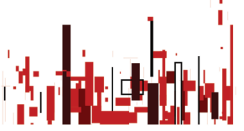


Volos in the Extremes

Urban
Transcripts



Urban Design Master Class, 26 - 31 October 2013, Volos, Greece
programme

supported by



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DArch, UTH
Department of Architecture
University of Thessaly

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photo by "how will I ever" in <http://www.flickr.com/photos/murplejane/>

Urban Transcripts

Founded in 2010, Urban Transcripts was born of a desire to create a new 'tool' through which to explore the city as a complex phenomenon, in a participatory and cross-disciplinary way. It was initiated as an annual programme of events such as exhibitions, conferences, and workshops, focused on, and hosted in, a different city every year. During its first 3 years, Urban Transcripts conceived, organised, and produced 3 annual programmes of events: in Athens (2010), Rome (2011), and London (2012).

Currently, Urban Transcripts is working on a multitude of projects on the city, developed through an international network of experts coming from professional practice, academia, research, and the creative industry. Our project work is structured on different teams in various countries working together with a strategic group of directors and associates. It covers 5 key areas:

- Design: architecture and urban design projects and studies.
- Research: research on the city's spatial and socioeconomic space.
- Education: educational workshops and seminars.
- Publishing: serial and one-off publications.
- Events: exhibition, conferences, and public events.

Our central mission is the advancement and production of work that betters the city, improves the built environment, enhances the quality of life in it, and furthers the understanding of the city as a complex phenomenon. We employ a synergy of disciplines and media to achieve it, as well as a corporate structure that advances a global-local network operation, bottom-up innovation, and public participation. We self-initiate projects building specific partnerships and collaborations towards the realisation of each one. In parallel we offer professional services in all 5 key areas of our activity.

Every one of our collaborators is eligible to become a member of the Urban Transcripts company. Our members, the Urban Transcripts Fellows, are actively involved in project development, as well as in overseeing that our operation adheres to the company's registered objects and specific not-for-profit constitutional provisions.

Volos in the Extremes

An International Urban Design Master Class



Volos in 2053?

Introduction

“Volos in the Extremes” is an international Urban Design Master Class open to students towards the end of their studies, recent graduates, and professionals, in architecture, urban design, and related design/project-oriented fields concerned with the study of the city and urban intervention. The master class is organised through the collaboration of an international team of professionals and academics. It is hosted by the Department of Architecture, University of Thessaly, in Volos.

The point of departure for this master class is the challenges faced by the city in response to the global economic crisis. As the predominant model of development, in Greece and around the world, is severely challenged, we are presented with a unique opportunity to re-invent it: to shift from growth to sustainability, from market-dependency to self-sufficiency, from individually-motivated consumption to publicly-useful production, a whole new paradigm is longing to emerge. How will the city respond to it? And how can urban design and programming contribute to this very emergence?

Through a 6-day programme of group work, site visits, lectures, and social events, the master class, organised into units, will produce a set of urban design proposals for different areas of Volos. Units focus on different geographies of the city, ranging both in scale and location, from building typology to the structure of the urban grid, and from the city's water edge to its peripheral ‘strip’ extensions. Seen in its entirety, this set of final projects will constitute an extensive and thorough urban intervention proposal for the whole city.

Considering the crisis as a trigger for the re-invention of the city itself, we invite participants to use the tools of city-making in proposing radical urban scenarios for an uncompromised future.

We aim at nothing less than a pragmatic utopia.

From a present problem...

The crisis of the global economy that started in 2008 is considered by many to be the greatest challenge we are facing today. Some economists and scholars go as far as to claim that this crisis could be the beginning of the end of capitalism (Jackson, 2007). The debate surrounding this, by some imminent, collapse raises major concerns relating to urban development and urban sustainability.

During the transition from feudalism to late capitalism, a number of factors have altered the very ways of a city's functioning, notably: transition from an agricultural to an information-based society, liberalisation of trade on a global scale, 'financialisation' of the global economy. Cities and their economies have been transformed from relatively locally and regionally contained production-consumption circuits to globally connected, and even locally disconnected, nodes in an interdependent, yet highly hierarchical, network of flows. A number of urban theorists have long argued for a new kind of global urban centrality and connectedness, where cities become subordinate to the logic of a global economy (Sassen, 2001). Cities are becoming ever more vulnerable to a de-localised 'space of flows' (Castells, 2000) extending far beyond their physical territory.

Partly as a result of the crisis of this globalised and de-localised economy, many Greek cities, are currently characterised by an ever-increasing set of 'local particularities' that tend to become perennial: the abandonment of their city centres and historical cores, degeneration of their infrastructures and public space, lack of investment for new urban projects, a quasi-halt in the construction of new buildings, a decline in home-ownership and, interestingly, a welcome decline in car-use as well.

In parallel, a double population migration of the urban population out of the city accompanies its physical abandonment. On the one hand an increasing number of urban dwellers are returning back to rural areas and villages, rediscovering agriculture in the pursuit of an 'alternative' way of living, reducing their expenses to basic needs and avoiding unnecessary 'luxuries' of their urban past. On the other hand, a new generation of qualified professionals and skilled workers migrates abroad as opportunities in these cities become ever more sparse.



Polish Pavilion, Venice Biennale 2008, image made by Kobas Laksa, imagining a possible future of Terminal 2 - Fryderyk Chopin International Airport, (Estudio Lamela, Lamela y Asociados)<http://kobas.republika.pl/>

"What is the point of having a second air terminal at Warsaw airport when skyrocketing price of oil makes flying affordable to very few people? When importing bananas from Brazil and rice from Vietnam has become a scandalous luxury? The solution envisioned by Polish authorities a few decades from now is to convert an airstrip into cultivated land and to adapt Terminal 2 to the needs of a large animal husbandry plant. "

http://we-make-money-not-art.com/archives/venice_biennale_architecture_2/

The crisis is already having a major impact on the function and form of the city, and equally on urban population dynamics. This emerging 'urban desertification' gives rise to a series of new phenomena: people using more affordable transport options than the car such as cycling, walking, public transportation and car-sharing; agriculture re-entering the urban fabric as citizens start to grow food in any available un-built space, as well as on balconies and terraces of buildings; re-appropriation of public space by acts of opposition to authority and civil disobedience; sharing housing and office space in order to reduce rent and utilities expenses.

In this climate, the challenge for architects, planners, and urban designers, is to create solutions where design can revert urban decline. Architecture and the city must respond and adapt to a new set of conditions and needs, considering the parameters that will define the future, and seek novel and original ways to support urban development.

How could this future city be like?

...to a future scenario

Developing a working hypothesis let's project the financial crisis reaching its end within the next decade. Its impact will have peaked and, in an extreme scenario, led the urban centres to decline. The subsequent reconstruction will achieve urban self-sufficiency and sustainability. Cities will now be able to cover the needs of their residents, embarked on a course towards sustainable development and productivity. Today's urban regulations and norms will be obsolete and replaced by new ones to meet future needs, while a new set of parameters and conditions will have changed the evolution, use, and perception of urban space.



Polish Pavilion, Venice Biennale 2008, image 'before' made by Nicolas Grospierre and image 'after' made by Kobas Laksa, imagining a possible future of Sanctuary of our Lady of Sorrow, by architect Barbara Bielecka
<http://kobas.republika.pl/>

"Who needs a monumental Marian shrine like the Sanctuary of our Lady of Sorrow, built between 1994 and 2004, in Lichen when even the last Poles have ceased attending masses? Surely they would prefer Poland's largest church to be converted into an aquatic park, right?"
http://we-make-money-not-art.com/archives/venice_biennale_architecture_2/

This FUTURE CITY is a combination of:

A GREEN CITY / RURAL CITY

A system that can produce as much energy, food, and goods, as it consumes. A city where the primary production and agriculture are integrated into the urban scale and whose inhabitants cultivate the urban and peri-urban land. This city enters a post-capitalist and post-consumerist era and achieves self-sufficiency by de-globalising its economy. The consumer has turned into a producer, an inhabitant of a post-crisis garden city. Urban farming, self-produced energy and water are not anymore a new trend but a daily reality.

A NOCARCITY/ S (CAR) CITY.

Fossil fuel crisis and the recession have rendered private transport obsolete. Transportation is by eco-friendly public or private vehicles such as trams and bicycles, while the conventional car is eliminated. People work less and travel less. Spaces that the car used to occupy such as parking lots and streets, are hosting new activities, while services and amenities are within easy reach.

A DENS (E C) ITY.

It is a mixed city, full of life and variety of uses. The city is more compact and walkable. It is a mixed-use, 24h city, where inhabitants live and work without traveling long distances wasting energy, time, and money.

A RECYCLING CITY.

Everything in this city can be reused: waste, water, building materials. Urban and natural resources are reused during their extensive life cycle. Abandoned buildings are being refurbished by existing materials out of current use, and all new uses and functions are hosted in the existing building stock.

A RESTRUCTURED CITY.

Public space and urban functions are redesigned and reorganized. New building and public space typologies emerge. Building blocks vary in their form, hosting new functions that fulfil a new set of demands.

Under this overarching framework, the master class invites participants to work on original and radical ideas for the future towards the development of the city of Volos in Greece as a sustainable, self-sufficient, and creative city. Each of the 7 units of the master class explores a different part of the city, presenting different challenges and possibilities.

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eligibility

Participation in the master class is open both to students and non-students. The workshop will be of particular interest to architecture and urbanism students past their 3rd year of study, postgraduates, and recent graduates.

dates and venues

The master class starts Saturday, 26 October 2013 and closes Thursday, 31 October 2013. The first five days are allocated to project work while the last day is reserved for presentations. The workshop takes place in the facilities of the Department of Architecture, University of Thessaly. Schedule, venue information and contacts are detailed in sections 5, 6 and 7.

units and activities

The master class is structured on units and activities. Each participant follows one of the 7 units proposed as well as the transversal activities common to all. Participants are requested to indicate their preference for each unit at the time of registration (see below). We aim to match preferences as closely as possible considering availability and demand. Units are detailed in section 3.

accommodation arrangements

There is available accommodation for participants coming from outside Volos in the Sports Centre of Nea Ionia, a 20min bus ride from the city centre and the master class studio (venue details in section 6). The cost is 10 euros per person and per night. Each room is for 2 persons. Rooms are equipped with internet connection and TV. A common kitchen is available for cooking. Contact us for more information (contact details section 6).

travel information

Participants coming from abroad can fly to Thessaloniki or Athens and then by bus or train to Volos. The journey time by bus from Thessaloniki is 2h30min and from Athens 4h.

Travelling by bus to Volos from Athens or Thessaloniki:

<http://ktelvolou.gr/en/routes/map/&map=greece>

Travelling by train to Volos from Athens or Thessaloniki:

<http://tickets.trainose.gr/>

fees

140 euros for registrations by 30 September

200 euros for registrations after 30 September

Fees payable by bank transfer, credit/debit card, or PayPal.

registration

To register for the workshop please email us at designmasterclass@urbantranscripts.org with:

- a) your name, surname, and contact details
- b) a brief statement about your interest in this master class
- c) the units you are interested in participating, please indicate 4 or more units in order of preference
- d) accommodation requirements, should you be interested in the accommodation option above.

Registration lasts while places are still available.

3_units

Unit 1

Dens[ci]tyfication // **The Orthogonal Urban Grid** / Carlo Pisano

Unit 2

Urban edges I // **The Waterfront** / Yiorgos Papamanousakis

Unit 3

Urban edges II // **The Ring Road and the Peri-urban Landscape** / Sara King

Unit 4

Urban Typology I // **Building Block Typology** / Fabiano Micocci

Unit 5

Urban Typology II // **Open Public Space Typology** / Stefanie Pesel

Unit 6

Production // **Industrial Site** / Panagiota Mouratidou

Unit 7

Urban Edges III // **(Dis)connecting Hubs: Harbour & Railway** / Marketa Brezovska



S-Parkling, Secchi Viganó, Privileggio Secchi, © 1998

Dens(c)i(ty)fication // The orthogonal urban grid, Re-structuring the grid

Carlo Pisano

keywords: Grid, Density, Landscape urbanism, Playground, Hierarchy

introduction

Many cities in the world are built on a preplanned order deployed to guide their expansion over time. This model gradually defined their “forma urbis”. it partitioned the city defining districts and plots along with a web for transportation, aiming to create a straightforward process for their development. This form of urbanization favoured a strong organisational system that can accommodate diversity and change only within the plots inside its structure.

Re-structuring the urban grid of today means to deal with the contemporary spatial demands that require a more flexible and open-ended system able to host a wider range of functions and spatial qualities. Diverse cultures have provided varied interpretations of the grid system through time, creating diverse urban environments by simply adjusting the relations between the same elements: street network, private plots, public space etc. In the same way, the grid of Volos will be considered a playground in which the various elements will be deformed and combined in different ways in order to produce a radical new vision for the post-crisis city of 2053.

urban context

For more than a century, the urban fabric of Volos has been largely guided by the masterplan of 1882, with the connection of the old medieval city and the modern linear city evolving parallel to the waterfront. The choice of an orthogonal grid for this first master plan This new grid was seen as a major part of the city's new identity following its annexation with Greece; the commitment to 'hygienic' layout as well as the neoclassical order of the plan were representing the image of the Greek city of the era.

From that moment on the city has been expanding and densifying according to the organisational system of the grid. It is remarkable how the original hierarchy of this grid's design has been maintained: until today the streets parallel to the waterfront, designed to function as the main ones, still host the most important functions of the city, while the ones vertical to the waterfront, designed to function as minor uses, still host secondary uses supporting the city centre.

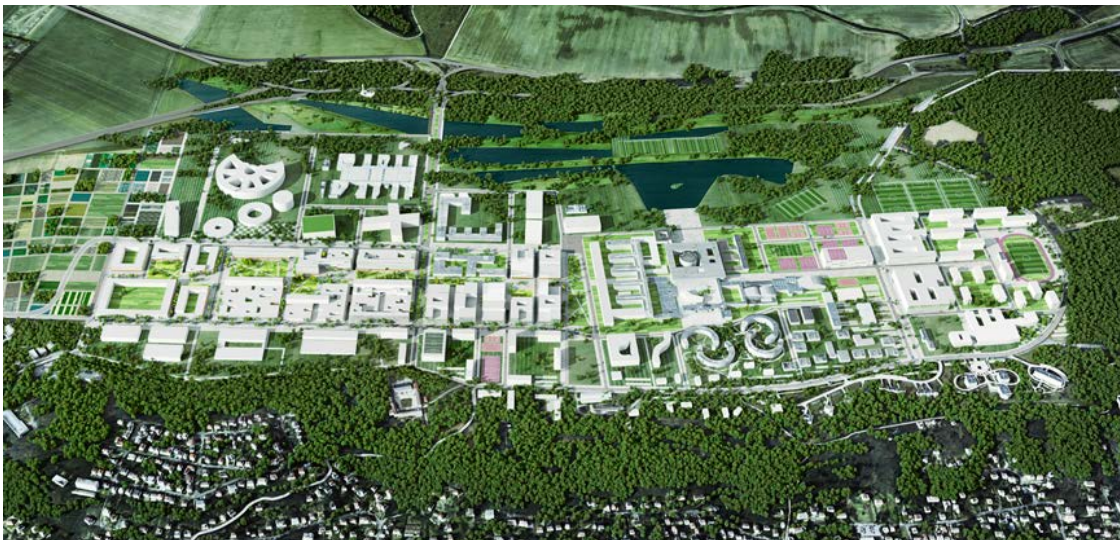
In order to propose a coherent strategy for the future of the urban grid of Volos the unit will explore a series of issues:

The grid of Volos is today too limited and uni-centred. While, at the plot scale it can be considered as a highly 'democratic' structure, it doesn't allow exchanges and connections with the larger scale of the city and the surrounding landscape. Opening the grid means to adapt it in a way that it may foster the elements that do not follow its current rigid structure. Green corridors, bigger scale facilities and amenities will flow inside the ready-made order of the grid invading it with new meanings and rationalities.

