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Summary

A city for 40 000 inhabitants

W. G. Smigielski
Associates: H. Blachnicki, W. Burton,
L. Luthlen, C. Cothrane

Beaumont Leys complex, Leicester

(Pages 392-394)

Beaumont Leys is a beautiful region which is easily accessible, 10 minutes northwest of Leicester. The general master plan was selected from among several alternatives and readied in 1967. The site covers 790 hectares. The total operation will be private but under the control of the City Council. There is provided a residential complex for 40 000 people. The residential zones, made up of individual homes, atrium houses, terraced and high-rise apartment houses, are organized around a linear system of green belts provided with pedestrian paths, a bicycle roadway and a mono-rail. The average density is 130 inhabitants per hectare, or 2,93 persons per housing unit. Two commercial centers, 15 kindergartens and primary schools, 8 secondary schools as well as a young people's center and a high school are envisaged. An industrial zone will round out the complex. The construction of the residences will get under way in February 1972.

City center as communication element

Zvi Hecker, Montreal

Business center, Montreal

(Pages 395-396)

Hecker in this project attempts to connect up, without costly renovations, the present center of Montreal and the old town with the St. Lawrence River. The new axis is perpendicular to the present main traffic stream, and, starting from the old town, it runs down to the river. This new opening on to the banks of the St. Lawrence will be combined with a new harbour basin and accented by a 20-storey residential block with optimum access to the water.

Linear center

J. H. van den Broek, J. B. Bakema,
Rotterdam

Plan for the city of Eindhoven

(Pages 397-399)

The city of Eindhoven is served by a system of supporting roads of decreasing diameter toward the center. The city center proper is 300 meters wide and 1100 meters long. The new central complex is made up of a linear core 10 levels high and 400 meters long accommodating shops,

offices and housing units accompanied by two transverse structures and by two high-risers. The ground-floor level is completely reserved for pedestrians, and in this network of roadways and paths there are 3 centres of interest:

- The big marketplace connected with the shops and stores
- The central square beneath the core
- A green park zone with the museum

The underground garages accessible via ramps can accommodate 3000 cars and are directly connected with the tangential traffic artery and the interior feeder road. Construction will be effected in stages (cf. the variants, ill. 6-8). It must be pointed out that within the scope of this project a large-scale effort of information and consultation was made by means of a huge model representing the total project.

Karl Wilhelm Schüssler, Zurich

Planning of a medium-size city

(Pages 402-404)

The assignment was to draw up a master plan of development for the three townships of Bischofshelm, Dörrnheim and Hochstadt near Frankfurt. Three alternatives were proposed:

- Continuation of the development without assembly concept
- New city in place of the three existing townships
- Parallel development of the three townships with a view to the formation of a medium-size agglomeration; the latter solution has been adopted.

This population concentration is situated on the periphery of Frankfurt, where top priority is given to preserving the character of the residential zones. The research findings presented here take into account a constant population increase without establishing any definite limit. There is envisaged a flexible extension structure with permanent and constant growth of affiliated services. The inferior quality of the ground for building purposes calls for concentrated construction. 20 000 to 30 000 inhabitants will settle there in 3 successive stages. The complex is arranged so as to favour air circulation, thus avoiding the collection of pockets of fog in still weather. The ponds and park zones will also be important from the climatic point of view.

The future city will be served by a rail-way line, a new bridge over the Main and several new roadways. The main idea behind the traffic concept, however, remains the following: How many roadways can the city support? It is clear that transportation is essential with regard to future growth, but it is also clear that cars cannot resolve the problem; in the long run, they ought to disappear. It is necessary to re-establish "the royal right of the pedestrian", as Le Corbusier formulated it. Only an organization of traffic on two separate levels can solve this problem. In the center the only vehicular traffic will be buses and taxis, which will make this city an agreeable place in spite of the high population density.

Toulouse le Mirail after completion of the first stage

(Pages 405-408)

Building + Home is devoting its Flash-back this time to this recently completed first stage. There is no doubt that Toulouse le Mirail is one of the most significant examples of modern town-planning; unfortunately, the continuation

of the project is now uncertain. The Editors are obliged to Mr. Candilis for allowing publication of this exclusive interview.

