

# APPROACHING ARCHITECTURES IN SAO PAULO • CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL

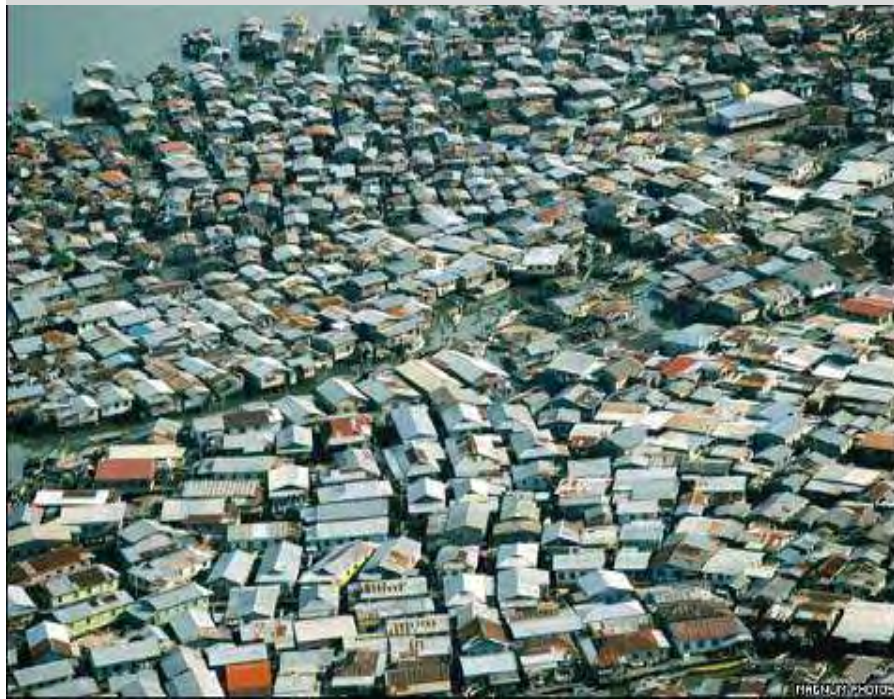
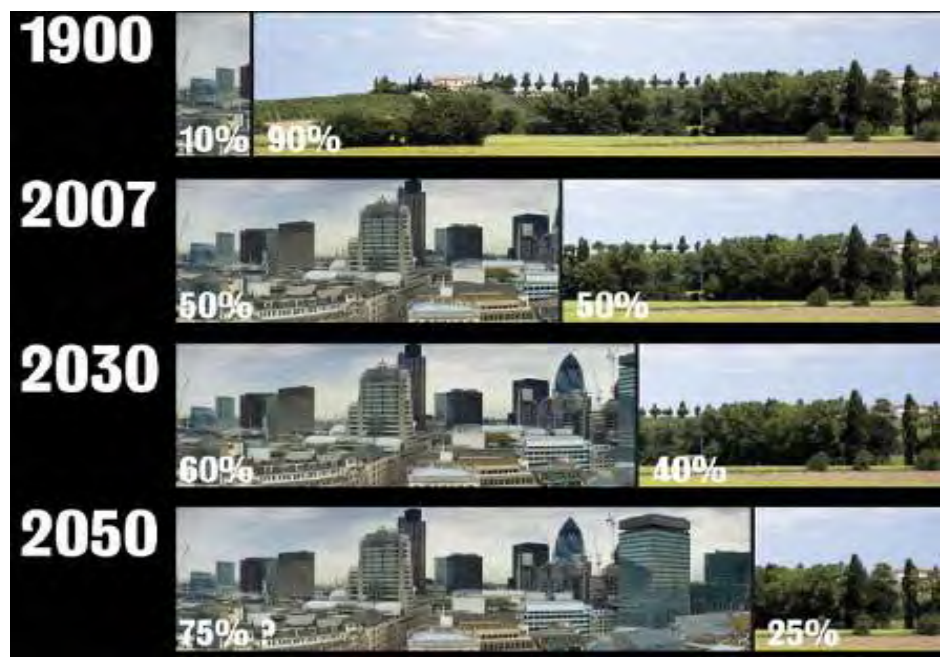
URBAN WORLD • EXPLOSION OF THE MEGACITIES • SUSTAINABLE DEVELOPMENT IS A COMMON GOAL  
GREEN-TECH REVOLUTION • GREEN CITIES\_MOBILITY • GREEN CITIES\_DENSITIES • GREEN CITIES\_ENERGY •  
GREEN CITIES\_HOUSING • GREEN CITIES\_SOCIO-DIVERSITY • GREEN CITIES\_GREENING • GREEN  
CITIES\_BIKING • GREEN CITIES\_REACTIVATING THE VOIDS • GREEN CITIES\_MASSIVE CHANGE DESIGN • GREEN  
CITIES\_INDUSTRIALIZATION CONSTRUCTION • SAO PAULO\_URBAN REDEVELOPMENT APPROACHES



CITIES COVER LESS THAN ONE PER CENT OF THE EARTH'S SURFACE BUT...

- > AROUND 50 PER CENT OF THE WORLD'S POPULATION LIVE IN CITIES
- > CONSUME SOME 75 PER CENT OF THE WORLD'S ENERGY
- > ARE RESPONSIBLE FOR 80 PER CENT OF GREENHOUSE GAS EMISSIONS

(BY C40 CITIES-CLIMATE LEADERSHIP GROUP-CLINTON FOUNDATION)



(PICTURES BY BBC BRASIL)

SUSTAINABLE DEVELOPMENT IN AN URBAN WORLD | THE MEGACITIES EXPLOSION

Population growth per hour (Urban Age, London School of Economics, 2009)



## MEGATENDENCE

- THE ECONOMY RECOVERY: GREEN TECH SHOULD TAKE A LEADERSHIP IN INNOVATION, ACTING FOLLOWING SCHUMPETER'S CONCEPT AS THE BASIC ELEMENT OF ANTI-CRISIS.
- THE CONVERSION TO A LOW-CARBON ECONOMY WOULD CREATE JOBS IN THE SHORT RUN, A MORE PRODUCTIVE ECONOMY. (Jeffrey Sachs, Earth Institute, Columbia University)

# A green-tech revolution?

A large white wind turbine nacelle is being transported on a road. The nacelle is supported by a metal frame with two main vertical supports. A worker in a blue jacket and white helmet is visible inside the circular opening of the nacelle. The background shows a dry, hilly landscape under a cloudy sky.

GREEN ECONOMY & SUSTAINABLE DEVELOPMENT: A WIN-WIN-GAME?