The latent hierarchy in the grid of Volos should be reconfigured into a dynamic system functioning through an increased variety of spatial conditions and programmes. The latent hierarchy, in the grid of Volos, should be reconfigured into a dynamic system functioning through an increased variety of spatial conditions and programmes. From the formal spaces along the main boulevards to the informal and shared spaces of the secondary streets, the grid should be able to host the entire range of the urban sphere.

The grid is a repetitive system. A walk through the Volos of 2053 should be an intense experience that takes future travellers past different street layouts, past spaces that function through a diverse range of relations between the public, the private, and nature, past several building layouts, densities, and typologies.

This strategy could liberate the grid from its rigid constraints, allowing a new imaginative urban landscape of public transport, natural corridors, dense urban fabric, large urban amenities, and micro plots. With implementation starting on some test areas, these actions could grow over time as the city transitions into a new utilisation of its own space, implementing different possible uses, each with a different relationship between people, buildings, and infrastructure.

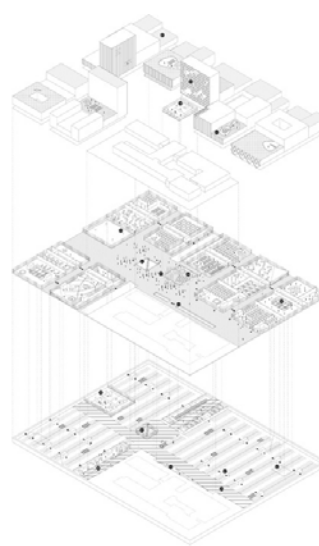


Plateau de Saclay, Paris, Desvigne – Alkemade – De Geyter, © 2009

aims and objectives

The aim of this unit is to evaluate, programme, and design, the evolution of the grid that will serve the city of 2053. To this end the grid should evolve to support new infrastructures and uses, that are at the same time adaptable and resilient. The city of the 21st century grid should be more diverse and hybrid; it should combine different programmes by modulating the spatial composition of the original layout at another scale, manipulating the initial modules and the spaces between them.

The project for the grid of Volos 2053 will deal with the rearrangement of infrastructure the intensification, diversification, and redistribution of programmes, the superposition of a new rationality that can liberate the grid from its rigid constraints. The new structure should respond to the demands of a sustainable and self-sufficient city that presents a differentiated density and public space, different hierarchies, and new alternative functions [restructured city scenario].



left: Masdar city, Foster + Partners, © 2007,

right: Plateau de Saclay, Paris, Desvigne – Alkemade – De Geyter, © 2009

working method

The unit will work as a design and research group in which the participants will share ideas and visions in order to delineate the role and the image of the urban grid for the future of Volos. The work will be organised in two main parts according to the scale of intervention. Firstly, at the scale of the grid, the aim will be to define a master plan able to include, within the existing urban form, a new hierarchy of the street pattern, new ecological corridors, and a differentiation in the building density and public spaces. Secondly, some key areas will be selected in order to test the strategies at a “miscoscale”, producing a series of real images and design tool in order to visualise what the master plan could be.

In particular, at the master plan level, the grid should be considered as a playground in which the main aim is to differentiate the homogeneous urban form following the new demands and request of the actors playing within its border. This process will be structured on a series of basic actions:

1. Reconfiguration of hierarchies of the street layout (freeway, boulevard, internal street, path) in order to define different urban conditions, different densities, and different relations with public space.
2. Transformation of the grid from a limited and uni-centred model into a structure open towards the external landscape. This will involve the insertion of a series of green corridors that follow a completely different logic than the one of the geometrical grid. Following the topography of the micro-relief and the existing green patches these corridors will cross the plot and street layout defining several interesting border conditions.
3. Differentiation of the public space: from the 'hard', formal space along the boulevard, to the 'soft' space of the path, to the informal ecology within the green corridors.
4. Variation of urban densities and diversification of relations between the public and the private according to the new urban conditions defined in the steps 1,2 and 3.

Once the new urban vision is defined, the focus will move to a series of specific plots and public spaces where the strategy will be visualised through a series of test designs.

Day One. During the site visit particular attention will be placed on the different urban conditions of buildings and public spaces; the different methods through which the public-private relationship is articulated; the detection of a series of special plots or streets; the identification of the different spatial qualities that exist within the grid (from north to south, from east to west); the topography and the micro relief structure.

Day Two. The participants will analyse the homogeneous field of the grid highlighting the special elements that can increase its level of differentiation and diversification, and determine its hierarchies. Starting from

the street network, the important public spaces, monuments and ecology, a series of different patterns will replace the seemingly uniform urban grid.

Day Three. A critical discussion among the participants will highlight problems and potentialities and will set up the background for the strategy of intervention. From the sketched master plan some areas (plots and public spaces) will be highlighted in order to start a series of more detailed interventions.

Day four. The strategic master plan will be developed along with the elaboration of the design of the plots in order to enable the exchange of information and feedback.

Day five. The strategy will be displayed through a series of provocative images. The final presentation will display both the layout as well as the content of the new urban grid.

Day six. Final presentation.

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Volos built around the coast, view from mount Pelion - image Yiorgos Papamanousakis

Urban edges I // The Waterfront

Yiorgos Papamanousakis

keywords coast, waterfront, interface, globalisation, sustainability

introduction

Hosting at times the beach resort and the industrial complex, the sea tavern and the container ship, the public park and the private house, the civic institution and the urban void, the visiting tourist and the local resident, the empty monument and the busy marketplace, the fortress of the city and its gate to the world; it is hard to find a geography that presents a richer potential for the development of human activity than the earth's coasts.

About 44 per cent of the world's population lives within 150 kilometres of the sea, while most of the world's megacities with more than 2,5 million inhabitants are in the coastal area. At the same time unsustainable coastal zone development and urbanisation practices are increasingly putting in danger the very resources that make this geography the generator of our own prosperity.

This unit looks at the urban coast as a complex ecosystem of natural morphology, built spatiality, and programming of use and activity, operating as the city's primary local-global interface; the space where the dynamic relationship between local resources and global fluxes materialises into a multitude of spatial forms and functions. Our challenge: to project a materialisation of this relationship in socio-economically

sustainable terms. How will its constituent dynamics be altered in the next 50 years? How will the urban coast shape the opportunities of the future and will in turn be shaped by its demands?

urban context

The urban coast diversifies itself widely not only from city to city but also from time to time. We can for example come across busy sea, and even air, transport infrastructure, but equally attest to the complete abandonment of infrastructures and now 'historic' ensembles, empty of present use. We can admire a landscape of the mixity and complexity of urban life, but also feel alienated by the monoculture of tourism, if not, by the banalities of a picturesque coastal vernacular. We can observe the transformation of disadvantaged urban quarters into destinations of choice, dedicated to recreation and commerce, but equally perceive the degradation of public common space to the benefit of private individual interest.



The Volos waterfront, mount Pelion on the background - image i.alli.ellatha

@ <http://www.panoramio.com/user/838428>

The waterfront of Volos has been the most important development agent for the city as well as its most recognisable urban feature. It is arguably its most vital public space: along it are concentrated uses and activities of a remarkable diversity, including most of the city's tourism and leisure related activities. It becomes the most popular destination for the city's residents during their free time, and is the place of numerous cultural events especially during the summer period. It plays a fundamental role for the quality of life, the image, and the future development of the city.

Yet, while the waterfront is the city's greatest asset, the decrease of the port's commercial and trading activity, the freezing of plans for completion of its infrastructures, and its complicated policy and legal framework, tend to reduce it to a static element instead of maintaining, if not reinforcing, its historical role as the gate of the wider region to the Aegean and the Mediterranean (Hastaoglou, 2007).

aims and objectives

Each waterfront evolves and is successful in its strategy depending on the extent to which it brings forth a sustainable use of the local resources and is tailored to take advantages from the globalisation of the international economy (Vallega, 2001)

Spatial interventions, and those on an urban scale in particular, go far beyond being mere containers of human experience; they are catalysts of socio-economic interaction, greatly surpassing their physical footprints. Urban coasts are a catalytic space par excellence. The primary aim of this unit is to propose an urban design intervention, informed by research, responding to the challenges faced by the city, projecting a sustainable urban vision for the future.

Through urban design tools we will aim at a proposal for the coastal zone of Volos with a socio-economic impact for the city as whole. Given the nature of the coast as the interface between the sea, i.e., the inter-urban, -regional and -national connections it brings to the city, and the inland territory, we will work towards a future urban scenario considering the interplay of the dynamic relations between the city's local potential and the supra-local fluxes for which the coastal zone acts as a host and facilitator.

working method

Urban design is never a neutral response or simply a solution to an existing problem. The way we draw is a way we think; when drawing becomes a proposition, it becomes a way through which we imagine a future, a way we dream of our tomorrow being better than our today.

Instead of simply designing for the future, we need to design the future itself. What will this future be like for Volos?



Maunsell Sea Forts, Thames Estuary, UK

image pgchamberlin @ <http://www.flickr.com/photos/pgchamberlin/>

Hypotheses to think with

- Considering the historical tendency of ports moving further away from the city, where could the new port be located and how will the reclaimed land be developed?
- Rising sea levels may make parts of the coastline subject to frequent flooding potentially rendering them unusable; what interventions will be needed to maintain the coast's activity?
- The expansion/contraction of the city, together with an eventual relocation of the port, will inevitably position the coast onto a new urban matrix. Will the coast evolve into a multifunctional linear urban centre extending along the full length of the gulf? How can this linear centre at the urban edge be designed and programmed for a distributed diversity and avoid large concentrations of mono-functional use?
- The rise in the price of fuels and emergence of greener lifestyles will further reduce the use of car and highlight the need for improved public transport and cycling, how will the coast prepare itself for a new urban transport model? How will this local network be connected to the more global sea-transport infrastructure and how will rail and air transport hubs be linked to it?
- The global increase in the prices of raw materials and basic commodities in combination with the dislocation of production processes from developed to developing countries, renders cities in the former ones ever more dependent on external forces beyond their control. Can key production processes be re-hosted along the future coastline?

- Considering a future shift towards locally based agriculture and production in the wider region, itself the largest agricultural region in Greece, how will the coast take advantage of its strategic position in order to support the sustainability of the inland territories?
- The increase in leisure-related travel and the development of new international transport links presents a highly favourable moment for the coastline's expansion and diversification of leisure and tourism-related activities. How can these be developed in a way that strengthens the local urban economy?
- Beyond planned use and activities, what is the future role of the coast in terms of public common space for the residents of Volos? Can the waterfront's role as the city's major linear square be strengthened in order to support public life and the strengthening of citizenship?

Unit schedule

Phase 1: week preceding the master class

a. Background research.

Participants are asked to undertake some initial research, autonomously and based on their individual interest, about urban coasts and waterfronts in other cities; this research can be about a building project, a planning policy, an urban design strategy, or more broadly about some key features of an urban coastal zone in terms of spatiality and programming. Research on yet to be realised future projects is highly encouraged.

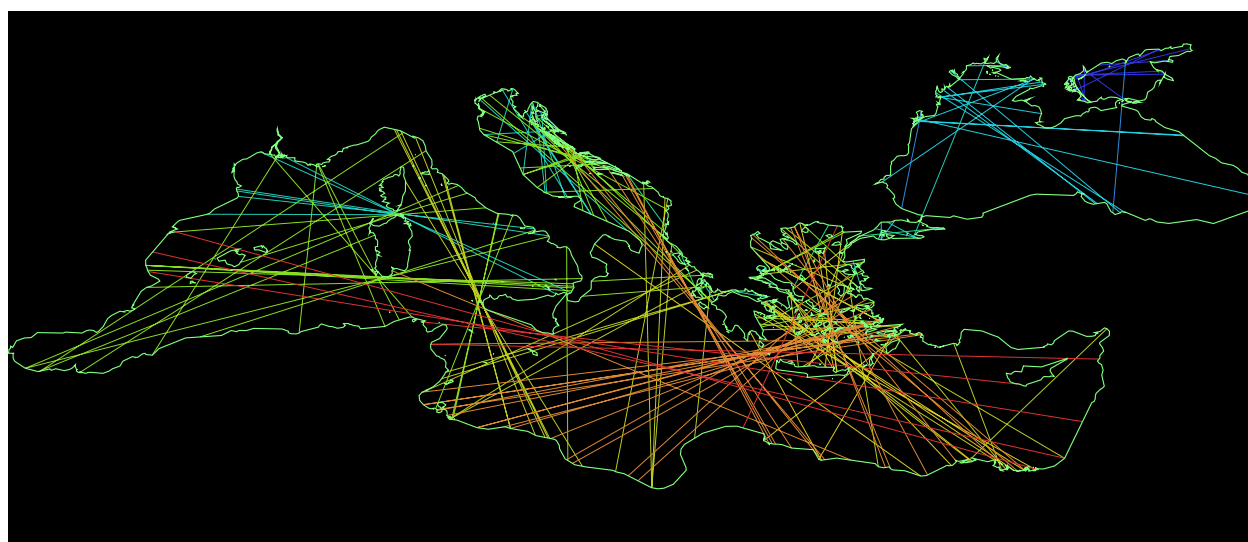
b. Preparation for on-site research.

We shall inform our practice through the knowledge of the user; as place-makers we design for them, not for us. In the light of their background research, participants will prepare a set of questions that can be addressed to the users of the coastal area of Volos. How do they imagine their city in 50 years time and what is their vision?

The workload for this phase should not amount to more than a day's work spread over the week prior to the start of the master class. Advice will be provided.

