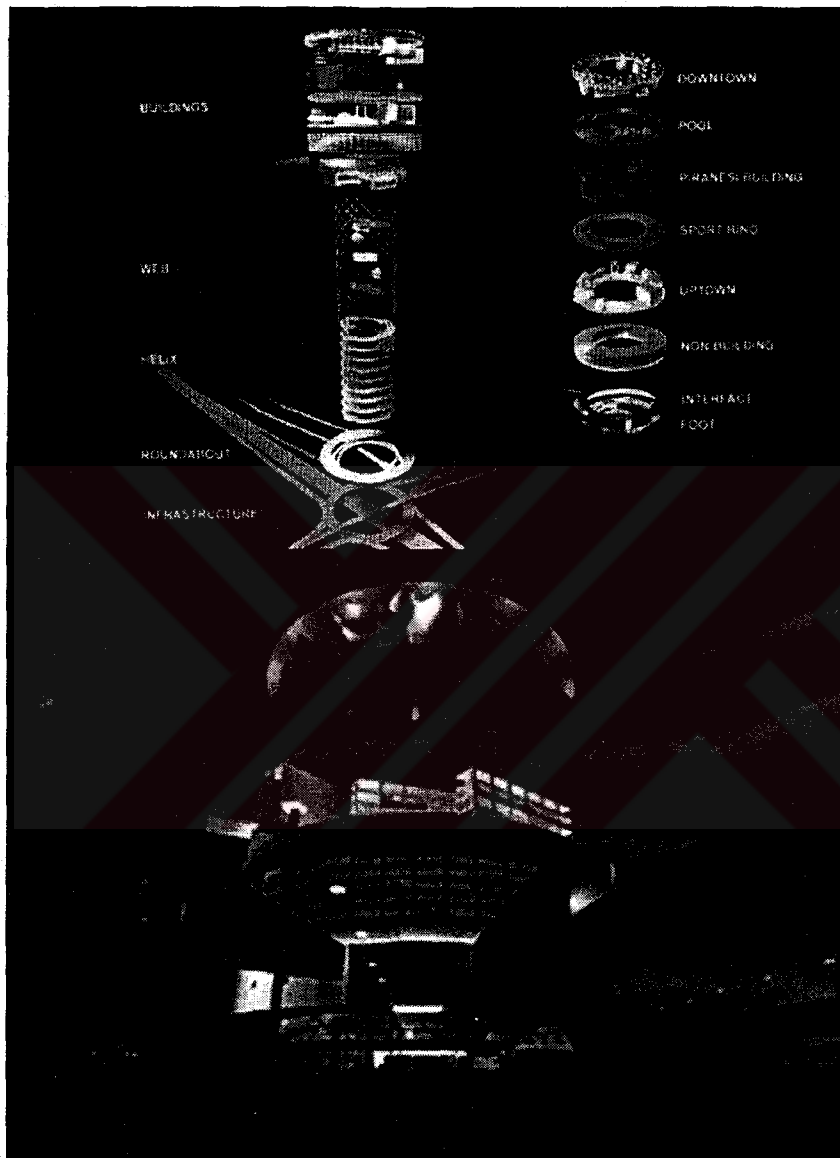


Fig 4.14 Schiedplein, Infrabodies designed by MONO LAB Architekten

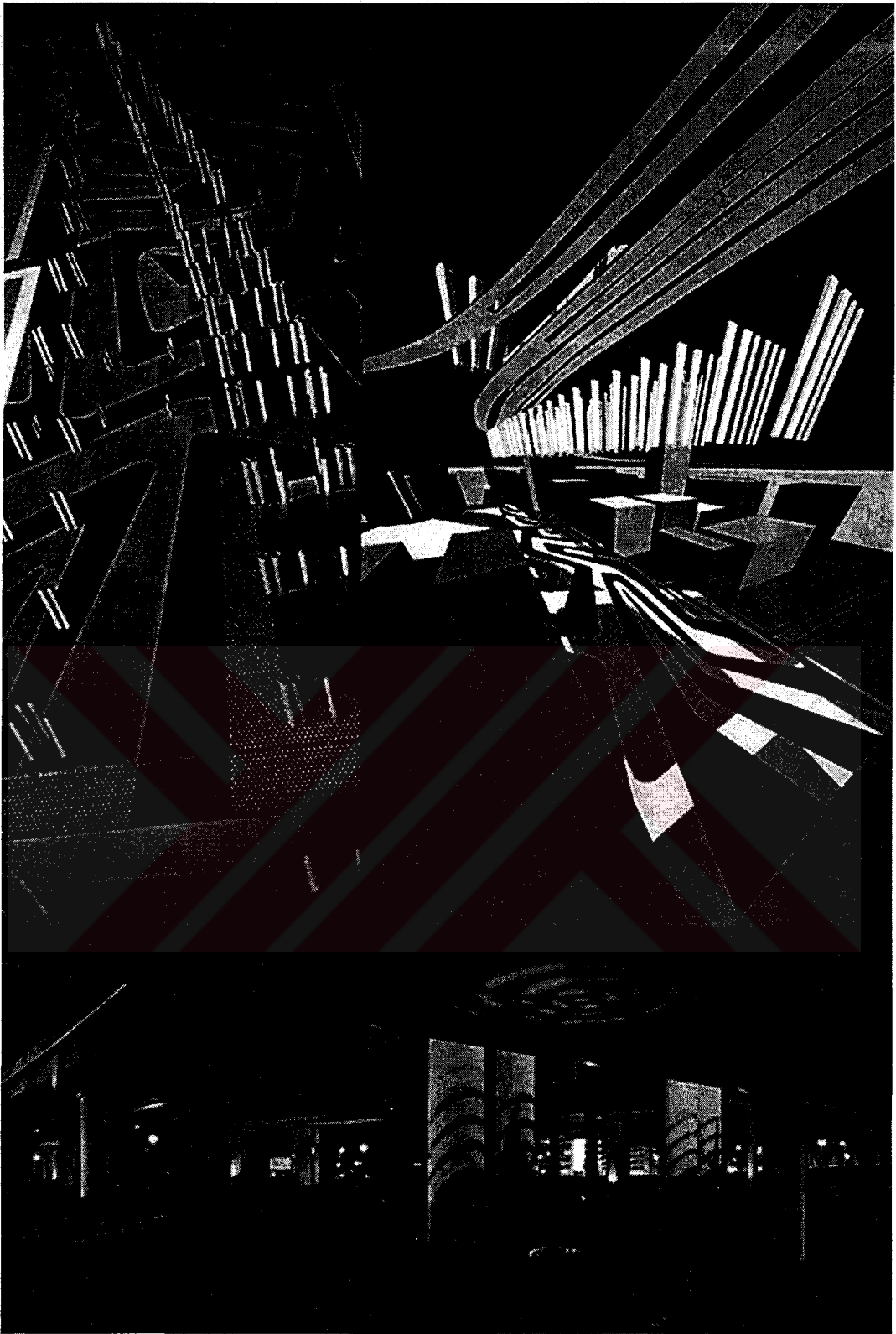


Fig 4.15 The Carrascosquare by West8landscape Architects, Amsterdam.

In Carrascosquare, the viaduct, forming the upper level overlaps with the system of pedestrian paths and the void in between is filled with the plots controlling the flow of the ground pattern. (Fig 4.15) Such an approach privileges the no mans land and integrates it with the surrounding patterns and masses. The layering again combines different energies and dynamics in a medium, created by the flow of lines, dots, ground-object relationship, which is also influenced by the surrounding masses as parameters shaping the overall. Result of the design may not be that as powerful as the idea is, on the other hand it indicates the future of the design that bases the movement as the essence. The integration of the foot power to the wheel power is in fact can be the main architectural discourse of the coming decades. The studies of integration of the highway to the city have become an important issue in especially United States, where the automobile is the basic need of the daily life. In Europe, the discussion goes on in Netherlands, where many of our examples are located or designed. In France, Germany and Scandinavian countries, automobility is also under research on the academic levels. However, there is a strong anti-automobile campaign everyday. Even though the designers find the integration and its architectural reflections fascinating, the citizens seem to lead another mentality. The 250 anti-automobile groups in London are a challenge on the development of the city to the corridor in integration. On the other hand, those who are opponent to the automobile based life have to confront the fact that the results of automobility are almost inevitable as discussed in the previous two chapters.