#1 AMERICAN GREEN CITY, PORTLAND REINVENTED ITSELF"



**LESS FUEL**  
**LESS EMISSIONS**  
**LESS TIME**

"THE CASE" IN DEVELOPING COUNTRIES GREEN CITY, BOGOTÁ REINVENTED ITSELF

(Source: Urban Age, London School of Economics, 2009)

DESIGN OPPORTUNITY: STRATEGIC INOVATION AND SUSTAINABLE APPROACH IN A NEW WORLD ECONOMY:  
CITY MOBILITY



"CONSIDER THE FOLLOWING: A 125 LB. WOMAN DRIVES A NEW TOYOTA SEQUOIA (SUV) DOWN TO THE NEARBY COMMERCIAL CENTER TO DROP OFF THE VIDEOS AND PICK-UP A COFFEE. THE TOYOTA SUV WEIGHS 44 TIMES HER WEIGHT. SO IMAGINE THE WAY ROYALTY WERE CARRIED ON A THRONE IN THE ANCIENT TIMES BY PEOPLE. IMAGINE HER BEING CARRIED BY 44 OF HERSELF ON A PLATFORM. THE 44 OF HER ARE CARRYING HER TO TAKE THE VIDEOS BACK AND TO PICK-UP THE COFFEE. A SEGWAY HT IS 60% OF HER WEIGHT. I THINK THIS HELPS TO VISUALIZE THE ABSURDITY OF IT ALL." - DAN STURGES, NEW MOBILITY DESIGNER

## CITIES OF THE BICYCLE?

• PARIS:	300 km	(200 km subway)
• NEW YORK:	180 km + 120 km (2009)	(450 km subway)
• BOGOTA:	340 km	(implemented in the 7 last years)
• RIO DE JANEIRO:	160 km	
• SAO PAULO:	23,5 km	(60 km subway)

BIKE PATH IN JOINVILLE:  
"THE BRAZILIAN CITY OF BIKES"



BIKE PATH IN BOGOTÁ:  
TAKE A LANE FROM THE CAR TO GIVE A LANE TO THE BIKE



VELO:  
SHARING BIKES IN PARIS



## GREEN CITIES?

- IBIRAPUERA PARK (Sao Paulo): 1.5 million m<sup>2</sup> (city pop: 10 million)
- CENTRAL PARK (Manhattan): 3.4 million m<sup>2</sup> (city pop: 1.6 million)

- VEGETATION COVER INDEX (MINIMUM RECOMMENDED BY UN): 12 m<sup>2</sup>/inhab
- SAO PAULO: 06 m<sup>2</sup>/inhab
  - CURITIBA (a green city model): 65m<sup>2</sup>/inhab
  - BRASILIA (a modern city model): 150 m<sup>2</sup>/inhab



## URBAN SUSTAINABLE DESIGN: POST CARBON CITIES?

- Changing climate patterns and diminishing supplies of inexpensive oil require us to design our cities in radically different ways. Reducing energy usage and carbon emissions is necessary to limit global warming, address severe weather events and rising sea levels, and face the threats of reduction of food production, loss of biodiversity, and dependence on unreliable energy suppliers.
- Promote day practices that minimize the footprints
- Generate and use energy from alternative sources
- Recycle rain and waste water
- Collect and re-use organic waste
- Integrate sustainable infrastructure systems to urban forms
- Design integrated mobility systems, especially mass or shared transit, including systems for non-motorized vehicles and pedestrians of diverse abilities
- Understand the economics and urban densities required to support a compact city with mixed uses
- Limit runoff, CO2 and wastes, encourage use of local materials

[www.postcarboncities.net](http://www.postcarboncities.net)

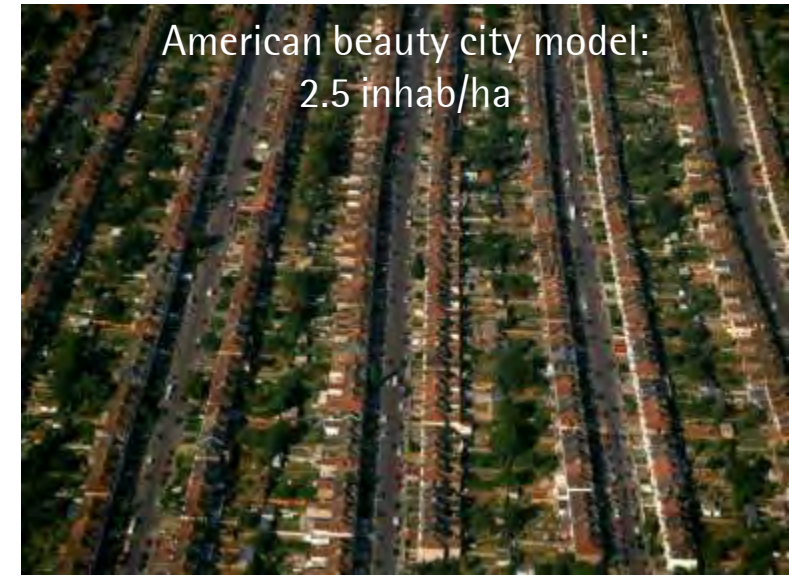
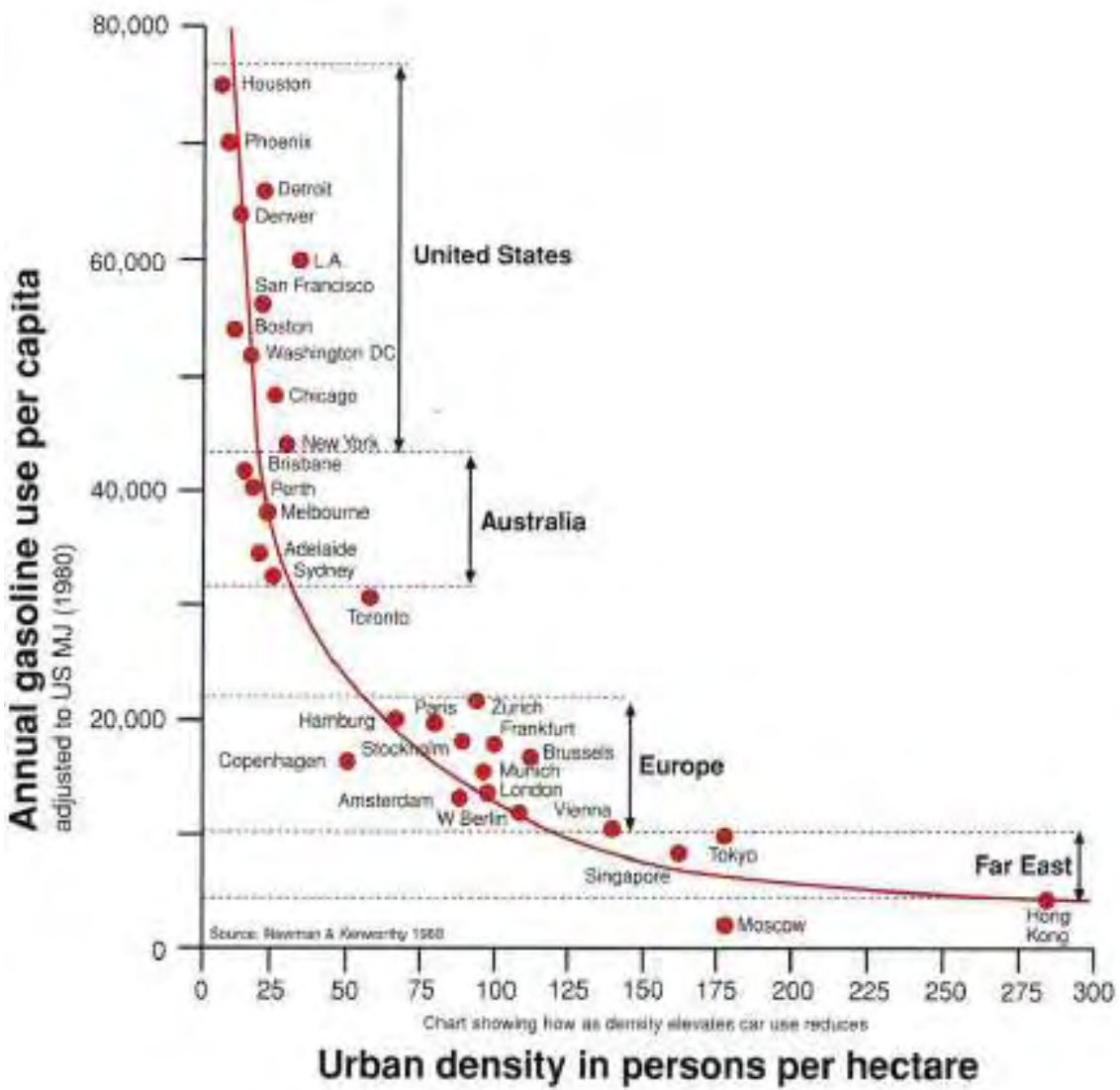