Outcomes:

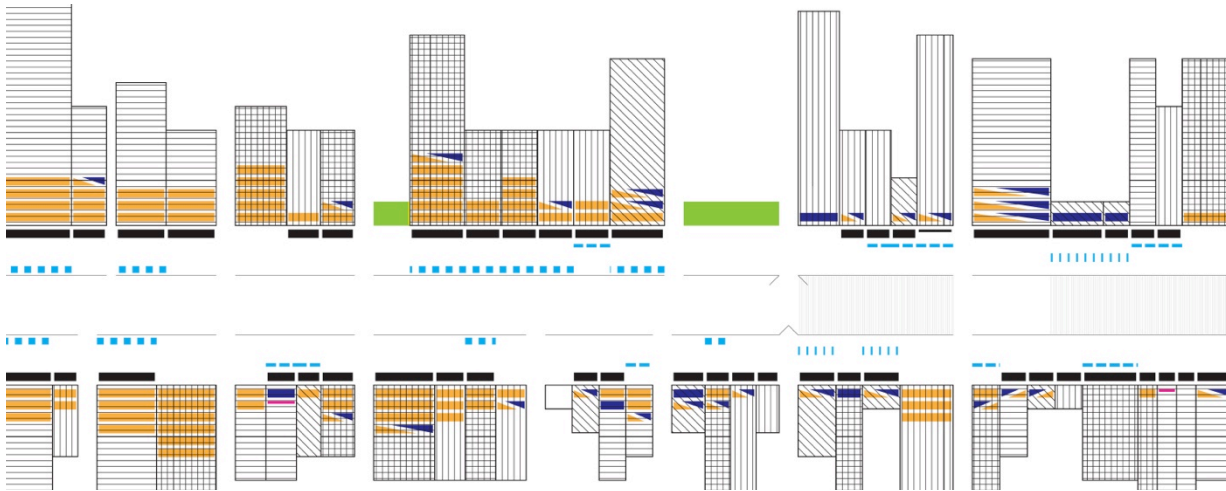
- A one page text synthesising some key points of the research undertaken, accompanied with some visual references.
- 3 questions for the citizens of Volos.



Research on analysing sea space - image Yiorgos Papamanousakis

Phase 2: day 1

Cities, like people, can be recognised by their walk (Robert Musil, The Man without Qualities)



Mapping building use, street activity, capacity, temporal patterns, interfaces, street constitution

image Yiorgos Papamanousakis

a. Site visit and on-site research.

We will walk, a lot; we will be observing, recording, talking to people, experiencing and using the coast. We will be observing space through two types of elements: a) those that relate to how space is used (e.g., land use, street activity, people's movement and behaviour) and b) those that relate to how space is structured (e.g., elements of public interface, building capacity and typology, street connectivity and layout). Further guidelines will be provided before the start of the master class.

b. Analysing our observations.

Making sense out of chaos. Organising our information into a complex narrative. Are there patterns that emerge? What is odd and unusual? Can we find relations between the different elements that constitute the coast? We will transform this rich set of data into a new kind of 'map' for our own observations.

Outcomes:

- A mapping tool.

Phase 3: day 2

a. Discussion of background research and on-site findings.

Discussion of the background research on coasts and waterfront projects undertaken prior to the master class. What can we learn from other cities, from other coasts in other seas? Discussion of our research findings on Volos: what comparisons can be made? How have other cities managed their coastal fronts and how are they responding to future challenges?

b. Projection to the future

What are the trends that we can distinguish? In Volos and in all our other examples? How do we see them developing in 5, 10, 20, 50 years time? Based on our knowledge of the present we are now called to imagine the future. Are there trends to be reversed? Others to be promoted? New needs and demands to be considered? We will be making the storyboard for the city's future.

c. Initial proposal.

From the storyboard to the proposal: we will define our main priorities in terms of design-oriented and programmatic interventions.

Outcomes:

- scenario.
- initial proposal.

Phase 4: day 3 & 4

a. Designing the future

Design exploration of the initial ideas. Working in groups towards the first visualisations of the new coast of Volos. What will the future look like? Exchange of ideas and discussion of proposals during the master class dinner will enrich our own approach and produce new possibilities. Internal reviews will provide us with feedback for the final phase.

Outcomes:

- design
- design
- and more design...

Phase 5: day 5

Fine-tuning our proposal and its communication.

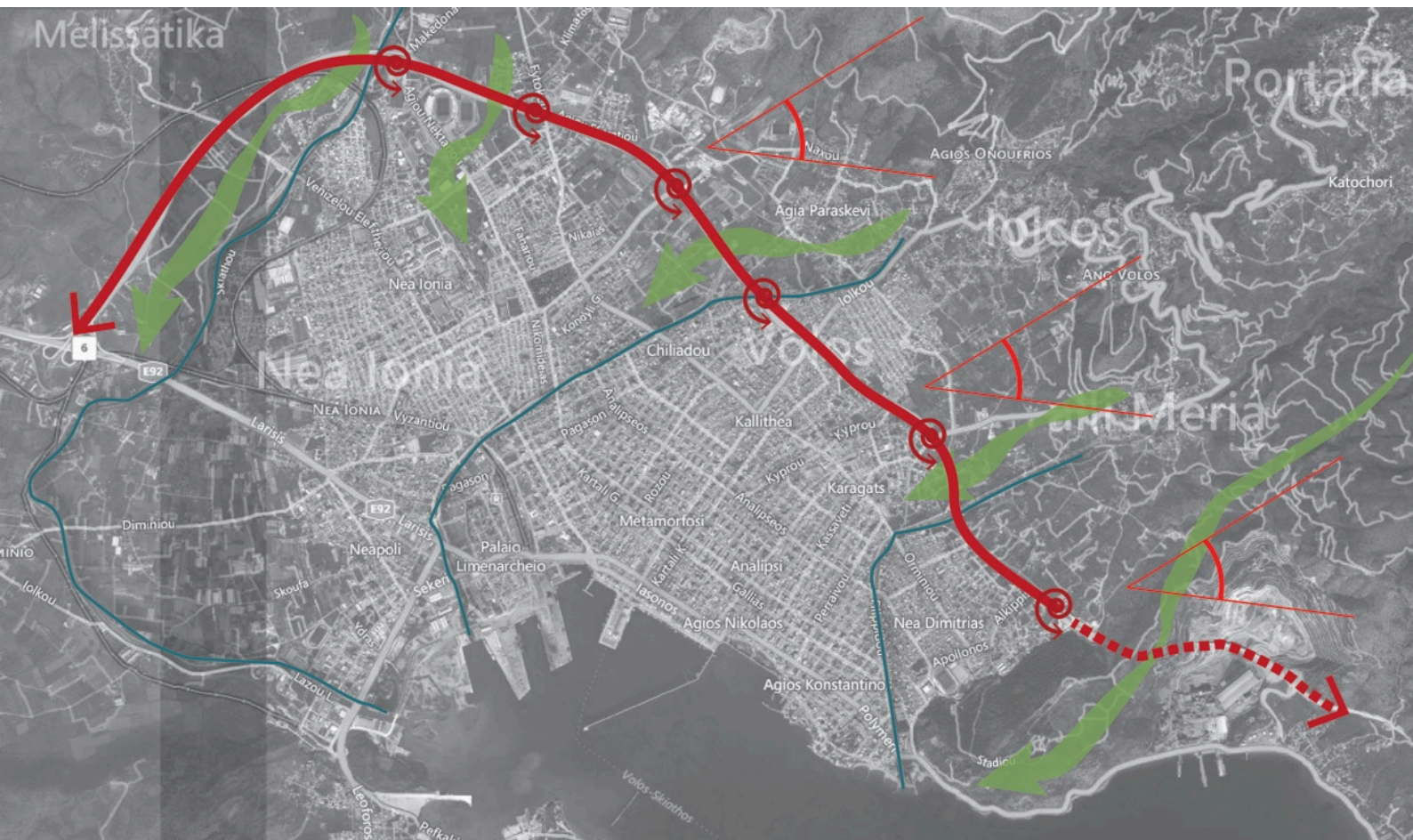
Preparation of all the material required for the communication of the proposal for conference presentation and printed boards.

Outcomes:

- final proposal prepared for conference presentation
- final proposal on printed boards

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Connector-Cut-Catalyst; the ring road, Volos

Urban Edges II // The ring road & peri-urban landscape

Sara King

keywords ring road, criteria mapping, green-blue corridors, multifunctionality, hyper-scale developments,

introduction

This unit will deal with the ring road and its relationship to the urban fabric of the city of Volos in 2053. The ring road as we know it has brought about significant change to the city and its boundary in its short existence – and it isn't even yet complete. Any actions set in place now in relation to this ring road could create a major difference to the city in the next 20 years. The momentum of change is a powerful thing; the challenge of this unit is to harness this capacity for change, to see how any negative effects already created can be lessened, even reversed, and which positive aspects could be exploited.

urban context

The newly established ring-road, crossing the city from east to west, is perhaps its most volatile boundary: the area that is expected to change faster and more dramatically than the rest of the city. Built along the city's edge with the mountain of Pelion, this highway was designed as a bypass for the traffic between the mainland and the mountain. Designed almost twenty years ago, only two out of its three phases have been completed. Following the final phase, the highway will be linked to the regional road network of the peninsula

the mountain occupies; before this the highway does not yet serve its intended purpose. . The highway does however connect some important locations in and around Volos including a University campus and the regional stadium built for 2004 Olympics. It is an important national link, and when complete, can be a key agent in boosting the regional economy by providing a fast link to and from the mountain peninsula and its tourist and agricultural industries to the rest of the country.

Yet, the formerly low-density semi-rural area around this highway is at stake with construction booming around it despite its incomplete state. The hierarchy of the city has been redefined. Functions such as large retail units, and businesses, which enjoy convenient car access, tend to move close to it, while the majority of new residential buildings are constructed in its surrounding area. The low-density agricultural area is at risk of turning into an unplanned sprawl, a 'sealed surface', with numerous problems.

The peri-urban zone surrounding the highway is a very important ecological corridor, the design of which will play a crucial role in the future city of Volos. The ring road crosses three streams, flowing from the mountain to the bay, two of which are channelled in canals through the dense urban fabric. This has caused flooding as there is no overflow space where the water can go, to be either stored temporarily, or infiltrated into the ground. Spaces in the peri-urban areas around the ring road could serve as buffer zones at peak times, to reduce the amount of water flowing into the city.

The ring road can be interpreted in 3 ways. First and foremost, the ring road is a road, a highway, a connector. But does it connect? What or who does it connect? Will this national link still play a role in the self-sufficient city? Or will the road function more as a regional connector, connecting Volos to a surrounding productive landscape? And what is the experience when one uses it as a connector? How does the road visually connect one to the landscape and to the city? It is the main approach to the much-visited mountain; do the views make the most of this introduction to this landscape?

Secondly, the ring road is a boundary, a divider, a cut. It is a boundary for urban development, a notional planning boundary. Should this become a more defined limit, or should this be blurred and integrated into the city's fabric? A cut in the landscape, the road blocks flows in and out of the city: it crosses rivers and obstructs green corridors, which are essential to biodiversity in a future green city. While gathering functions at nodal points, and connecting them on the larger scale, via the road, the road also divides uses and settlements on a local level, cutting off smaller local roads and hampering the flow of people and goods. Can this cut be stitched?

Thirdly, the ring road is a catalyst . It brings about change. Its presence has brought about new uses and development along its trajectory, consequently redefining the hierarchy of the city, with businesses' location shifting towards the urban edge and low-dense residential developments spreading outward from it. Beyond its impact on its surrounding landscape it has changed the functioning of the wider city. The redefinition of hierarchy can have major knock-on effects over time, for example, it can affect the prosperity of smaller businesses in the city centre –impacting not only on the economy, but also the busyness of the centre– affecting its character, taking from the hustle and bustle one expects in the centre. What's more, it can lead to social inequalities; the ring road functions are not necessarily accessible to all, as one must have a car to reach them. This change in hierarchy is only likely to increase its pace on completion of the last section. How can these trends be formed and organised into something which improves the functioning of the city?

aims and objectives

The aim of this unit is to project how the ring road could have the maximum impact on creating a more sustainable city in 2053. We not only need to think about what we would like to see in 2053, but also how to get there – to a pragmatic utopia. We need to illustrate both top-down approaches, e.g., what are the major design interventions that could happen along the ring road, and bottom-up approaches, e.g., what would be the results of a new set of conditions given by new rules, both of which will contribute to a more sustainable, self-sufficient, and productive city. We should look for planning solutions that answer more than one problem, that can bring a number of actors together, generate more interest, become successful in more than one way. More interest = more success.



Hinterland, SubUrban to SuperRural, FKL Architects, Venice Biennale 2006

To determine what interventions will contribute to this future we have to first consider two things. Firstly, what do we see as a more sustainable city? Towards this we can use different scenarios to imagine what that city could be like, and therefore what structures should be in place within that city. Alongside imagining *what could be*, we should also consider the current trends in the city; *what might be*. Are these trends producing structures with a positive or a negative impact on the city, should they be fostered, reversed, or influenced, and how? From this the goals for the project can be set. Secondly, we have to understand how the ring road can influence these goals. We can do this by relating them to the nature of the ring road as an urban element; a connector, a cut, and a catalyst. By analysing the ring road as such we can see how it aids or hinders our goals.

working method

Scenarios and Trends

To begin with we need to think about the future, 2053.



New York Highline, a linear park on a disused rail line, James Corner Field Operations et al, 1999

Scenarios – what could be.

Scenarios demand an imagination. Here we need to think about what kind of sustainable futures we want for Volos. Under the scope of the workshop we're given different types of cities to think about. The ones which the ring road could have most influence on are No Car City/ S Car City, A Restructured City, and A Green City / Rural City, but others can also be considered.

Trends – what might be.

Trends are more practical. As described earlier, there are certain trends spurred by the ring road, (hyper-scale developments, residential development, etc), but there are also trends on going in the city and in the country – car ownership dropping, people returning to living in the countryside. We must consider these

trends in terms of what influence they will have on the future structure of the city, and the future we want for the city.

Key Assumptions & Goals – from the scenarios and trends

Considering scenarios and trends key assumptions should be made about what frame, or frames are we working in, what are the parameters of the future we're designing for. i.e. If it is the 'no car city' – how do people move? By bicycle, or public transport or both? Do they travel as much as they do today or more or less. How far is their work from their home?

Alongside the parameters we can also come up with goals – i.e. for the 'green/rural city' a goals could be - much stronger connections between the city and it's peripheral green space.



Strategic spaces mapping for Eco City, Rail City and Water City, in Antwerp Strategic Plan, Secchi Viganò Architects, 2006

Analysis - how and where (criteria mapping)

The understanding of the ring road as a connector, cut and catalyst can help focus the analysis for the different scenarios: the road as a Connector in the No Car City/S Car City; the road as a Cut in the Green City/Rural City; and the road as a Catalyst in the Restructuring City. Using these we can see how the road helps or hinders our goals.