On the other side of the world, there is the integration, which has already been achieved due to economic and social reasons. At the beginning of the chapter, we have given the example of the highway of Lagos. As the final example another picture from Lagos will help us to better understand the possibilities of overlapping both functionally and territorially. The automobile purchase is done on the no mans land on the highway. (Fig 4.16) The new models of cars are exhibited along the way, driving the attention of the automobilists to buy and speed up. There is a one to one correspondence in this relation ship of driving-seeing-buying and driving on again. The citizen uses this open-air shop to begin his journey with his car and enjoy and experience the city via automobility. The rules and regulations are neglected for the sake of the commercial activity, which keeps the cities alive. So Lagos gains a dynamic and life on the infrastructure. Might there be accidents while accessing or

5. CONCLUSIONS and DISCUSSION

Automobile has altered the pattern of the cities. What's more is that it seems it will go on to be one of the main parameters shaping the layout of the cities in the future. The no mans land will develop as the road systems intensify to fulfil the needs of the automobilists. The integration of the roads with the city will be a major task for the planners as citizens choose to live in the network. Moreover, the developments in the automobile industry may result in a decrease for carbon-dioxide emissions, vibration and noise rates and enable us to use the no mans land for such an integration. Even regardless of any technological development, like in the examples of Lagos and Istanbul, many cities use the highway space as a social space and live, work and shop near by it or sometimes on it! On the other hand, such kind of integration seems almost impossible in the cities of Europe due to regulations.

The importance of the no mans land and possibilities architectural structures may develop in a sense that, drive-in and drive-through formations can play a prominent role in the future urbanisation of the cities. So the role of the architect has to be questioned for a better understanding of the development of the car-only environment and the city and the in between. The architects did not invent the automobile and architects rarely shape the influence of the automobile on the city, which seeks a rational policy. Perhaps the burden of the situation in the big cities due to automobile dependent lives of the citizens is more related to politicians. The multi-levelled highways, the commuting hours; the barriers are all consequences of a general tendency of a wide spread automobile usage due to the planning strategies in the last century. However, the architect has to solve the major consequences of automobility by redefining the relationship of the automobile, the city and the road. The audio-visual link of the automobilist with the city should be defined by the architects again, for the only chance of the mobile citizen to interact with the city he lives in, will almost be the interaction of him with the city during driving.

Consequently, the no mans land have been recently under focus by architects. This no possessed piece of land, as an intermediary between the city and the road will gain importance in the coming future.



Fig 4.16 Lagos Highway

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Auto-BIOGRAPHY

Taylan Özgür Polat was born in 1976, Tunceli, Turkey. He was graduated from Işık College in 1994 and began his architectural study in Istanbul Technical University of Architecture at the same year. He was graduated in 1998, when he started his degree of Masters again at ITU. For the year 2001-2002, he has been accepted to Academie van Bouwkunst, Rotterdam as a research student. During his study, he has participated the meetings of Turkish Architectural students Meeting in Turkey and many international summer workshops of Academie van Bouwkunst and EAAE.

He has achieved to win the first price in the competitions “Tea house at ITU Ayazağa-2000”, “ITU Colloquium 1998”, “Ideas on Kayaköyü-1998” and mention from “Archiprix Turkey-1998”.



**T.C. YÜKSEKÖĞRETİM KURULU
DOKÜMANTASYON MERKEZİ**