FROM PENN WEISS, LESSONS FROM SINGAPORE

# APPROACHING ARCHITECTURES IN SAO PAULO • CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL

## SUSTAINABLE DEVELOPMENT & URBAN DENSITIES

Gasoline consumption and urban density (Urban Age, London School of Economics, 2009)



URBAN SUSTAINABLE DESIGN:

RECYCLE THE EXISTING INSTEAD OF EXPANDING THE CITY

IN ENGLAND, NO LESS THAN SIXTY PERCENT OF URBAN DEVELOPMENT AREAS CAN BE FOUND IN FORMER INDUSTRIAL ESTATES ('BROWNFIELDS'). THUS THERE IS NO NEED TO EXTEND URBAN AREAS MUCH MORE - A LESSON THAT EVEN THE DUTCH MAY TAKE TO HEART. (RICHARD ROGERS, URBAN TASK FORCE)

Reinhabilitate  
old sites into  
new uses:  
High Line, NYC



Abandoned  
elevated highway  
converted into a  
new city park

## URBAN SUSTAINABLE DESIGN:

RECYCLE THE EXISTING INSTEAD OF EXPANDING THE CITY

NEW ECONOMY CITIES: CREATIVE CLUSTERS REACTIVATING NEGLECTED METROPOLITAN INDUSTRIAL SITES

## RICHARD FLORIDA'S CITIES AND THE CREATIVE CLASS

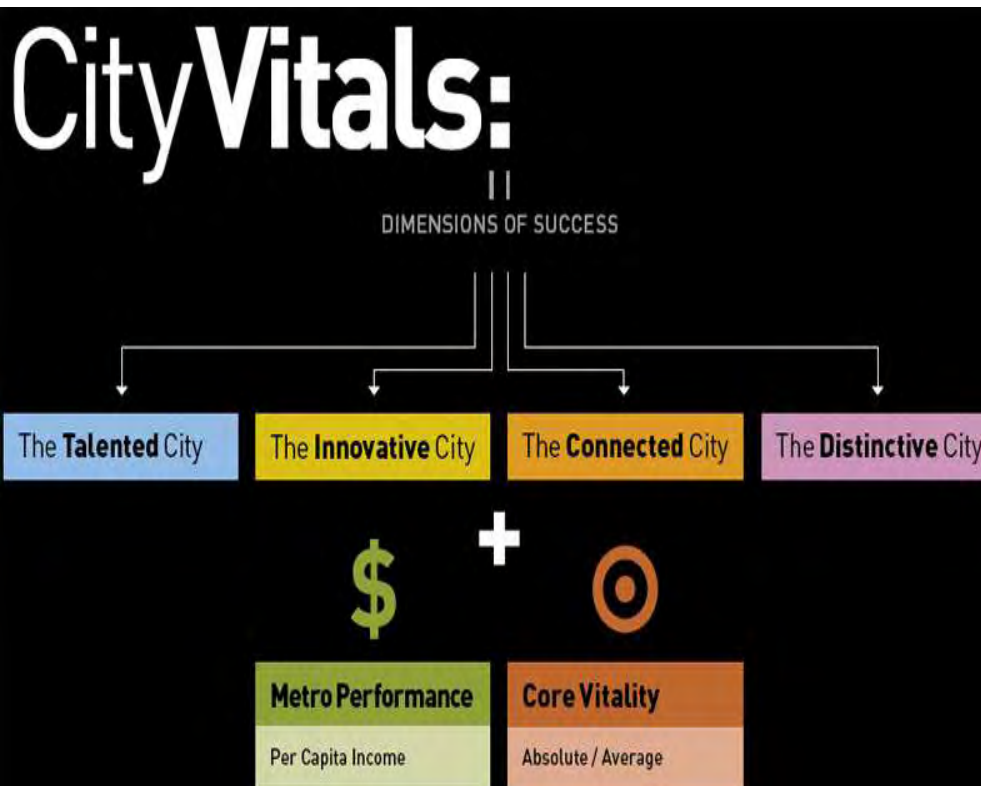
- THE 4 T'S FOR A SUSTAINABLE ECONOMIC DEVELOPMENT:
- TALENT
- TECHNOLOGY
- TOLERANCE
- TERRITORY ASSETS

## THE CREATIVE ECONOMY HUMAN TALENT:

- SUPER-CREATIVE CORE:
- COMPUTER AND MATHEMATICAL OCCUPATIONS
- ARCHITECTURE AND ENGINEERING OCCUPATIONS
- LIFE, PHYSICAL, AND SOCIAL SCIENCE OCCUPATIONS
- EDUCATION, TRAINING, AND LIBRARY OCCUPATIONS
- ARTS, DESIGN, ENTERTAINMENT, SPORTS, AND MEDIA OCCUPATIONS

## CREATIVE PROFESSIONALS:

- MANAGERIAL OCCUPATIONS
- BUSINESS AND FINANCIAL OPERATIONS OCCUPATIONS
- LEGAL OPERATIONS
- HEALTHCARE PRACTITIONERS AND TECHNICAL OPERATIONS
- HIGH-END SALES AND SALES MANAGEMENT



Sources:

FLORIDA, Richard. *Who's Your City?: How the Creative Economy Is Making Where to Live the Most Important Decision of Your Life*. New York, Basic Books, 2008.

City Vitals: New Measures of Success for Cities, Posted by Panagiotis Tsarchopoulos at 16 October 2006 in Intelligent Cities & Regions,

ECOEFFICIENCY, CLEAN PRODUCTION, ENVIRONMENTAL INNOVATION AND MASSIVE CHANGE  
(BRUCE MAU & THE INSTITUTE WITHOUT BOUNDARIES)



SUSTAINABILITY IN CONSTRUCTION SECTOR: THE BRAZILIAN CHALLENGE

COLLECTIVE HOUSING IN SAO PAULO: THE TRADITIONAL INSUSTAINABLE CONSTRUCTION SYSTEM OPERATED BY THE REAL STATE ORTODOXY  
(Traditional construction system)



COLLECTIVE HOUSING IN SAO PAULO PERIPHERY CONTEXT (SLUMS URBAN SPRAWL OVER UNDER-PROTECTION ENVIRONMENT AREAS: PREFAB SYSTEMS OFFERING A NEW TERRITORY CONFIGURATION  
(Carlos leite's Urban Design Studio, Mackenzie University, 2009; G.Delonero's work)



## SAO PAULO\_MEGACITY : ALWAYS LOOKING FOR GROWTH?

👉 POPULATION	20 MILLION (WORLD'S 4 <sup>TH</sup> )
👉 AREA	7,944 km <sup>2</sup> (= PUERTO RICO)
👉 DENSITY	2,420 inhab/km <sup>2</sup>
👉 GDP	US\$ 263,2 B (= IRELAND)
👉 POPULATION GROWTH	27,000% IN 100 YEARS
👉 TERRITORY GROWTH	40.000% IN 100 YEARS
👉 SUBWAY	60 km (3,5 MILLION:DAY)
👉 CARS	6,1 MILLION
👉 HELICOPTERS	2 <sup>ND</sup> CROWDED IN WORLD



SAO PAULO\_A QUESTION OF DESIGN OR DESIRE?