During site visits, and when exploring maps and images of the area we are looking for both the impact of the ring road, but also for places where we can act. Where would it be best to place and create our design goals? Or where would it be most effective to make new rules or break existing rules so the something new can start. These places can be sites or a series of sites, or structures, such as along the trajectory of a ravine, or routes. To do this analysis we can use criteria mapping. This is a simple overlaying of extracted layers which are relevant to one goal. This can be done digitally, selecting specific layers, especially when the area of study is large, but it can also been done quite simply by sketching and tracing these structures. To give an example, if for example in a 'Restructured City', the idea is to allow high-rise or large-scale development at certain points of the highway, where would these points be? Criteria could be – 'well connected points' [often high junctions], where there is a 'poor quality of natural resources'.

Designs and interventions

The future must be drawn, represented, illustrated. From the goals and site selections physical interventions should be proposed, and complimentary interventions can be combined into win-win projects. These can be the most exciting multi-functional places, and bringing together different issues can also be a way to find funding in a time when the economy is low i.e. a park along a ravine may provide buffer space for water storage at the times of the year when the ravines are full of water from snowmelt or storms, it can also provide a place for recreation beside other functions such as shopping.

We can illustrate interventions in terms of changing conditions and rules, allowing something new to happen over time. Individual actions can grow together and have a large impact on the future image of the city. What if for every new house built outside the ring road, a plot of land must be cultivated to provide extra food for the self-sustaining city of Volos. How would this change the area? Or what if high-rise was allowed along the ring road, but must incorporate green walls or vertical agriculture.

At the end we should hope to have a large scale vision of the various interventions, and also some 'zoom ins' on areas which are of most interest.

Agenda

Day One

Brainstorm on Scenarios and Trends: First notes on Key Assumptions and Goals

Site Visit 01: General overview on; how the road could help or hinder scenarios; on any other observations of trends, impacts or experiences of the road.

Day Two

Discussion: Short post site visit discussion reflecting on findings.

Analysis: Criteria mapping for site selection of where to act.

Site Visit 02: Visiting specific locations which arose through analysis.

Day Three

Group work design session: Group work on large scale concepts; concepts for design interventions - possibly in smaller groups related to scenarios.

Day Four

Group work design session: Further design development on interventions.

Day Five

Group work design session: Representation of developed designs, reflection on large scale impacts of interventions.

Day Six

Presentation

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Secchi, B. ,Vigano, P. (ed.) (2009), Antwerp. Territory of a New Modernity, Amsterdam: Sun architecture



Greek typologies and urban skyline, photo by Jeff Vanderpool @ Jeff Vanderpool

Urban Typology I // Building Block Typology

Fabiano Micocci

keywords thick topography, landscape, ground, commons, skyline

introduction

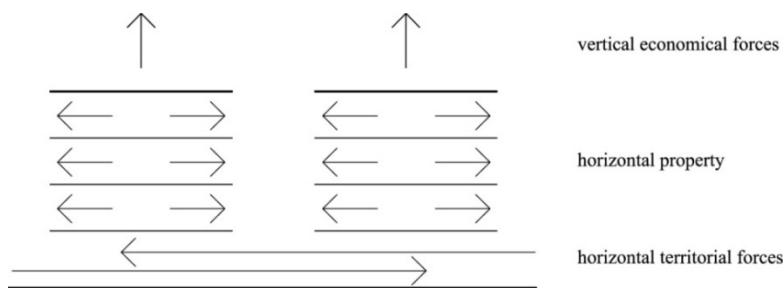
The degeneration of the urban and natural environment abandoned by political interventions and the arising of an urgent demand for a new democratic participation in political decision have driven to the need of re-thinking the present and the future of cities worldwide. Notwithstanding they are global phenomena, these factors are characterized in each specific context by some peculiarities in the way these landscapes have been designed, written, created and used over time. Moreover they illuminate the relationship between humankind and its environment with local declinations. In the current economical and environmental crisis that affect both urban and natural environment, there is an urgency for the revaluation of collective goods. Modern cities are collective compositions with a narrative power where the boundaries between private

and public cannot be considered a matter of property. The rights of the private property and the profit rate have to be turned to bring back the rights to the city and to the citizens.

Re-thinking urban typologies in Volos means to deal with the limited format of these units (the private properties) as well as the re-evaluation of their public role for the transformation of the urban landscape and the city skyline. The unit is focused on re-consider the intrinsic urban materials and resources embedded in the built-up area as the primary resource for the evolution of city. A radical thinking will be promoted with strong design proposals to envision new forms of dwelling production, subsistence and inhabiting a new dense, green and recycled city in the 2053.

urban context

Volos, along with other Greek cities, is characterised by the absence of an urban middle scale. A gap exists between building typologies, an expression of individual private interests, and the city as a collective manifestation. The evolution of urban typologies was strictly interwoven with the implementation of new town plans all along the new-born Greek state during the XIX Century. The employment of regular grids aimed to put into practice principles of health, functionality, and control. However, these plans conveyed a more significant double meaning: on the one hand, the cartographic rewriting of the territory was a kind of colonisation that erased previous social and geo-cultural formations; on the other hand, the widespread implementation of Hippodamian grids became the base to build a new state through the recovery of an ideal of *Greekness*. The small building unit, the grid, and the homogeneous extension of the built environment, are today pre-eminent features of the city of Volos, unchanged in time, notwithstanding the catastrophic earthquakes of 1955.

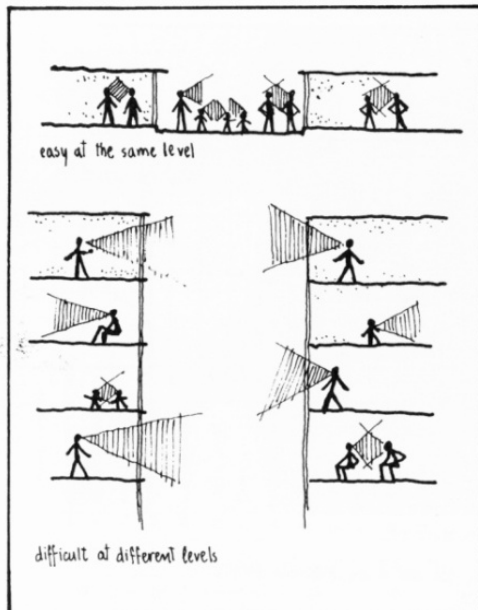


Scheme of the combination of economical vertical forces, horizontal relations in the multi-storey apartment buildings and the horizontal extension of the ground floor @ Fabiano Micocci

The unit aims to investigate processes of production of the city, their consequences on the resulting urban form, and their future evolution. The city is thus considered as a 'group form' in line with the definition of Fumihiko Maki: a flexible urban organisation based on human scale, in which the parts and the whole are mutually independent and connected through various linkages. Volos, as most modern Greek cities, is made up by assembling a basic module of modest dimensions, repeated endlessly on a regular grid. The "polykatoikia", the typical Greek multi-storey apartment building, has become the symbol of modern Greek cities: it features the most common construction systems, defining the basic environmental space, and reflects social dynamics of urban coexistence at the human scale. The "polykatoikia" embodies a double scalar meaning: on the one hand it continues the tradition of the Mediterranean multi-storey and multi-functional buildings (starting with the roman *insulae*), hosting diverse, interlaced, and interchangeable functions; on the other, it constitutes the basic unit for the construction of the modern city, with its individuality dissolved into the vast urban landscape represented by a heavy-coated surface on the city's skyline.

The urban environment is defined by an extended and variable 'thickness' that coincides with the vertical extension of buildings, itself resulting from the dominance of principles of economic exploitation of territory. This thickness has a measurable extension that starts from the level of underground geological formations until the skyline of the city. Urban strata within this thickness are defined by the ever-present *maison domino* system of the *polykatoikia* and composed by multiple levels of concrete slabs that outlined in the constructed urban mass. The main qualities of this typology are its adaptability, the extreme permeability

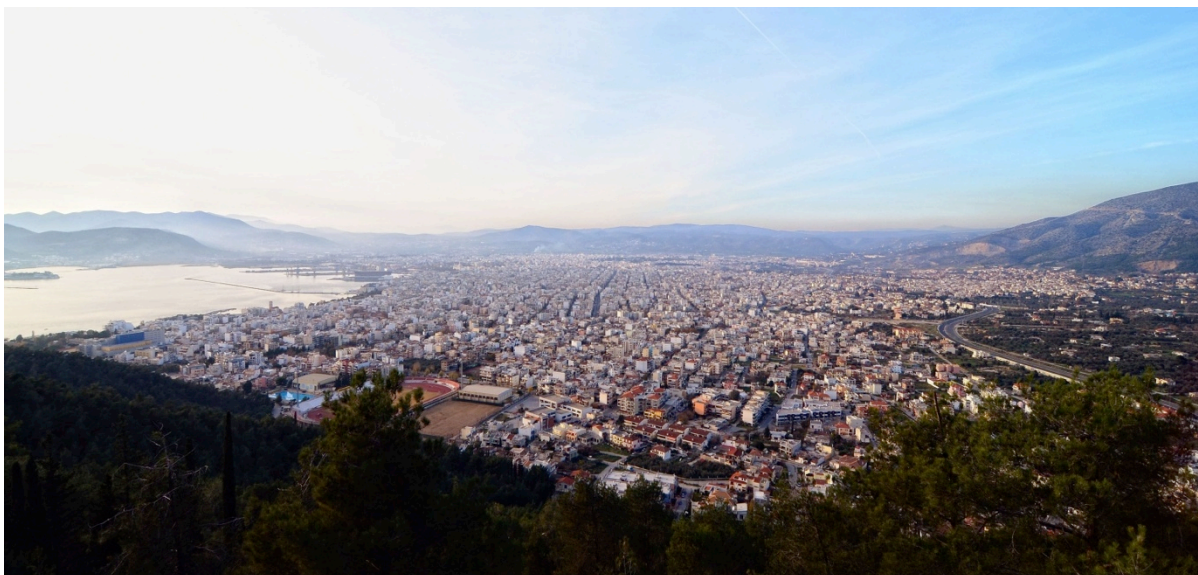
between the inside and the outside, and the creation of intermediate spaces, voids, and sheds at each level. Each stratum is thus characterised by a great mobility of users and activities, in the end complementing one another. The matter has never been how to define the shape of a stratum by an ordinate and controlled urban process or design idea, but rather how to continue processes of accumulation and stratification. These considerations are the basis upon which to theorise a new aesthetic for the city starting by re-thinking the role of its constitutive elements.



Contacts Between Neighbours
@ Costantinos Doxiadis.

aims and objectives

The unit is focused on re-considering and re-habilitating a portion of the city centre that presents a huge variety of street and building typologies as well as empty plots and landmark buildings (St. Nicolaos Temple and a former tobacco warehouse). The scope of the unit is to detect differences, contrasts, and resources, to root novel communal ideas based on new linkages that could better represent future communities.



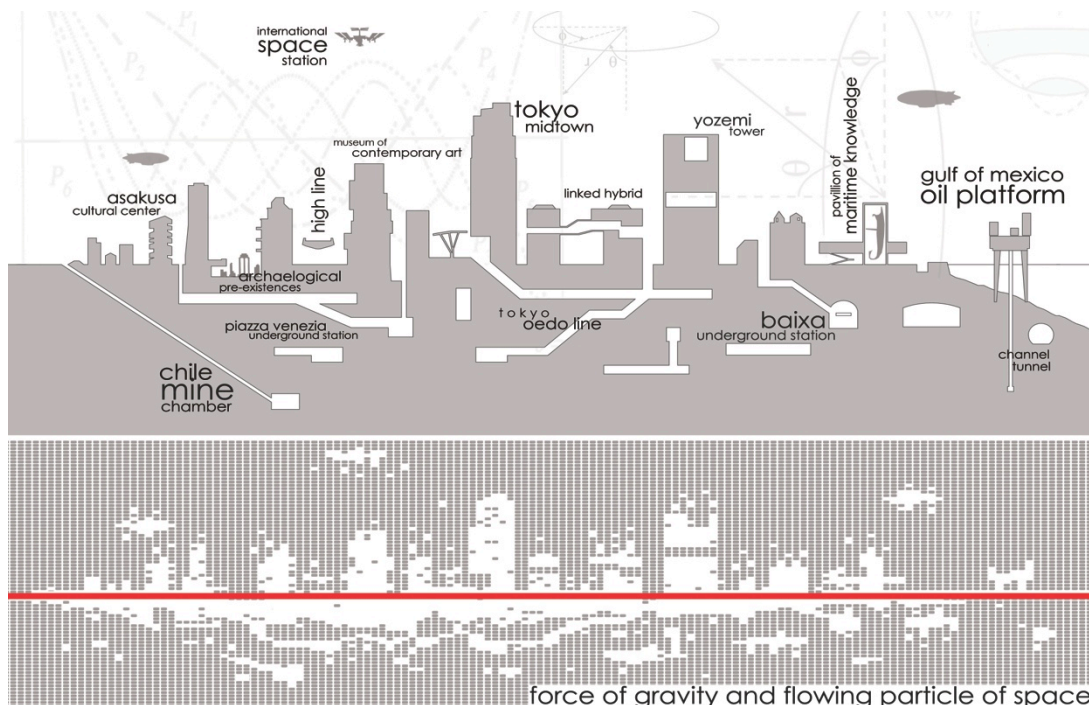
Urban Typologies and natural landscape @ <http://e-thessalia.gr>.

The general objective is to re-habilitate, to transform, and to alter the constitutive typologies of the city; to envision a new multi-functional productive landscape with collaborating units that are both self-sufficient and sustainable. New visions are required to re-convert and re-use inhabited and abandoned structures, guided by a strong imaginative attitude. New systems of environmental congruence between natural and highly sophisticated artificial materials will be designed to aesthetically link economy to ecology. There are two main objectives: 1) to re-think the relationship between private and public by re-programming surfaces and altering hierarchies between buildings and open spaces, and 2) to reconvert urban mechanisms in order to affect the perception of the city both at the small and at the big scale.

working method

The unit will be a collective enterprise where participants will work together and will share ideas and visions to delineate a strategy of intervention taking into account different actors and priorities. The final proposal will thus be the outcome of a collective strategy. The scope of the master class is to produce a vision that can integrate and overlap different ideas in an additive and accumulative way, aiming to produce a radical vision for the transformation of the urban landscape of Volos. Participants are invited to envision new urban landscapes as the result of a strategy that can be resumed in clear and incisive architectural operations. A booklet with a collection of readings and projects will be distributed via e-mail to the participants before the beginning of the workshop.