Of the 25 000 housing units envisaged, 4000 are at the present time completed, and 3500 under construction. In Toulouse le Mirail there can be seen a film in which Candilis speaks of the example set by the cities of antiquity. Nevertheless, Candilis is fully aware that any attempt at simple imitation would, in modern times, be doomed to failure. Organized on a hexagonal grid, the buildings of Toulouse le Mirail close in only 3 sides of the hexagons at the most; this leads to the creation of both open and closed spaces. There is a balance between communication routes and park zones with ponds. The façades of the buildings are discreet and subdued so that space itself remains the dominant element. This character is likewise in evidence in the business and cultural centers constructed on a system of simple addition of square elements.

It is in the cultural center that the architect inspires a new pattern of living on the part of the residents which is remarkable; Candilis shows here his ability to translate his abstract conceptions into buildings. Building + Home will come back to this center in detail. Candilis restores priority to the pedestrian in his city. However, certain questions can be raised when we consider the difference between a street in Toulouse le Mirail and a street in the old city of Toulouse. Was it right to concentrate the stores in a shopping center.

But Candilis may not have a chance to perfect and complete what he has begun.

Example of planning for variable housing

Heinz Graaf, Peter Schweger, Hamburg

Residential complex, North business center, Hamburg

(Pages 409-412)

The North business center of Hamburg, which is intended to relieve pressure on the center of the existing city, will be capable of accommodating up to 35 000 work sites.

The assignment entrusted to the architects consisted in building variable housing units for the Deutscher Ring insurance group.

On the basis of Plan D 100, a kind of master scheme, the planning was effected by means of two successive optimizations, as they are called:

Optimization 1: with 6 participants, conducive to obtaining and selecting a good plan

Optimization 2: with 3 participants, this approach resulting in a correction and definitive application of the selected plan, account having been taken of all the givens, wishes and proposals of those involved.

In the present case, it was necessary to ensure the adaptability of the units to future needs. Thus partitions are not supposed to have any great influence on the function of the rooms and, in particular, on their furnishings.

The Deutscher Ring wished to have a maximum number of 2-room flats. Therefore, only few studio apartments have been planned, and big flats are composed of combinations of two smaller ones. From the structural grid viewpoint, the module of 6.00 meters ensured maximum flexibility, not only for flats of different dimensions and functions but also for the installation of shops, offices, parking sites, etc.

Treatment of partition and space Attempt at integration

Helmut Lander, Darmstadt

(Pages 413-414)

We present here a series of recent projects by H. Lander. Lander is interested in art as applied to buildings, and he attempts to introduce the artists into the group of specialists participating in planning from its very inception. The ivory tower of art is beginning to crumble, and the artist is suddenly becoming a man like any other. He ought now to try to get reintegrated in society. He could be on the team of planners, just like the sociologist, who has a part to play in certain operations; he would perhaps lose his individual freedom, but would inject an element of ferment into an excessively routine situation. However, there will be a positive result only if the architects recognize the sculptors and painters as their equals and if the latter consent to come down from their pedestals.

Feature

The Office of Mies van der Rohe, Chicago

Toronto Dominion Center

(Pages 415-420)

The Toronto Dominion Center in the middle of the business district of the city is made up of two high-rise office buildings, and a bank pavilion at grade level, with landscaped grounds.

The client wanted 3.1 million sq. ft. of office area, a bank measuring 22.500 sq. ft., restaurants, shops, a cinema and corresponding parking sites. Mies van der Rohe has sited the bank in a pavilion, which is separate, and has grouped the office premises in two high-risers. Between the two buildings there is a plaza superimposed on the shops, the restaurants and the cinema.

In the two office buildings, the visible steel structure is painted black, and the window recesses without parapets are of bronze-coloured, heat-absorbent glass. A general communications center is located on the summit of the Toronto Dominion Bank tower. The complex constitutes a multi-functional city center meeting the needs of the people of Toronto.