"MY SUGGESTION IS YOU STOP THINKING ABOUT THE CITY AND THE SUBURBS AND THE EXURBS AND THE RURAL AREA AS SEPARATE ENTITIES AND YOU REALLY CONSIDER THEM AS UNITED ECOSYSTEMS" (M.McDonough: Cradle-to-Cradle)

NIEMAYER'S COPAN BLDG., DOWNTOWN

URBAN SPRAWL? IT WAS A FOREST 10 YEARS AGO!



SAO PAULO\_SUSTAINABILITY WITHOUT SOCIAL INCLUSION & SOCIO-DIVERSITY?



SAO PAULO\_SUSTAINABILITY WITHOUTH COMPACTNESS?

SPRAWLING: INFORMAL/ILEGAL SLUMS OVER  
PROTECTED ENVIRONMENTS: 3.5 MILLION INHAB.



HIGIENÓPOLIS, MIDCLASS INNER CITY: 300 INHAB/HA  
(A LITTLE MANHATTAN IN SAO PAULO)



## Global Cities MODERN 20 JUNE - 27 AUGUST 2007 **TATE**

SAO PAULO IS ETHNICALLY DIVERSE AND YOUNG: 66% OF ITS POPULATION IS UNDER 20. THE CITY HAS REMAINED MULTICULTURAL SINCE THE NINETEENTH CENTURY, WHEN THE REGION'S COFFEE PLANTATIONS ATTRACTED WORKERS FROM SPAIN, PORTUGAL AND JAPAN. MANY RESIDENTS ARE OF MIXED ETHNIC ORIGINS, DESCENDANTS OF MIGRANTS FROM MANY PARTS OF THE WORLD. IT IS SAID THAT SAO PAULO IS THE LARGEST JAPANESE CITY OUTSIDE JAPAN, THE LARGEST PORTUGUESE CITY OUTSIDE PORTUGAL, THE LARGEST SPANISH CITY OUTSIDE SPAIN, AND THE LARGEST LEBANESE CITY OUTSIDE LEBANON. MORE RECENT MIGRANTS FROM BRAZIL'S POOREST NORTH-EAST REGIONS FORM A LARGE PROPORTION OF THE CITY'S LOW-PAID SERVICE WORKERS.

SAO PAULO IS PROSPEROUS COMPARED TO THE REST OF BRAZIL, BUT POVERTY, UNEMPLOYMENT AND CRIME REMAIN MAJOR CHALLENGES. IN CONTRAST, THE CITY'S WEALTHY POPULATION IS REFLECTED BY ITS MORE THAN 1,000 PRIVATE HELICOPTERS, A RATE OF OWNERSHIP SIMILAR TO NEW YORK CITY AND TOKYO.

THE POPULATION OF THE CENTRAL DISTRICT HAS DECLINED STEADILY SINCE THE 1970S. DESPITE AMBITIOUS REVITALISATION PLANS, WEALTHY RESIDENTS AND BUSINESSES STILL MOVE OUT. THE POPULATION IS GROWING MOST IN PERIPHERAL AREAS WITH THE POOREST INFRASTRUCTURE.

PROJECT: 100 NEW SCHOOLS FOR SAO PAULO IN 2000, THE SCHOOL ATTENDANCE RATE OF 11-14 YEAR OLDS IN PERIPHERAL URBAN NEIGHBOURHOODS OF SAO PAULO STATE WAS ROUGHLY 20%. A LACK OF SCHOOL FACILITIES COMPOUNDED THE PROBLEM.

THE INITIATIVE TO ERECT 100 NEW SCHOOLS IS A DIRECT RESPONSE TO THIS CHALLENGE. THE SAME CONSTRUCTION GUIDELINES APPLY TO EVERY SITE: A HIGH-QUALITY DESIGN, SIMPLE PRE-FABRICATED STRUCTURES AND DURABLE MATERIALS. PROJECTS HAVE LOW COSTS AND SHORT TURN-AROUND TIMES. BEYOND ITS EDUCATIONAL ROLE, THE SCHEME HAS ALSO PROVIDED AFTER-HOURS, MULTI-PURPOSE SPACES FOR THE LOCAL COMMUNITIES. NEARLY 30 PROJECTS HAVE BEEN COMPLETED TO DATE.

BY WWW.TATEONLINE.COM



SAO PAULO: FAVELAS UP GRADE?  
CREATING ENVIRONMENTALLY FRIENDLY ARCHITECTURE IN  
THE METROPOLIS: TRANSFORMING THE PERIPHERY  
FAVELAS INTO NEIGHBOURHOODS:  
(PUBLIC SCHOOL AT FAVELA JARDIM ATALIBA LEONEL,  
BY ALVARO PUNTONI & ANGELO BUCCI ARCHITECTS, 2005]

# SAO PAULO DIAGONAL SUL STRATEGIC PROPOSAL A POSSIBLE REINVENTION OF A MEGACITY 2.5 km<sup>2</sup> BROWFIELD REDEVELOPMENT GENERATING A SUSTAINABLE COMPACT CITY

CARLOS LEITE (MACKENZIE UNIVERSITY, COORDINATOR)

BERND RIEGER (RIEGER REURBANIZAÇÃO)

EDUARDO DELLA MANNA (SECOVI-REAL STATE UNION ASS.)

PROJECT TEAM:

CLAUDIO BERNARDES (SECOVI-REAL STATE UNION ASS.)

JOAO CRESTANA (SECOVI-REAL STATE UNION ASS.)

JOERG SPANGENBERG (FAUUSP/BAUHAUS)

LOURENÇO GIMENEZ (FGMF)

THIAGO DUARTE (OBRA)

JOAO PAULO DAOLIO (OBRA)



# APPROACHING ARCHITECTURES IN SAO PAULO : CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL 20



**THE TERRITORIAL DISCONTINUITIES OF DIAGONAL SUL OFFER A NEW URBAN PROJECT OPPORTUNITY: TO DEVELOP A METROPOLITAN TERRITORY, A COMPACT CITY INSIDE THE CITY, A SUSTAINABLE NEIGHBORHOOD WITHIN**



THE IDEA

## ✦ WELL-BALANCED INTEGRATED URBAN DIMENSIONS:

This new city model could be developed focusing the best delivery mechanisms to create high quality urban environments. The new territory is a unique opportunity to pioneering develop a strategy of urban intervention which contemplates both and well balanced the spatial/design aspects of the question as well as the process/delivery mechanisms of an urban project.

## ✦ URBAN COMPACTNESS:

It implies intensification, high density and mixed uses as opposed to low density, mono use urban sprawling process. The compact city development model has a potential for achieving more sustainability. High densities are much welcome.

## ✦ INFRASTRUCTURAL REDEVELOPMENT:

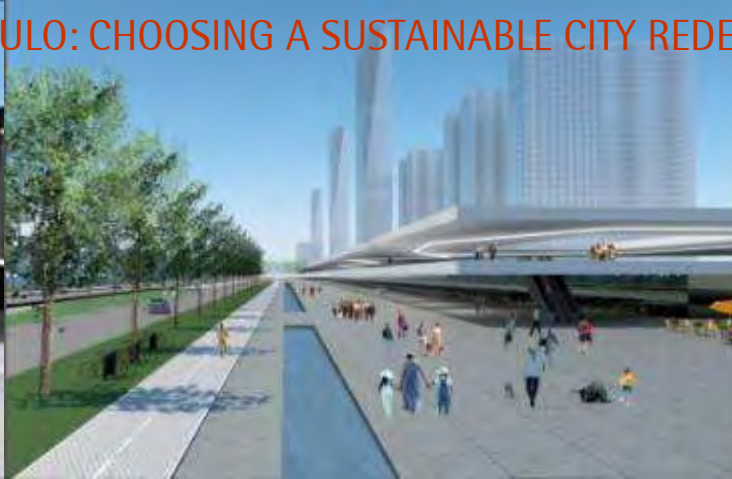
The reuse of existing infrastructure is more sustainable than the creation of new areas. Encouraging smaller displacements, decreasing necessity for mobility and prioritizing the use of public and collective transport systems is also essential in this new city model inside the metropolitan old industrial territories.