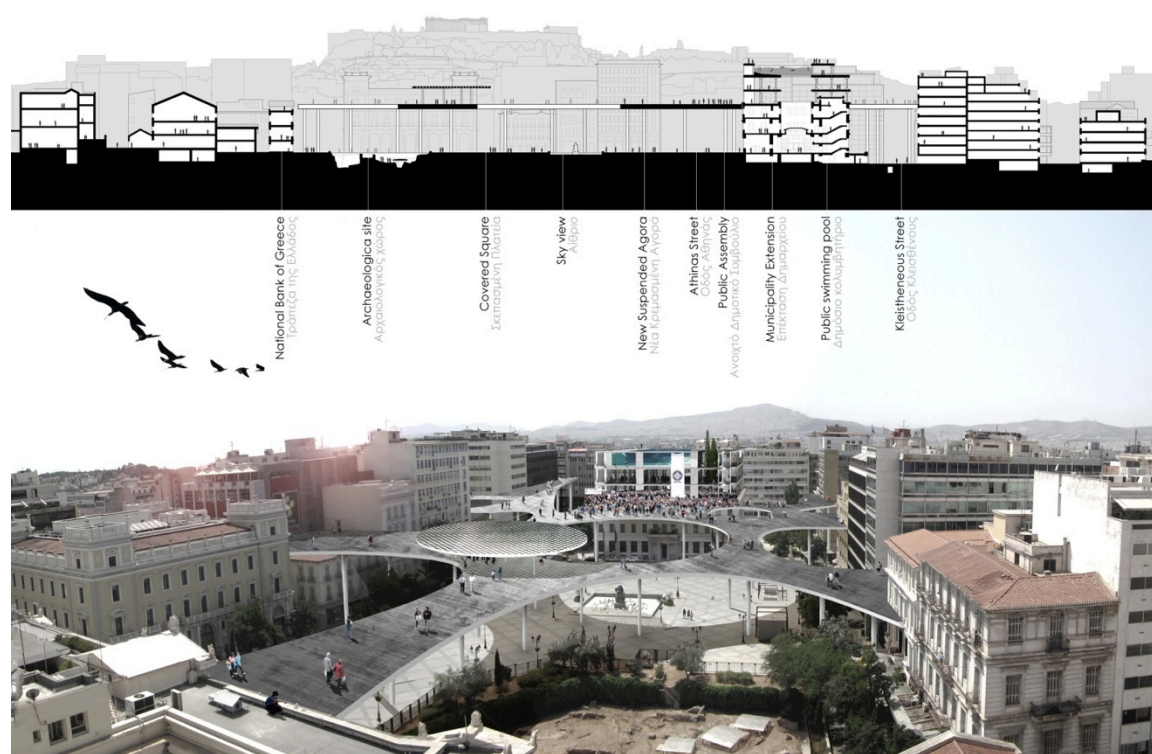
Day One. The scope of the site visit will be: to register uses and activities in building blocks at various levels, to highlight methods of spatial interaction and appropriation between and within the private and the public spheres, to detect the various typologies of ground floor occupation, to experience the vertical extension of building blocks and discover how the surrounding spaces and buildings are perceived at various heights; to read the skyline of the city by inhabiting the upper floor [terraces].



Urban section from the ground to the skyline, The Thick Topography @ NEAR Architecture.

Day Two. A collective archive for registering data, ideas, and visions will be assembled by producing supporting material such as drawings, photomontages, and an urban section of the case-study area. Participants will analyze the area as a field encompassing the present existence of objects, the surrounding landscape, and the forces in action in the in-between space, in continuity with merged events while respecting the identity of each. Building typologies will be analysed in relation to each other and to the in-between space. Both material and spatial elements will be considered, interlaced and horizontally connected in order to discover both potentialities and eventualities.

Day Three. A critical discussion among participants will highlight problems and possibilities and will set up the background for the intervention strategy. An urban section will not only help to highlight specific conditions but will also be used as a theoretical tool with territorial relevance. This vertical section will identify three different levels of surfaces with different political and social implications: the ground floor and its thickness (that includes the ground water due to the proximity of the sea), the various levels of dwellings, and the skyline. It will help to recognise geological and urban strata as superimposed layers with tectonic dynamics, and to highlight their historical emergence. Furthermore the section will reveal the complex articulation of the city and explain the role of each element together with their territorial relevance. Such a section will hence have a double purpose: it will incorporate the existing topography and all the historical strata, and foster our subsequent strategic approach.



The Thickness of Commons: A Vision for Plateia Kotzia, Athens @ NEAR Architecture.

Day four. A strategic approach will be elaborated with the main operations defined in order to outline an effective and compelling intervention programme. The strategy will be located into the 'thick topography' of the city and cover all its layers. It will aim to: change the policies on the ground, offer new possibilities to inhabit the constructed layers above it, and transform the city's skyline.

Day five. The strategy will be visualised through a series of provocative and evocative images. The final presentation will demonstrate the actions and the processes of this strategy, it will aim to envision the new relationship between the landscape and architecture. The final outcome will be composed at least of an urban section and various images, photomontages, diagrams, and composite views.

Day six. Preparation of the presentation, collecting all the material, including the analysis, some references, the strategy, and all the images produced.

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Green Brain Collage_Mitchell Joachim_Terreform

Urban Typology II // Open Public Space Typology

Stefanie Pesel

keywords psychogeography, identity, urban citizen, open public landscape, network society, occupation, virtuality, physical space

introduction

"Space is not simply a mirror of social relations. Space is as much a product of society as it is a source of social dynamics. It is both, a way in which the past reaches into the present, and raw material to build the future, used by social actors according to their own objectives and abilities."

Manuel Castells, Flows and Place

Our society is today modified by dramatic changes. The economic crisis, global warming, and the end of oil supply, are forcing us to rethink the ways we live our lives. Therefore we need to have a novel strategy on how to design our future; as Milton Friedman states: "Only a crisis –actual or perceived– produces real change. When that crisis occurs the actions that are taken depend on the ideas that are lying around."

Although we spend much of our life online, the physical public space still remains the centre of intellectual, political, cultural, and social life. The contemporary transformation of space is directly related to the increasing importance of electronic communication that made the necessity of physical interaction almost obsolete. Yet, since we are physical beings, there is no other choice than to live and act in physical space. Consequently, the spaces we create reflect and shape social life in its entirety. Whether it is for gathering, discussing, demonstrating, relaxing, selling, chatting, resting, playing, strolling, flirting, reading, praying, sunbathing, working out, or feeling part of a bigger whole, public spaces serve as a stage for getting together, expressing opinions, and exchanging ideas. They are the starting point for community, communication, democracy, and trade.

In the light of the imminent transformation of our society, public spaces have to adapt to upcoming needs; their economic, political, social, and environmental values, need to be redefined. Considering the significance of open public spaces as urban connectors that are capable of encouraging interaction among urban citizens, the issue is how society will occupy, inhabit, and populate them in the future. Place still matters!



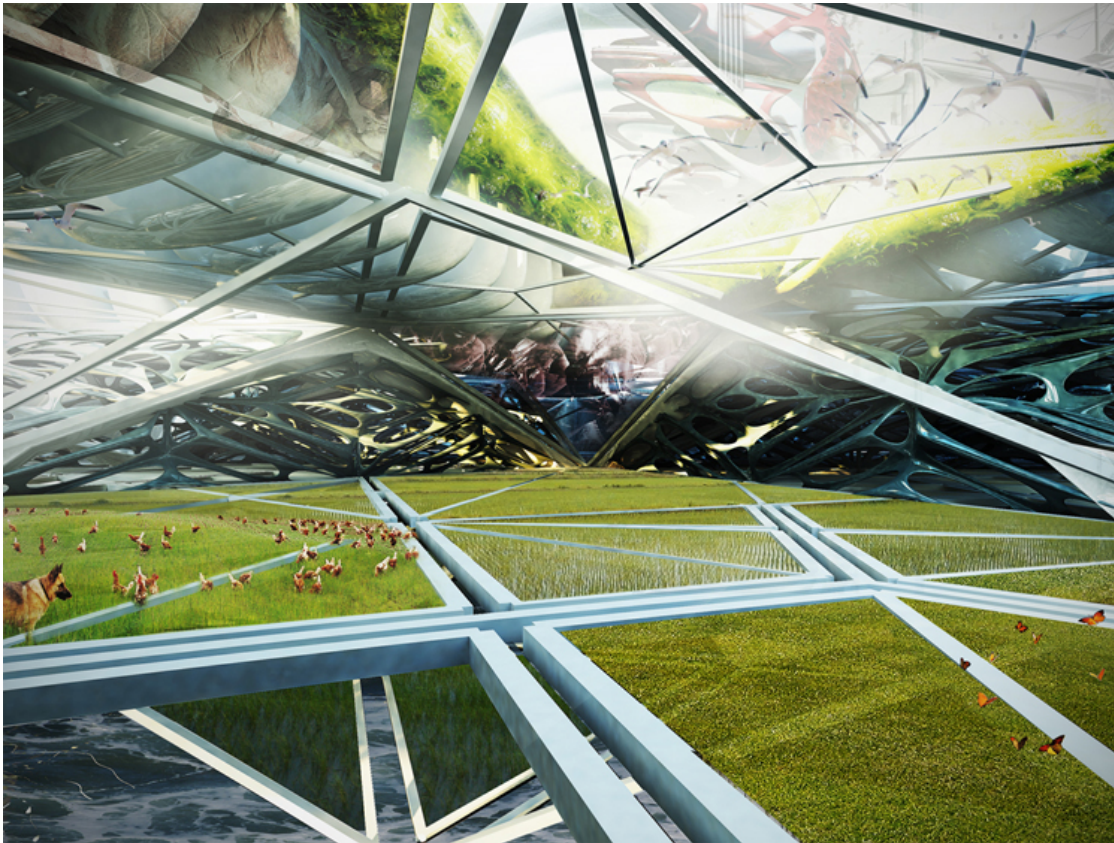
Aberdeen City Garden_Diller Scofidio & Renfro

urban context

Since the phenomenon of organised public space within the urban fabric is quite limited, the main objective of this unit is to re-evaluate, re-programme, and re-design the urban public landscape to create a vital, interactive, sustainable and self-sufficient post-crisis city.

Volos´ largest urban park in the inner city is today the Park of Nea Ionia. Located next to a military camp and the ring road, it accommodates leisure as well as cultural activities. The park and the military camp create a spatial dipole: an open public space and an introverted semi-public space. After the expected relocation of the military camp, due to its proximity to the city centre and residential areas, a large urban void will emerge; its function will need to be integrated within the existing urban fabric, and respond to the needs of a post-crisis city.

As there is a significant shortage of open public spaces in the city´ s current master plan this is the chance to put forward novel ideas for a visionary public urban landscape and respond to a variety of issues: What are the needs in a post-crisis era and what kind of open public space typologies will fulfil them? How can open public spaces support the development of a sustainable and self-sufficient city? What is the revised concept of public space and will its significance alter? What kind of spatial qualities will be produced? What is the relationship to its context?



Urban Farming_Arphenotype_www.inhabitat.com

aims and objectives

Since the identity of urban landscapes and the identities of human beings living in a city are interconnected, we have to picture both the development of society and, accordingly, the transformation of urban space. By analysing the contemporary society through open public spaces, as well as through the prominent economic, political, social, and cultural developments of today's civilisation, the aim of this unit is to project a post-crisis society of tomorrow's urban environment and subsequently to design a restructured and green vision of Volos focusing on open public spaces.

The first intention is an analysis of the present urban landscape. Where are the open public spaces? How are they used today? How do they change at different times of the day and different days of the week? What happens during special events such as demonstrations, markets, or parties? Where can we find unused spaces that have the potential to generate vitality and communication? How can we connect them? Additionally, we need a picture of our society of tomorrow: Who will populate these spaces? In order to find a response to these questions we have to think about the more fundamental ones like: Where will we be living? What will we be fighting for? What will we be eating? Where will we be working? Which raw-materials are we going to be using? Where will energy be coming from? What will we believe in? What will we fear? What will we have to do without?

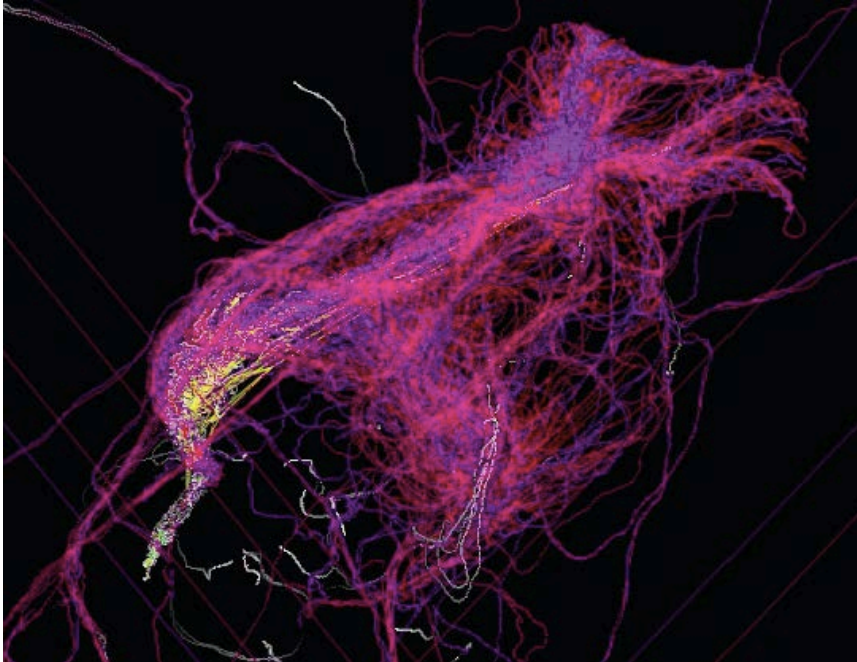
In other words, how will open public spaces be used in a post capitalist and post consumerist society? How can they contribute to a self-sufficient and sustainable city?

The ultimate objective is to design an urban landscape of open public spaces able to inspire their inhabitants and lead the way towards a sustainable future.

working method

"Psychogeography: a beginner's guide. Unfold a map of London, place a glass, rim down, anywhere on the map, and draw round its edge. Pick up the map, go out into the city, and walk the circle, keeping as close as you can to the curve. Record the experience as you go, in whatever medium you favour: film, photograph, manuscript, tape. Catch the textual run-off of the streets; the graffiti, the branded litter, the snatches of conversation. Cut for a sign. Log the data stream. Be alert to the happenstance of metaphors, watch for visual rhymes, coincidences, analogies, family resemblance, the changing moods of the street. Complete the circle, and the record ends. Walking makes for content; footage for footage."

Robert Mac Farlane, A Road of One's Own



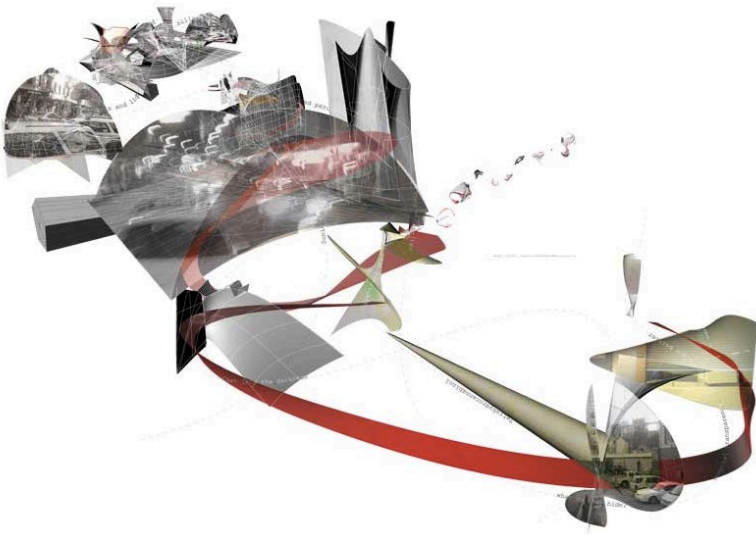
Agent Behaviour_Think Tank_AADRL

We will use the tool of psychogeography to explore the urban landscape of Volos and its existing open spaces. Multiple site visits and city walks will allow participants to experience the urban environment in a personal way. By means of recording and mapping experiential data we will get a set of diverse interpretations of Volos' urban fabric.

By means of this method we will discover additional open public spaces such as parts within the waterfront, in-between spaces in the urban fabric and spaces that are related to worship or cultural facilities. Through connecting those spaces with our main site (the Park Nea Ionia and the military camp) we will weave them into an improved urban landscape of open public spaces.

The observations will focus on: How are these spaces used? How do they change at different times of the day? What moods and emotions do they create? What kind of behaviour do they encourage? Do they reconstruct memories? Which are the ones to remember? How do people experience them? What are the flows through them? What are the problems? What needs to be improved? What is missing? What is worth to be preserved?

After an initial investigation, discussions, and brainstorming session, we will imagine the society of 2053: its political, economic, social, and ecological situation. Illustrating how future inhabitants experience the urban environment of Volos (illustrations, collages, comics, storyboards) will enable us to design an open public landscape that responds to upcoming needs and future values.



Psychogeography_Anders Sletbek

Day 01

On-Site Research / City Walks / Group-Discussions

Day 02

Analysis / Exchange of Ideas / Development of Proposal

Day 03

Development of Design Strategy

Day 04

Development of Final Design

Day 05

Preparation of Presentation

references

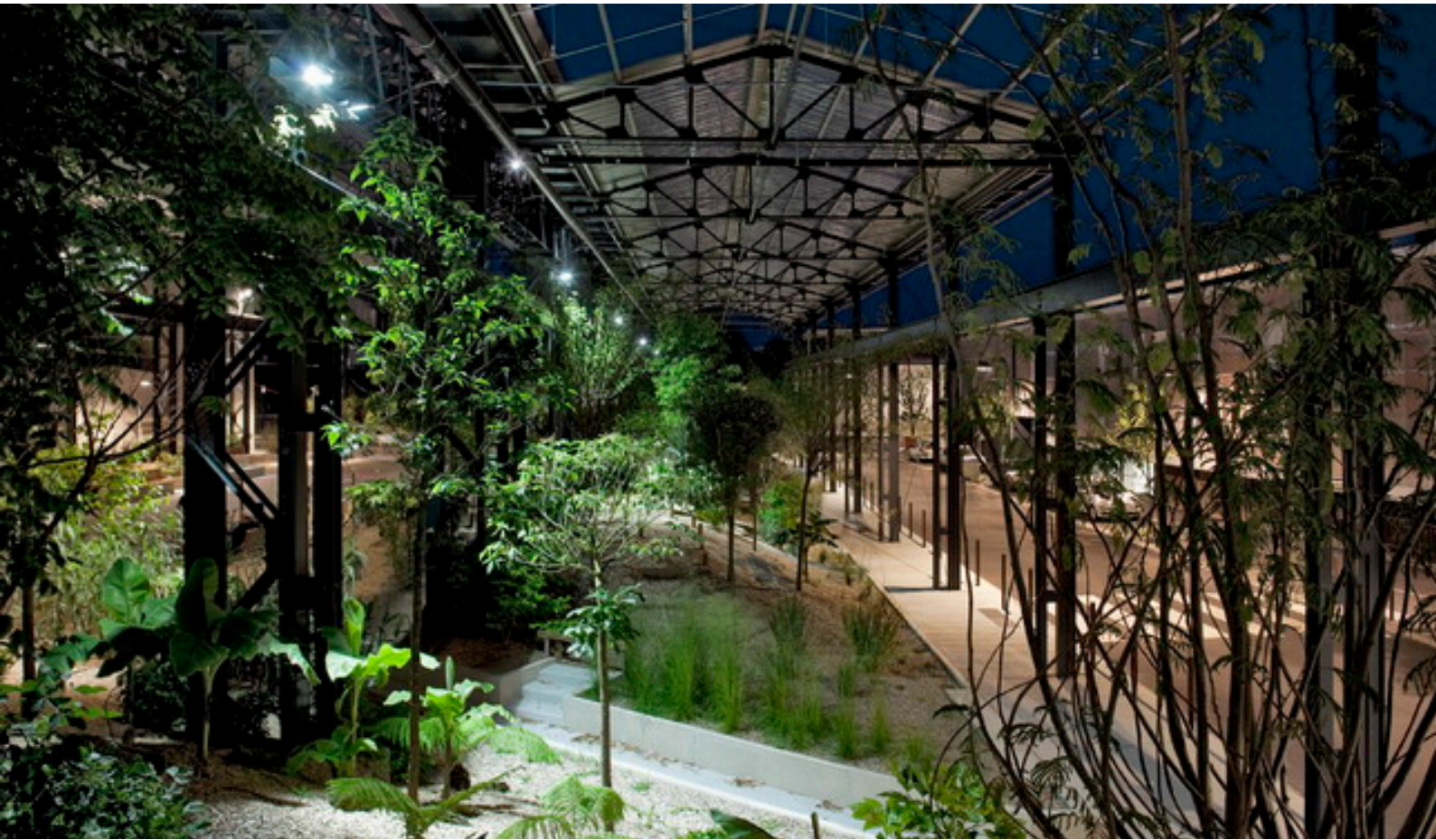
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Foundries' Garden, Nantes-France, ADH Doazan+ Hirschberger, 2006-2009 (www.landezine.com)

Production // Industrial site

Panagiota Mouratidou

keywords cultural landscape, industrial heritage, multidimensional approach, sustainability, building reuse

introduction

In the context of post-capitalist localised economies, industrial sites seem to demand a new, multidimensional (re)design approach in order to function as an integral patch of the city's complex matrix structure. Usually in the cities' suburbs, these sites, often degraded and isolated, need to be redeveloped, reclaiming the past and envisioning the future, in terms of sustainability. A scenario of a future green-rural city redefines the concept of production in order to achieve self-sufficiency in a post-capitalist and post-consumerist era, while maintaining the viable practices of the present one. How can industrial sites be transformed into attractive and viable spaces, as new types of urban landscape, and how can their role in the quality of urban life be redefined?

urban context

Volos is a city whose development and history are strongly connected with the growth of the industrial sector. In the 60s the growth of industrial sector was the main indicator of the city's equally growing

economic and cultural activity, and wider prosperity. The main sectors of this industry were textiles, steel, food and drinks, tanneries, and tobacco processing.

While in the 80s most of the industrial buildings inside the urban fabric were abandoned, in recent years they began to be restored and reused; Volos is now one of the best examples of industrial building reuse in Greece. The reuse of such industrial buildings, as cultural, exhibition, or conference centres, and commercial spaces, created a network of public attractors and new cultural landmarks, and contributed to the formation of a new image for the city.



Brick works Museum, Volos- Greece (www.ethnos.gr)

Today the main industrial activity is organised in an extensive area 14km away from the city centre. Apart from the big industrial units such as cement industries, metal construction companies, steelworks, etc., the larger industrial area has concentrated many smaller businesses as well. Today the industrial area and the industrial park of the city include many unbuilt sites and many unused industrial building shells. The proximity of the majority of the industrial buildings to the railway and the port, and their strongly interdependent function, present a particular interest to this unit's focus and resulting proposal.

The question is how we can re-evaluate, re-programme, and re-design these industrial sites in order to project a new landscape for the post-crisis city of Volos. Which features will this new type of urban space have in order to fulfil the new urban challenges in the context of a sustainable development and how will it reflect urban life? The final proposal will seek to answer which can be the role of the industrial area for the future green city of Volos, at the time a city with a rich industrial heritage and several viable industries.

aims and objectives

This unit's objects of study are the industrial areas of the city of Volos as an entity of multiple units each with different characteristics. We focus on the two largest industrial areas and their potential relation with the old industries within the urban grid, with the railway, the port, and with the future post-crisis city as a whole.

Following an evaluation of the present situation, the aim is to propose a programmatic and design led urban development, sensible both to the natural and the cultural background of the site. Considering the preservation of industrial heritage, we shall work towards the creation of a completely new type of landscape, through a design approach addressing the site's social, environmental, aesthetic, and economic context; an approach respecting and based on the *genius loci*, the spirit of place. The objective is to explore how an isolated site can be transformed into an attractive urban hub, providing a new vitality and improving the quality of life.

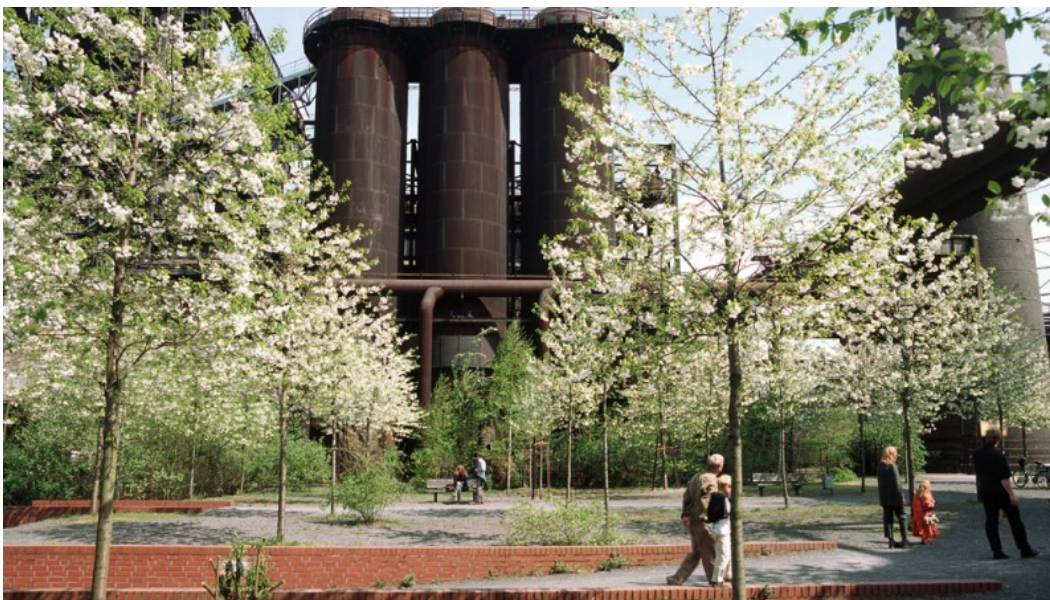


Emscher Park, Duisburg- Germany, Latz+ Partner, 1991 (www.dac.dk)

In this new reality industrial zones become a part of the city, a new type of urban public landscape. This type of urban landscape provides a new functional model able to adapt to a new system of production, taking into consideration the site's existing viable industries. The necessary shift towards the primary sector and agriculture, combined with the secondary sector, industrial processing and local production, can be an element of inspiration for the materiality of the resulting proposal.

Industrial buildings, structures, or elements are being re-used considering the industrial heritage as *patrimony*, a group of elements that personify the past, making it relevant to the present according to a sense of continuity inherent to its characteristics.

This is about a mixed-use space where industry can coexist with cultural, recreational, educational, or agricultural uses. Open spaces, empty unused building cells, uses, and spatial relations, are being redefined in order to create a completely new type of landscape and spatial typology, promoting the idea of a cultural landscape. An easily accessible, attractive space for workers, citizens, and visitors, able to be experienced day and night over time.



Emscher Park, Duisburg- Germany, Latz+ Partner, 1991 (www.land8.net)

working method

One of the most important stages of the master class is a site analysis at two main scales; a first one focusing on the site's relation with the city, and a second one focusing on the site of study in its specificity. The approach will be multidimensional taking into consideration social, environmental, economic, and aesthetic parameters, and the physiognomy of the place. This stage will provide a basis for dialogue, inspiration, and brainstorming. What will the future life of a worker, a citizen, or a visitor be like in the new

'industrial' area of Volos? The proposal will be worked through maps, schemes, sketches, models, or other illustrations in order to lead us to a final master plan for the new landscape; a proposal respecting at the same time the relation of the site with the city and the redesign of the industrial site in its specificity. Reuse proposals for empty post-industrial buildings and landscaping at a smaller scale can be complementary to the above. Every participant should have their own computer and basic material such as pencils, markers, coloured pencils, etc.

Day 1

Site visit

Group discussion, organisation of the collected material

Site analysis

Day 2

Site analysis, conclusions

Brainstorming, scenarios, development of the proposal

Day 3

Proposal: scale 1

General master plan

Day 4

Proposal: scale 2

Master plan for the specific site

Day 5

Elaboration of the proposal: schemes, sketches, diagrams, illustrations, etc.

Day 6

Final Presentation of the project

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Port of Volos in 2010. Photo by Vuk Piper © vukpiper.com

Urban Edges III // (Dis)connecting Hubs: Harbour & Railway Station

Markéta Březovská

keywords: harbour, railway, strategic design

introduction

Use all of science for a more sustainable development that does not contaminate the environment. Pay the ecological debt and not the external debt"

Fidel Castro at the UN Conference on the Environment and Development, Rio de Janeiro, 1992

Googling Volos, one comes across the following description in Wikipedia: "Volos (Greek: Βόλος) is a coastal **port** city in Thessaly situated midway on the Greek mainland, about 326 km north of Athens and 215 km south of Thessaloniki. It is the capital of the Magnesia regional unit. Volos is the **only outlet to the sea** from Thessaly, the country's largest agricultural region. With a population of 144 449, it is an important industrial centre, while its **port** provides a bridge between Europe, the Middle East and Asia."

The port comes up in each of these first three sentences. Not surprising, since Volos is the 4th largest port in the country, situated in the middle of the mainland between Thessaloniki and Athens (the two major cities of Greece) in the east of the Thessalian plain, one of the most productive regions of Greece. Located within the urban fabric of Volos, the modern harbour started operating in 1893. Together with the railway they create the backbone of the city's (infra)structure, connecting the hinterland and the city to the sea, the local region, and a global economic network.

This unit deals with the main transport hubs of the city of Volos, the harbour and the train station, and their role, appearance, and relationship to the urban fabric and the city's functioning.

Let's move on to 2053:

The economic crisis, after reaching its end in the late 2020s, is now over and with it the old city of Volos. New Volos has changed in structural, functional, political, demographic, economic, and social terms. Moreover, the wealthy and comfortable lifestyle that we could maintain thanks to fossil fuels and easily obtainable energy has drastically changed.