## ✦ SOCIO-SPATIAL DIVERSITY:

Specific mechanisms of tax incentives could be designed to arrest the decline in physical fabric in old industrial urban areas, encouraging new developments and including the combination of a wide mix of land use, in balance with its surroundings.

## ✦ A CITY INSIDE THE CITY:

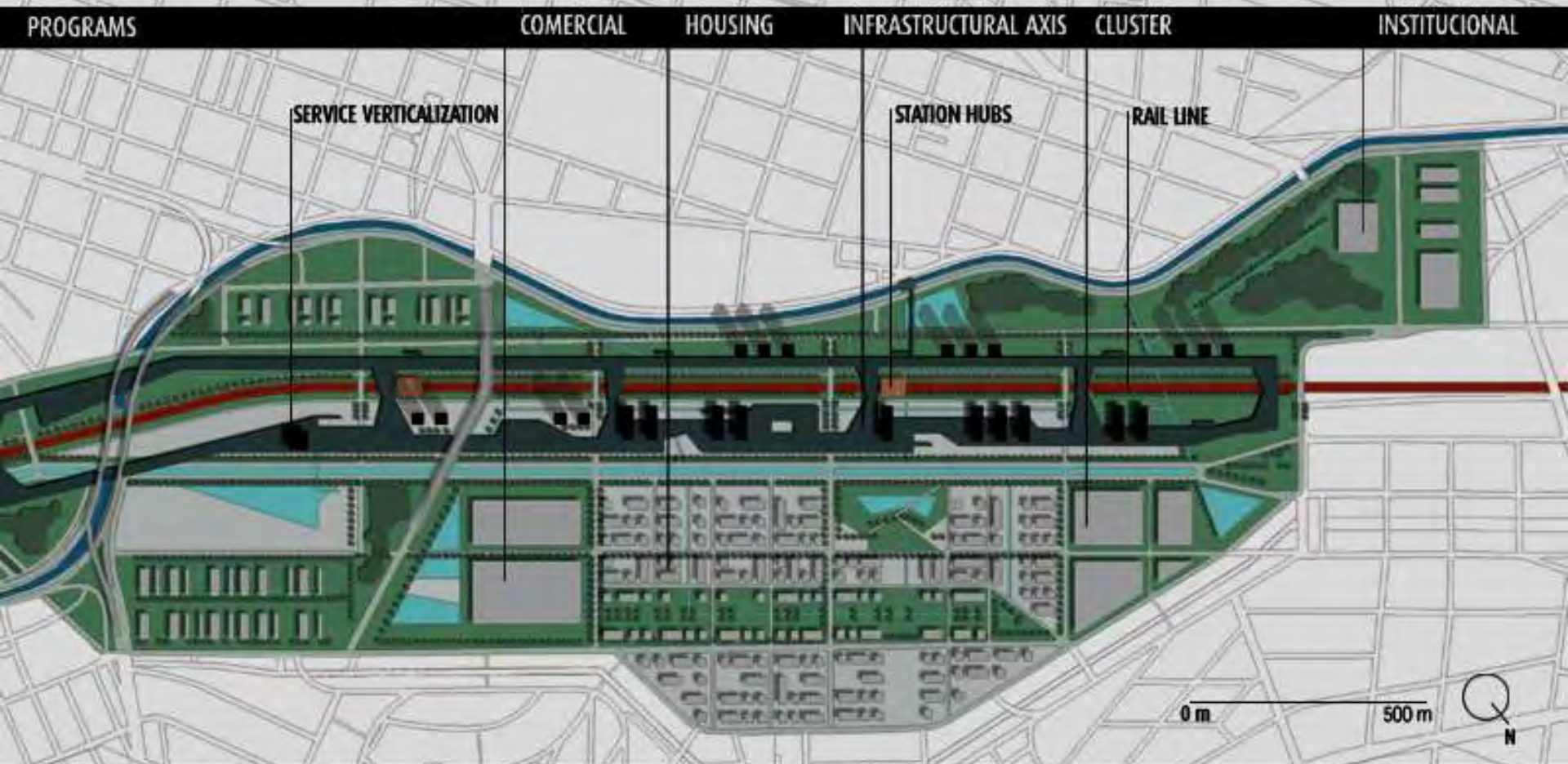
- CREATE NEW QUALITY IN PUBLIC SPACES
- PROPOSE JOINT VENTURES BETWEEN PUBLIC POWER AND THE PRIVATE SECTOR TO STIMULATE THE CLEANING OF CONTAMINATED AREAS
- PROMOTE PUBLIC EQUIPMENTS OF SYMBOLIC SIGNIFICANCE TO THE REGION AND OF INTENSE SOCIAL USE
  - ENHANCE PUBLIC INVESTMENTS (MUNICIPAL, STATE AND FEDERAL)
  - ATTRACT AND ARTICULATE PUBLIC, PRIVATE AND INSTITUTIONAL INVESTMENTS
  - ENSURE INTEGRATED SUSTAINABILITY OF ALL ACTIONS (ORGANIZATIONAL AND FINANTIAL)
  - GENERATE A GLOBAL AND INCLUDENT PATTERN OF URBAN REGENERATION
  - IMPROVE THE TWO MAIN URBAN ELEMENTS TO REARTICULATE THE AREA (RIVER/WATER AND TRAIN LINE/MOBILITY)



### O ELEMENTO ESTRUTURADOR: MARQUISE LINEAR/EIXO INFRAESTRUTURAL

- ☛ CONFIGURA A NOVA CENTRALIDADE NA DIAGONAL SUL
- ☛ CONECTA AS ESTAÇÕES (TREM, METRO E VLP)
- ☛ ESTRUTURA A VERTICALIZAÇÃO (BARRAS DE SERVICOS/200m ALTURA)
- ☛ ESTRURA AS TRANSPOICOES E CONCEXOES TRANSVERSAIS (FERROVIA E RIO)
- ☛ ORGANIZA AS INFRAESTRUTURAS URBANAS E OS NOVOS ESPAÇOS PUBLICOS:  
parque linear/verdes/aguas/ciclovias/comercio/lazer/shopping mall
- ☛ A DIAGONAL SUL GANHA UMA "NOVA AV. PAULISTA":  
mesma dimensao/4 km de eixo de vida urbana