Meanwhile, more and more creative ways of capturing transmittable energy have been developed and implemented. Urban centres have been radically transformed in accordance with the requirements of our new present and our potential future. The whole crisis brought our society back to its origins, or better, to its new beginnings. With its own independent food and energy production the city of Volos of 2053 fulfils again all the needs of its users, residents and visitors, and sustains an effective social, economic, and environmental stability.



High Line, New York. "best place to get high in New York City" (Ash Clark

@ <http://themostalive.com/the-new-york-city-high-line-park/>)

image Friends of the High Line

urban context

As most cities in Ancient times, the new city of Volos grew through maritime trade. It was trade that urged the merchants from Mt Pelion to move and settle near the sea, establishing the city's first settlement on the east part of the current city. It consisted of the fortified castle, the port, and their in-between zone known as Palia, where the market was located. The transition of the city from the Ottoman Empire to the Kingdom of Greece was marked by the emergence of new technologies, notably the railway, and the shift towards commerce in the mainland. The train station was constructed near the port linking the city and the

region with the rest of the country by land and sea connections. Today, the railway runs along the old part of the city at one side, and the new one at the other, creating a conflicting barrier.

HARBOUR

Volos has always been an important gateway to the Aegean Sea, providing a connection from the mainland to the nearby islands and as far afield as the most distant Mediterranean shores, the Levant, and the Black Sea. It serves both tourist and trade purposes, by hydrofoils, ferries and large cruise liners, and container ships. The modern port started operating in 1893. Its advantageous geographic location within a naturally protected gulf contributed to its expanding development. Due to the growth of industry and crafts in the wider region, the port had become the third most important trade hub in Greece. Nowadays, its trading activity is in decline, in contrast to the tourism related traffic which is on the increase as the influx of cruise ships is growing. The eastern pier is dedicated to passenger traffic, the other to on the western part to freight traffic. On the piers stand cargo cranes and an imposing silo, a symbolic landmark of the Volos cityscape.



Port of Volos hosts a large tourist cruiser in its docks in 2010.

image TrippinOn on Flickr

RAILWAY

Construction of the rail network under the supervision of an Italian engineer Evaristo De Chirico, who also designed the old train station now functioning as a museum, dates back to 1882. The first line connecting Volos and Larissa, the regional capital, opened in 1884. Today, the city has direct train connections to the rest of mainland Greece. While the railway brings life to the city, it also separates it into two parts. Additionally, as the freight line crosses the main street (Lampraki Street) when entering Volos, passing trains block city traffic for several minutes at a time.



The mobility hub: area around the train station and the port

image by Vasiliki Tsioutsiou © 2013

aims and objectives

"In the past if you were proposing to put gardens on top of your buildings, you were considered as crazy. Now you're considered crazy if you don't."

Andre Viljoen, Foodprint symposium, hosted by Stroom, Den Haag, June 2009

The aim of this unit is to examine and test the 'meanwhile interventions' in the harbour and railway area that could respond to the actual problems of the present city, and at the same time contribute to the creation of the urban future of Volos.

The main objective is to prepare a strategic urban design proposal for these sites/interventions addressing the existing conditions (a), and the imagined circumstances of the outlined future scenarios (b).

a) On the one hand, these transport, commercial, industrial, and largely tourist hubs have always been important for the vitality of the city. On the other hand, they have a very conflicting character as spatial (dis)connectivity is concerned. The railway has divided the city into two, whereas the already large harbour area has been expanding, taking over more and more land.

b) Participants are invited to visualise how this specific urban issue can be "successfully adjusted" for the city of Volos in 2053. Based on the future scenarios of a GREEN/RURAL CITY and a NOCARCITY / S(CAR) CITY, we will re-evaluate, re-think, re-programme and re-design the area in its broader context. The emerging RECYCLING and DENS (E C)ITY scenarios can also be taken into consideration.

The main questions concerning the harbour's and the railway's future form, function, programme, and their relation to the city, are:

What will be the role of the port and the railway in 2053, in a context of eco-friendly transport and a localised post-crisis economy? What will they function for? Transportation, leisure, culture, agriculture? And how? Will their infrastructures or functions become obsolete? Will they be all modified and still operating? In what sense? In what way? What will they look like?

What will these areas mean for mobility in the new GREEN or NOCAR city? How will their accessibility be redefined? What will these areas mean for the landscape and its once divided urban fabric? Can we unite it again? Can we heal the scar? How?

How can we re-programme the existing area for the new mix of functions needed in the post-crisis era? Which are these new functions?

How will this re-structured node influence the functioning of the new city and the lives of its inhabitants and visitors?

working method

TASKS BEFORE THE MASTER CLASS STARTS:

Participants are invited to undertake a brief individual initial research. This can be done online and shouldn't take more than two days.

- on the general problematic of harbours and railway structures worldwide
- on one topic of individual interest (history, economy, traffic, tourism, culture, agriculture, planning policy, etc.) closely related to our specific sites in Volos.
- on the future scenarios of Volos being the GREEN/RURAL CITY, the NOCARCITY / S(CAR) CITY, and the RECYCLING and DENS (E C)ITY.

IN VOLOS:

DAY 1

Introduction and opening lecture will follow the first site visit in order to gain an overall acquaintance with Volos and our sites in particular. With maps, books, and other information at hand, and initial ideas for the proposed future scenarios in mind, we start the fieldwork. This can include walks, observations, drawings,

photographs, or interviews. Each participant will choose one topic to investigate and elaborate in more detail [history, economy, traffic, tourism, culture, agriculture, planning policy, etc.].

DAY 2

Morning: Sharing the initial on-site findings and relevant background research in a group presentation and discussion. Defining the problem and outlining our requirements in order to complete the mapping analysis and start work towards project proposals.

Afternoon: During the second site visit each participant will elaborate his/her main argument for chosen area and topic within the proposed scenarios. Group work: Finalising the group problem-stating report. Formulating individual proposals, written or visualised through collage, drawing, comics... Group review.

DAY 3

Based on the previous analysis and initial proposals we start to work on provocative strategic concepts for an urban design intervention. Original and even radical ideas are encouraged. During the dinner event we will have the opportunity to exchange ideas with other units' participants.

DAY 4

Development of the design proposals.

DAY 5

Finalising the projects and their presentation. Analytic and critical work put together with the scenarios and final problem-solving proposals.

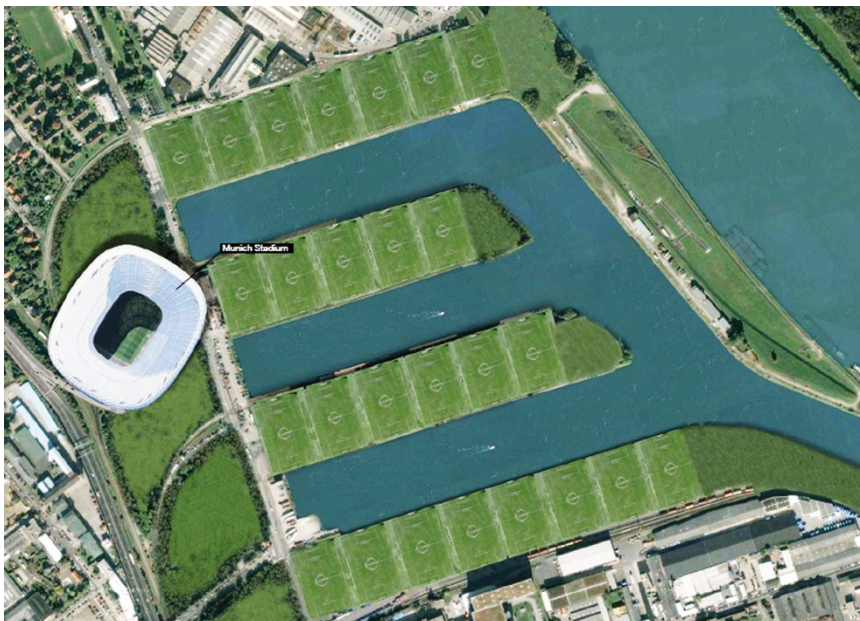
Preparation for final review: Medium used is up to the participants (sketches, collages, prints, speeches, movies), slide presentation and printed boards are expected.

DAY 6

Morning: Printing, preparation of slide presentation, pin ups

Afternoon: Presentation in the presence of invited critics.

NB: Participants should have their own computers and sketching tools of their choice.



Next to his strategies within the (im)possible future scenarios Li Kwan Ho proposed this open-air field strategy for the city of Linz 2050 dealing with the decline of the industrial harbour. Not only can the harbour accommodate 26 full size football fields, it can also serve as a huge public space, hosting festivals, Christmas markets, political events or any kinds of activities the city is lacking space for. © Li Kwan Ho 2008

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4. schedule

The workshop starts 26 October 2013 and ends 31 October 2013.

The internal planning for each day may vary. The week's detailed planning will be handed out to participants at the beginning of the workshop.

Day1 Saturday 26.10.2013

- welcome and introduction to the master class
- Volos introduction lecture
- site visits
- talks by invited speakers
- group discussion

Day 2 Sunday 27.10.2013

- site visits
- group work
- lecture

Day 3 Monday 28.10.2013

- group work
- lecture
- master class dinner

Day 4 Tuesday 29.10.2013

- group work
- internal reviews

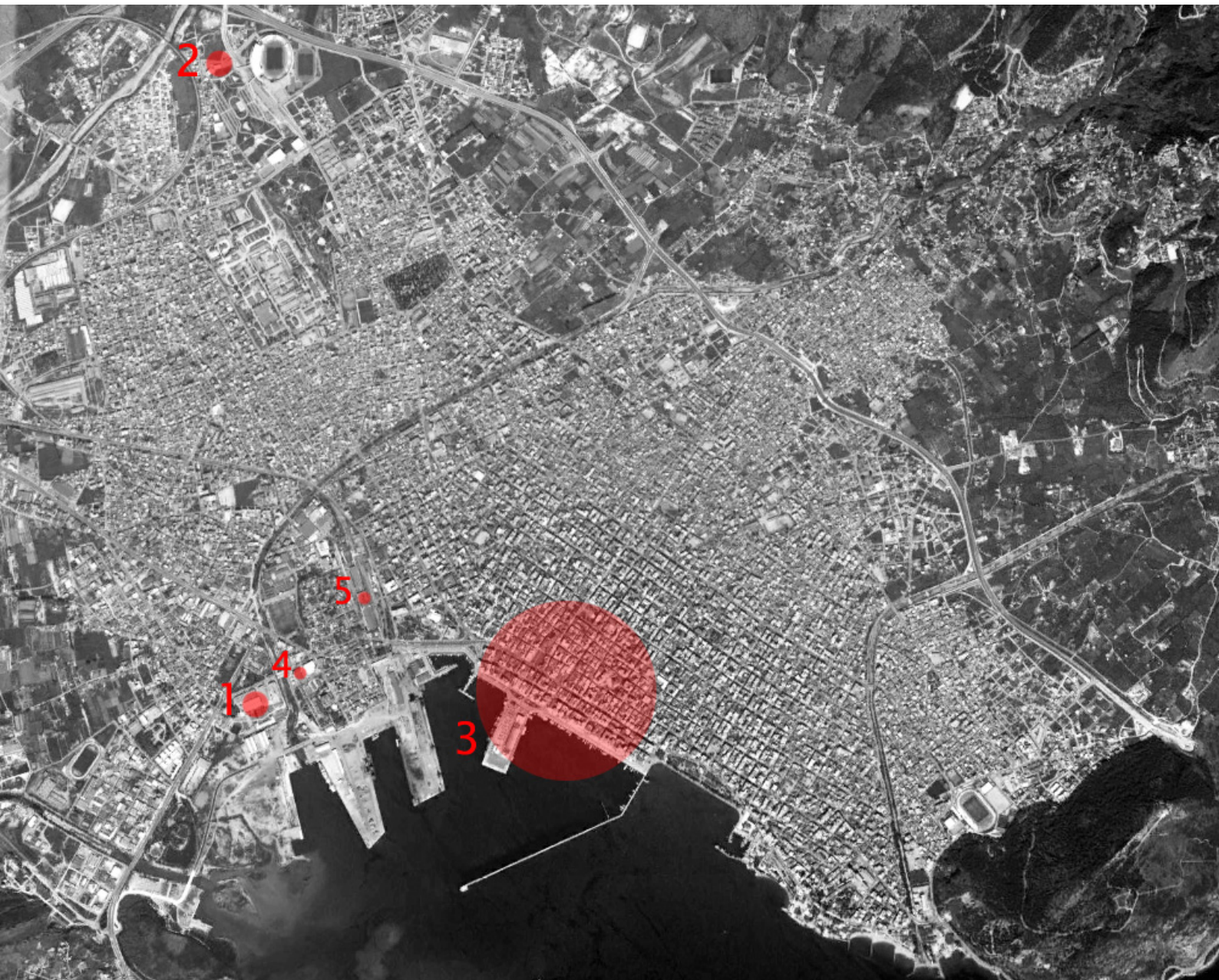
Day 5 Wednesday 30.10.2013

- group work
- preparation of presentations

Day 6 Thursday 31.10.2013

- preparation of presentations
- master class project presentations in the presence of invited critics
- closing party

5. venue info



1. master class studio, 2. accommodation, 3. city centre 4. bus station 5. train station

Department of Architecture University of Thessaly (master class studio)

Pedion Areos, 383 34 Volos

<http://www.arch.uth.gr/en/index>

Sports Centre of Nea Ionia (accommodation)

Spanoudi Sofia, Nea Ionia Volos 384 46



Architecture School, University of Thessaly, image by Adamakis Costas

master class information

We will be happy to provide you with more information and answer your questions.

You can email us at:

designmasterclass@urbantranscripts.org

or call us at:

0030 6947438897

0030 6974668544

Urban Transcripts

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7. people

project leader

Sofia Xanthopoulou

project coordinator

Eleni Boubari

project planning

Yiorgos Papamousakis

production assistance

Felipe Lanuza Rilling

media and publishing support

Angeliki Zervou

host tutors

Sotiria Alexiadou

Carolos Galanos

Chrisa Papasarantou

Vasiliki Tsioutsiou

guest tutors

Marketa Brezovska

Sara King

Fabiano Micocci

Panagiota Mouratidou

Yiorgos Papamanousakis

Stephanie Pesel

Carlo Pisano

Sofia Xanthopoulou

Architect, MSc Urban Strategies

Sofia is working in architectural and urban design practice as an independent architect in Thessaloniki, Greece. She graduated the school of Architecture of Volos (University of Thessaly) in 2006 and holds a postgraduate degree, Msc Urban Strategies (University of Applied Arts, 2009). Sofia is currently collaborating with other professionals and experts for urban and architectural projects.