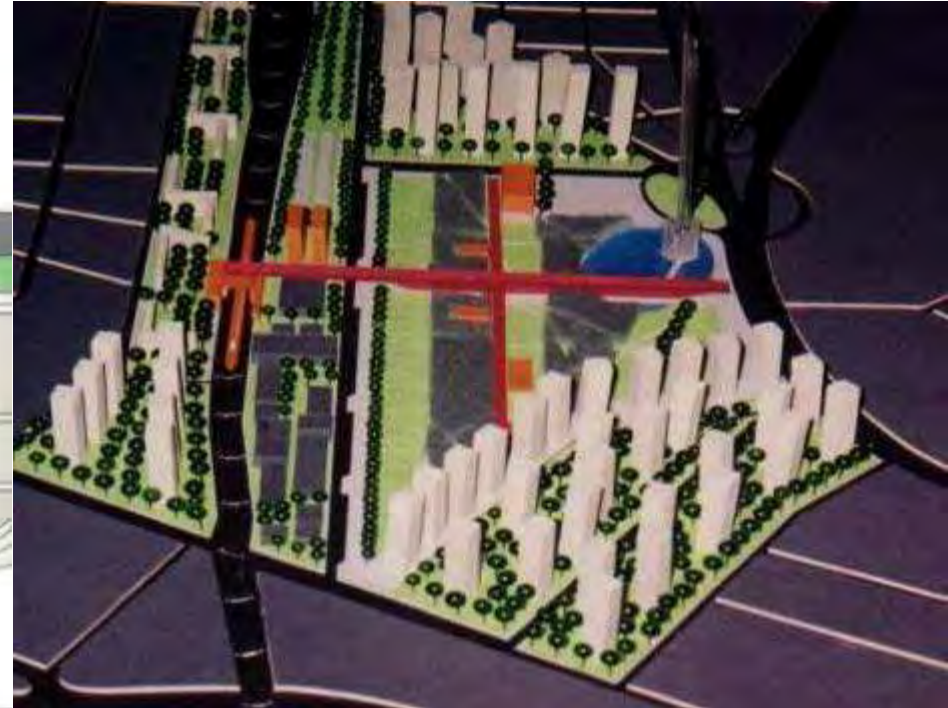
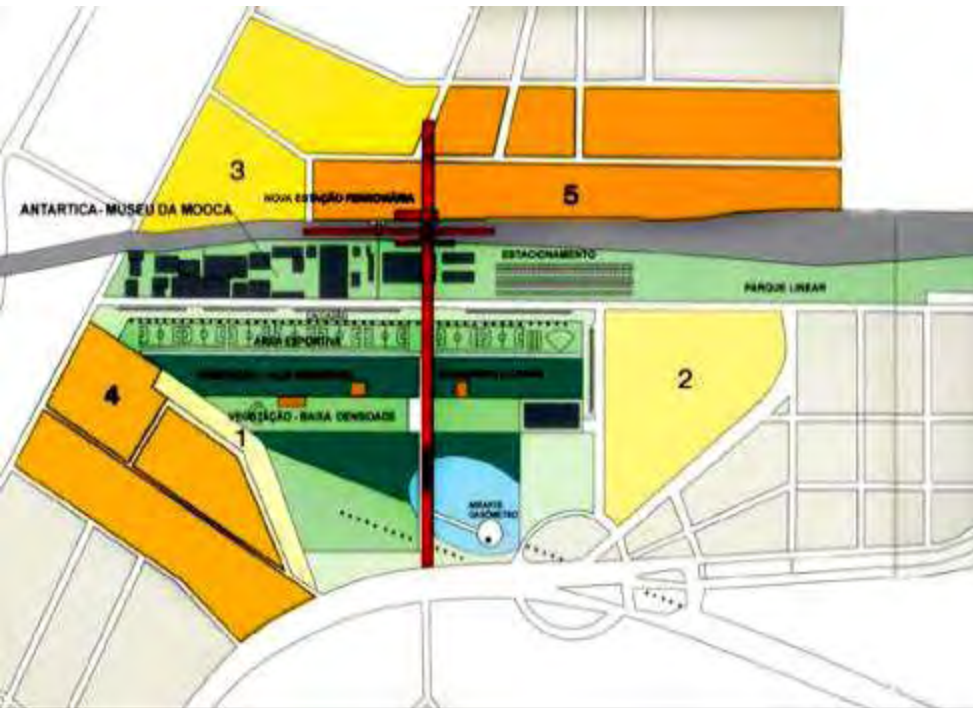


HOUSING	INFRASTRUCTURAL AXES	COMERCIAL	CLUSTER	INSTITUCIONAL
LOW PROFILE ... 200.600 m2	INFRASTRUCTURAL AXES ... 1.170.000 m2	COMERCIAL ... 450.000 m2	CLUSTER ... 175.000 m2	INSTITUCIONAL ... 170.000 m2
MEDIUM PROFILE ... 171.100 m2				
HIGH PROFILE ... 218.300 m2				
(SUBTOTAL: 590.000 m2)				
				<b>TOTAL = 2.555.000 m2</b>