She is a member of Urban Transcripts since 2010, an exhibition participant in UT Athens 2010, a workshop guest tutor in UT Rome 2011 and UT London 2012. Since 2009 she is a member of research and design team *archIV+* team, participating in exhibitions, competitions and public events.

Sofia is an elected member of the Standing Committee on Architecture of the Technical Chamber of north-central Greece, for 2010-2013, working on organising events in the fields of architecture and urban planning and advising municipalities on urban development strategies and competitions.

Eleni Boubari

Architect, MA Social Anthropology, MSc Museum Studies

Eleni is working in architectural practice as an independent architect in Volos, Greece. Her interests concern the fields of restoration, industrial heritage, museums and augmented reality as a practice. She graduated from the school of Architecture of Volos, University of Thessaly, in 2006 and holds a postgraduate degree, MA Social Anthropology, University of Thessaly, 2011. She is currently collaborating with various professional and experts for the development of museological projects.

She is a member of Urban Transcripts since 2010. As a member of ArchIV+ she participated in as an exhibition participant in UT Athens 2010, and UT London 2012). Today she is UT Events Director. Since 2009 she is a member of research and design team *archIV+* team, participating in exhibitions, competitions and public events.

She is a member of the Hellenic Branch of TICCIH, The International Committee for the Conservation of Industrial Heritage, working on organising exhibitions and conferences on industrial heritage and restorations. She has participated in many national and international conferences on industrial heritage presenting her research on industrial buildings in Greece that have been restored and reused as museum and cultural spaces.

Currently, she is undertaking a postgraduate course in Museum Studies, in the University of Leicester, UK. Eleni is also a teaching assistant in construction, in the department of Architecture, University of Thessaly.

Yiorgos Papamanousakis

Architecte DPLG, MSc Advanced Architectural Studies, ARB

Yiorgos studied architecture in Liverpool, Paris and Stockholm, and worked in architecture practice in Paris and London before qualifying as an architect in France with a degree from Paris-La-Villette. He has also worked with film, photography, web and graphic design. The founder and chief executive of Urban Transcripts, he has directed international collaborative projects on the exploration of the urban phenomenon: exhibitions, workshops, and conferences, in Athens (2010), Rome (2011), and London (2012). Currently he is working towards the development of Urban Transcripts into a global network of experts on the city, whose work encompasses design, research, education, publishing, and events.

Yiorgos is passionate about the relationships between the spatial structure of cities and their socioeconomic and cultural life, an interest he pursued during his MSc studies in UCL. In parallel to his work, his PhD research explores the impacts of coastal spatiality on the socioeconomic activity of cities in the Aegean, a project for which he has received funding from the A G Leventis Foundation. He has a keen interest in empirical research and the application of quantitative methodologies on understanding cities.

He is a member of the advisory board of UrbanIXD, an EU-funded research project with a focus on human interaction in data-rich urban environments. He is a peer reviewer for Urban Design International.

Felipe Lanuza Rilling

Architect, MArch, PhD (c)

Felipe is an architect trained at the University of Chile (2004) and obtained his Master in Architecture at the Catholic University of Chile (2008). From 2004 to 2011 he taught architectural design and architectural history and theory, and also worked in urban history research. In parallel, he developed a professional practice, independently and in association with other professionals, ranging from territorial planning and management projects to the architectural scale.

His interests are situated in the areas of architectural and urban design, history and theory, having presented his research in conferences and exhibitions in South America and more recently in the UK. His Master's Thesis 'Landscape of Absence' was showcased in the XVII biennale exhibition of Architecture of Santiago (2010).

Through his research on the notion of absence in urban leftovers, he explores processes of design and representation as a way of prompting new understandings and alternative interventions in the urban environment. Since 2011 Felipe studies these matters at the Bartlett School of Architecture, University College London, where he pursues a PhD by Architectural Design with full funding given by the government of Chile.

Felipe joined Urban Transcripts in 2012 and has been appointed in the position of Design Director in 2013, being involved in different projects currently developed by the company.

Angeliki Zervou

Architect, MA Architecture and Urban Culture, MSc Cultural Management

Angeliki studied architecture at the University of Patras and received her MA in Architecture and Urban Culture from the Universitat Politècnica de Catalunya & Centre de Cultura Contemporània de Barcelona. She is currently in the process of obtaining a second masters degree in Cultural Management from Panteion University of Social and Political Sciences and working as a free lance architect in Crete. Her interests concern the relationship between architecture, urbanism and cultural studies, popular culture and urban representations.

Angeliki is a member of the permanent committee for International Organizations of the Chamber of Greek Architects since 2012 and a member of ICOM since 2013.

She is a member of Urban Transcripts since 2010, participated in UT Athens 2010, and has been a member of the programme committee in UT Rome 2011 and a workshop tutor in UT London 2012. Since 2013 she is a social media and publishing associate of Urban Transcripts.

Marketa Brezovska

Architect, MArch, Ing. arch., PhD Candidate at Brno University of Technology

Marketa trained as an architect and urbanist at the Brno University of Technology, Graz University of Technology, Academy of Fine Arts in Vienna and the Bauhaus in Dessau. She has a Bc. and Ing. arch. degree from Brno and an MArch in Geography, Landscapes and Cities from the University of Vienna. Currently she is a PhD Candidate in Urbanism at the Brno University of Technology, her research is on the Transformation of Baťa's Industrial Town Batanagar in India. Her activities vary from small-scale design to large-scale research. She is also involved in teaching, writing (book "Contesting Space: Architecture as a Social Practice" to come out in 2013) and curating (exhibition on Baťa Cities in the Brno House of Arts). Marketa lives and works in Brno, in the Czech republic and Karlsruhe, Germany.

Sara King

Architect, MSc in Urbanism

She studied architecture in Dublin Institute of Technology, Ireland where she completed her Master thesis in 2006 - a study of an inner city train station area and a proposal of a new master plan to develop the area as an extension of the urban core, with a new travel interchange. On qualifying she worked in Dublin in Murray O'Laoire Architects for two years, mainly focusing on the masterplan and architectural design of a residential-educational-commercial campus, which was submitted for planning permission. Since this project completion she transferred to the Moscow office where she worked on different projects in the Moscow region.

With a growing interest in urbanism, she joined EMU (MSC in urbanism) with TU Delft as host University and received a diverse education where participants worked with professors from all over Europe, and students from all over the world, participating in workshops in China, Russia and Italy, with semesters in Netherlands and Italy.

Since then she has been working as an urbanist in KK Architekten, [formerly Kreir-Kohl]. Over the last two years, together with Happold Consulting, she has been working on a challenging strategic master plan for an urban conurbation of three cities in a mining region of Russia. Within KK her role is a team leader and principal coordinator.

Fabiano Micocci

Architect, PhD Architecture and Urban Design

Fabiano is an architect working on public and residential spaces focusing on the relationship between architecture and landscape. He is a founding member of NEAR Architecture, a network of architects working on small and large scale designs as well as theoretical research, selected among the best 10 landscape architectural practices in Italy in 2013 [NIB prize]. He graduated from University of Roma Tre in 2002 with a thesis on the "Study Center for the Regional Landscape Painting in the Lazio" that received the XV International Symposium of Urban Culture award at Camerino, Italy. His PhD, obtained from the University of Florence (2010) with the thesis "Mediterranean Topographies: Michelucci, Tàvora, Pikionis and the idea of the Mediterranean 1945-1964", focused on the architectural practice in the Mediterranean after World War Two. He has participated in several international conferences and workshops (Eindhoven, Lisbon, Athens, Venice, Chania, Bergamo, Prato, Rome, Los Angeles, London, Tokyo), and has taken part in various international architectural competitions, receiving several prizes. His current research focuses on Mediterranean cities, combining landscape and history, public spaces and geography. His project "The Thick City" focuses on an investigation on contemporary Athens. He is Publishing Director in Urban Transcripts and Editor-in-Chief of the forthcoming Transcripts Journal. He currently works in Rome and Athens. He is visiting professor at the School of Architecture and Design, Lebanese American University of Beirut.

Panagiota Mouratidou

Architect A.U.Th. , Landscape Architect MLA A.U.Th

Freelance architect, awarded in several national and european architectural and design competitions (1st award in the european architectural competition 'Park regeneration in the site of Pallourokampos in Latsia', 1st award in the architectural ideas' competition 'Thessaloniki x 4', 2nd award in the national architectural competition 'Regeneration of the axis Axeiropoiitos- Agia Sofia of Thessaloniki's Municipality', 3rd award in national industrial design competition INART), publications [Doudoumi A., Mouratidou P., ed. Ananiadou-Tzimopoulou M., *"Water in urban landscape architecture"*, ZHTH, Thessaloniki, 2008; Ananiadou-Tzimopoulou M., Mouratidou P., *"Urban landscape projects towards the restoration of city's environment - The proposal for Thessaloniki. International Fair"*, Protection and restoration of the environment XI, International conference, Thessaloniki, 3-6/7/2012], published work and participation in architectural exhibitions. She is currently working with architectural and landscape architectural projects, decoration and 3d design. Member of TCG/SCM's Commission of Architectural Issues since 2011, founding member of the non-profit organisation Open House Greece (2012), teaching associate in the Technological Educational Institute of Serres, Faculty of Fine arts and Design.

Stefanie Pesel

Architect, MSc in Urban Strategies

Stefanie Pesel studied Architecture at the University of Applied Sciences Nuremberg and the Academy of Fine Arts Nuremberg. She completed her postgraduate studies in Urban Strategies at the University of Applied Arts Vienna in 2009. Since then she had the opportunity to gain experience in the field of research, architecture, interior design, product design and urbanism. She worked for several architectural offices, including Studio Vlay, Vienna/Austria, Coop Himmelb(l)au, Los Angeles/USA and LAVA (Laboratory for Visionary Architecture), Stuttgart/Germany. Currently she is working as a Design Architect at KINZO Berlin/Germany. During her studies she developed a strong interest for understanding different cultures and started to research about identities and their interactive relation to design, architecture and urban environment. Inspired by her interest in visual as well as performing arts and music her research focus is on how space can be transformed from one's surrounding to one's experience.

Carlo Pisano

Architect, MSc in Urbanism, PhD candidate University of Cagliari

Research fellow and PhD student at the University of Cagliari, Carlo has completed with honour in 2011 the "Postgraduate Master in Urbanism", a two year joint course between TU Delft and IUAV Venice. In 2012 his master thesis titled "Colouring the Patchwork Metropolis" has been rewarded by the Dutch StedembouwNU as one of the best thesis in Urbanism and Landscape in the Netherlands for 2010-2011. Since 2011 he works for the Studio Associato Bernardo Secchi e Paola Viganò in Brussels on projects including the master plan of Nieuw Zuid in Antwerp, the vision of Brussels 2040, and the project of the Great Moscow. In 2011 he won the research grant "Adieu compact city" about the research of the contemporary urban territories with particular focus on the territories of dispersion and research on new urban models. He is now undertaking research on various topics as course co-director in the fifth year thesis laboratory in urbanism and landscape, on the theme 'Lisbon Waterfront', led together with the UPC of Barcelona and the Escola Superior Artística di Porto.

Sotiria Alexiadou

Architect, MSc in Urban Strategies, PhD candidate at University of Thessaly

Sotiria holds an Architect-Engineer Diploma from University of Thessaly (2007), and an MSc in Urban Strategies, Universität für Angewandte Kunst Wien (2010). During her undergraduate studies she studied in Politecnico di Milano, Facoltà di Architettura Civile (2005), through an Erasmus exchange scholarship. Currently she is a PhD candidate at the department of Architecture in University of Thessaly (since 2013).

In 2011 she worked as a teaching assistant on architectural design at the Department of Architecture of the University of Cyprus in Nicosia, and since 2012 at the Department of Architecture, University of Thessaly in the elective courses "Conservation and upgrading issues in modern Greek Architecture" and "Museology and Architecture, from Theory to Practice". She has participated on various workshops and seminars on architecture and urban planning issues, in Greece and Europe.

Recently, she was awarded a distinction on the architectural competition Rethink Athens (2013_Nikiforidis/Cuomo office "Special Mention"). She collaborated in the museological and museographical curation of the architectural exhibition "Thessaloniki 1912-2012. A Hundred Years of Architecture", which was hosted in the Benaki Museum in Athens (2012) and in the Macedonian Museum of Contemporary Art of Thessaloniki (2013).

Her research interests focus on the upgrading issues in architecture in an urban context, on the evolution of urban features through various strategies, the transformation and evolution of post-war cities through architectural typologies and on the digital mechanisms of organising research data for architecture.

Carolos Galanos

Architecte DPLG, PhD

Born in Paris in 1978 and grew up in Volos, Carolos graduated from the school of École Supérieure d'Architecture Paris-Malaquais in Paris in July 2003 with specialisations on a) the transformation of existing buildings, and b) the conceptual nature of tall buildings. On April 2009 he obtained his PhD in Architectural Design, Urban Design, Urban Sociology and Cinema awarded by the department of Architectural Studies, University of Catalonia (UPC). Since 2002 he has worked with various architects in Greece and abroad, while his writings have been published in printed and web magazines in Greece, Spain and France. Since 2003 he is an active member of the architectural office GALANOS Architects in Volos, while, since 2009 in collaboration with the architect Demi Maniaki he runs Man.Ga. Architects in Athens.

Chrisa Papasarantou

Architect, MSc, PhD candidate at University of Thessaly

Chrissa Papasarantou was born in Nafplio in 1983. She graduated (2008) and is currently a PhD candidate at the Department school of Architecture Engineering in Volos. She holds an MSc in Advanced architectural Studies from the Bartlett School of Graduate Studies in UCL (2009). Her research interests focus on a spatial approach, study, and analysis through bodily parameters. She has participated at several architectural competitions, while part of her work has been presented on exhibitions in artistic and architectural contexts as well as on video art festivals.

Vasiliki Tsioutsiou

Architect, MSc in Urbanism

Vasiliki was born in Athens (1981). She graduated from the Department of Architecture (University of Thessaly) in 2007. She holds an MSc in Urbanism –EMU (European Postgraduate Masters in Urbanism), a joint program between 4 European universities (TU Delft, IUAV-Venice, UPC Barcelona and KU Leuven). In the context of EMU, she studied between Delft and Venice (2009-2011), receiving a scholarship from Bodossaki foundation. She has participated in various international urban planning workshops and research projects, in Venice (2010, *The Extreme City International Design Workshop on climate change and the transformation of the waterscape*), in China (2010, *Dujiangyan Dreams. Exploring Potentials for Development from Disaster*, organised by IFou (International Forum on Urbanism), TU Delft and Southwest Jiaotong University of Chengdu), in Russia (2010, *An idea of Greater Saint Petersburg. Alternative Scenarios for a post-socialist city*) and in France (2011, *La Defence 2050: Beyond Urban Forms*). She was awarded the EGIS prize of innovation for her participation in La Defense. Vasiliki has been invited as a speaker in international conferences on urbanism and spatial planning in Greece and Iran.

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