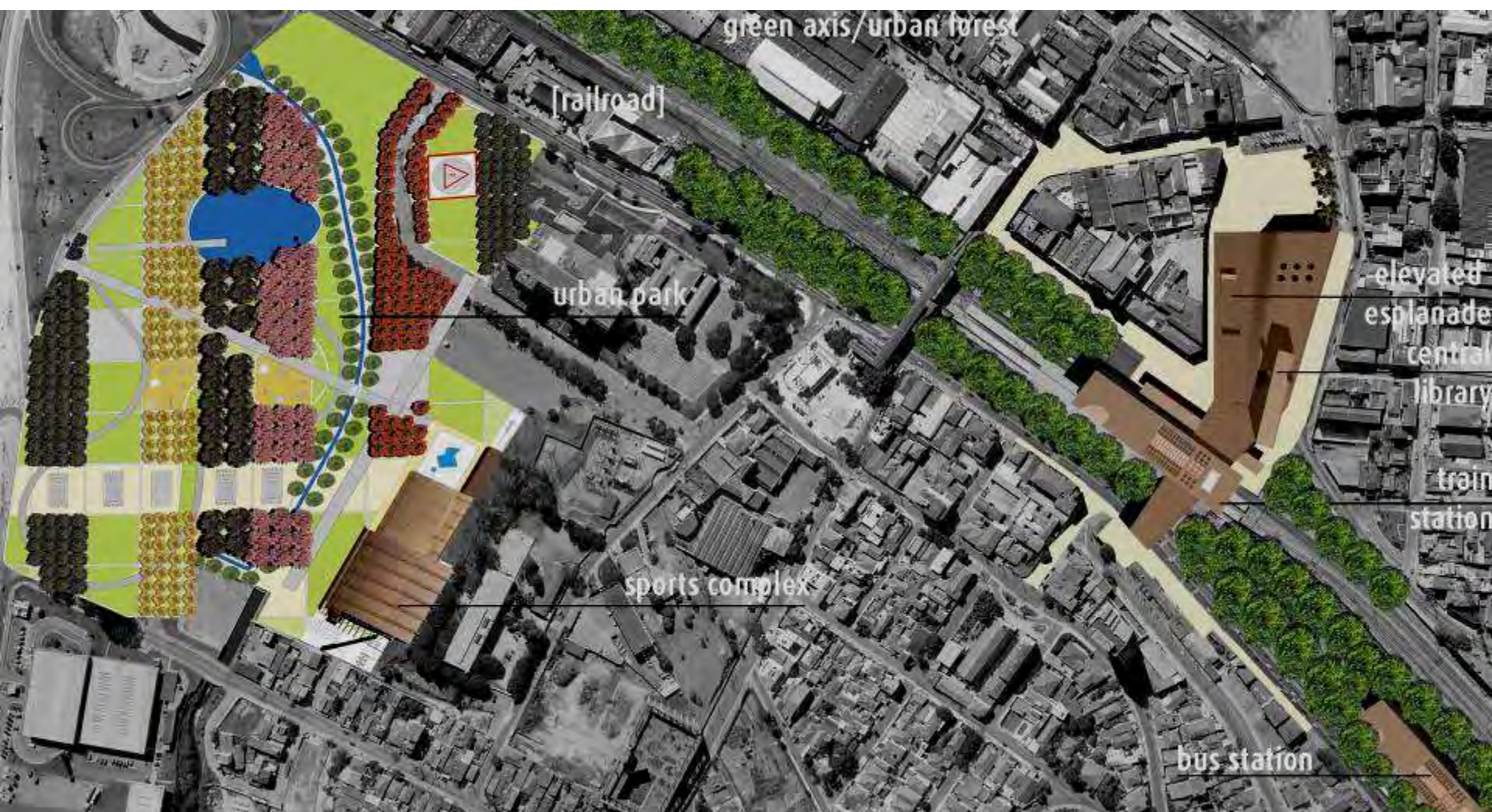


STRATEGIC MASTERPLAN OVERVIEW | INFRASTRUCTURAL AXIS: GROUND LEVEL LEISURE & MOBILITY HUB ACCESS

# APPROACHING ARCHITECTURES IN SAO PAULO • CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL

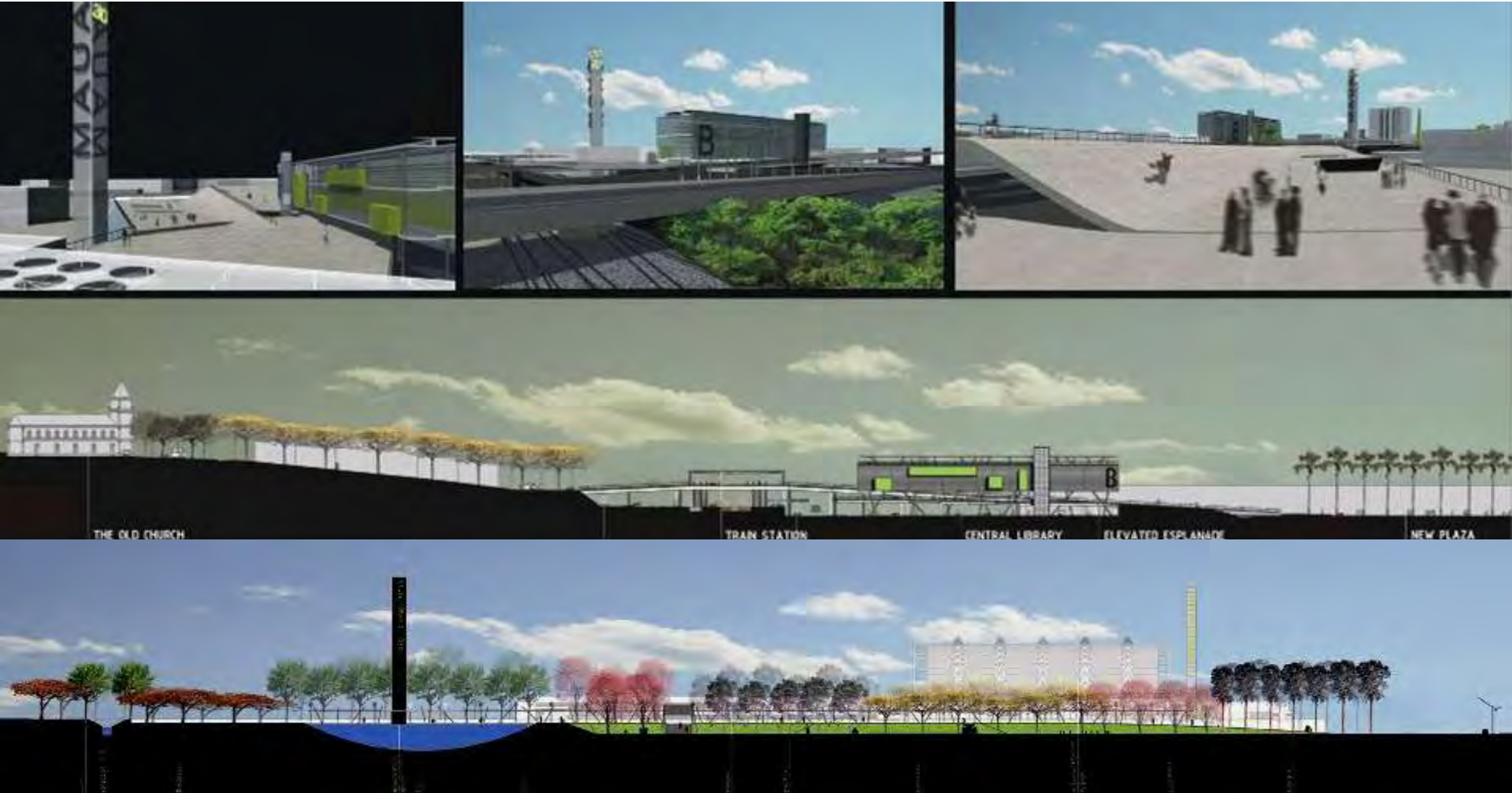


# APPROACHING ARCHITECTURES IN SAO PAULO • CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL



DIAGONAL SUL EXTENSION AREA • MAUA • SAO PAULO • 2003 • CARLOS LEITE & MARIO BISELLI

# APPROACHING ARCHITECTURES IN SAO PAULO • CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL



DIAGONAL SUL EXTENSION AREA • MAUA • SAO PAULO • 2003 • CARLOS LEITE & MARIO BISELLI

# APPROACHING ARCHITECTURES IN SAO PAULO • CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL

Downtown Maua urban interventions  
[1] Urban Restructuring Master Plan  
[2] Sports Complex  
[3] Parque do Paco Urban Park  
[4] Central Library  
[Architects> Carlos Leite & Mario Biselli]



The downtown Maua urban intervention is based on an urban-connections strategy, rescuing the fundamental idea of the 1975 Vilanova Arriegas original urban renewal plan.

An elevated esplanade - a new urban promenade - connects the two sides of the railway, linking the historic centre and the modern Civic Area (City Hall, Municipal Theatre and the new Sports Complex and Sports Park).

New public equipments were connected to the esplanade. New urban and landscape design - also designed by us - complements the work.

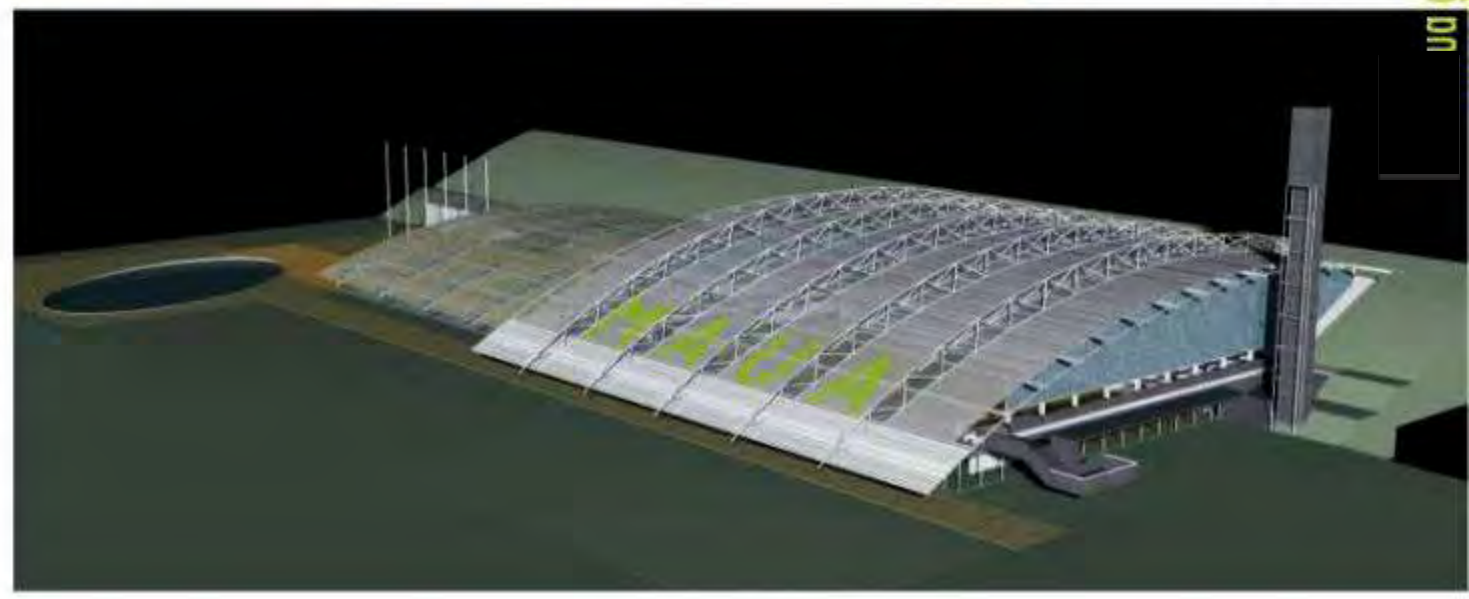
The proposals are: articulation and nodal integration of the public transports elements; to keep an "architectural silence" on the urban voids; to allow the public fruition and pedestrian flows, connection of the opposite urban nucleus; generation of an urban space with complementary uses and functions; the elevated esplanade connects all the architectural elements and links the 2 urban nucleus; the urban park appears as an articulation of the civic center nucleus, connecting the City Hall, the Forum, The Theatre and the new Sports Complex; to promote a general restoration of the public spaces through new urban and landscape designs; the rescue of the lost public dimension; to seal the historic centrality with important urban equipments, that is, to give new life for the historic center.



[construction in September 2004]



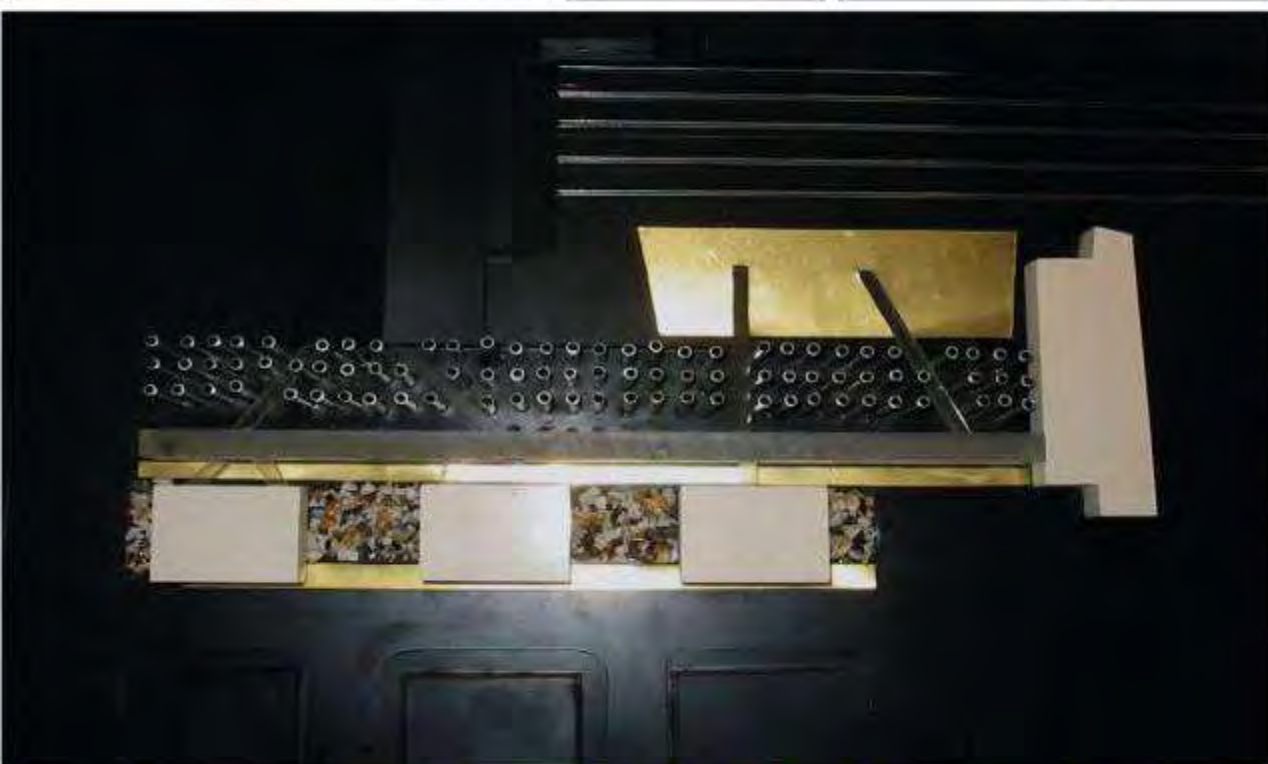
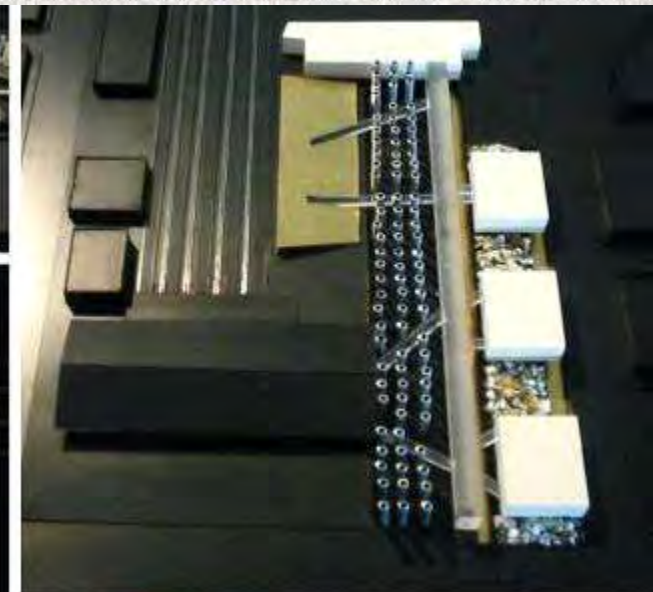
ua gym & sports complex [sao paulo, 2003]





DIAGONAL SUL EXTENSION AREA • MAUA SPORTS COMPLEX • SAO PAULO • 2003 • CARLOS LEITE & MARIO BISELLI

# APPROACHING ARCHITECTURES IN SAO PAULO @ CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL



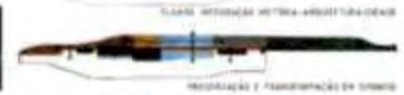
DIAGONAL SUL ZOOM AREA • SAO PAULO • 2003 • CARLOS LEITE & JOSE A ALY

# APPROACHING ARCHITECTURES IN SAO PAULO • CHOOSING A SUSTAINABLE CITY REDEVELOPMENT MODEL

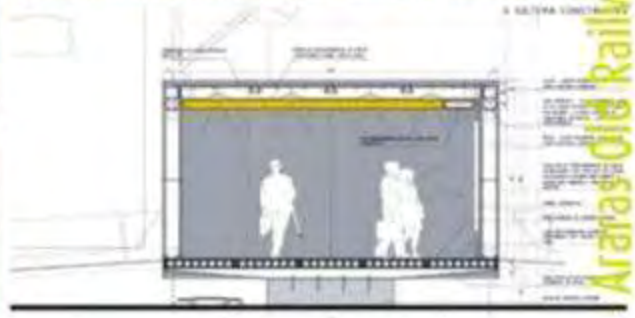
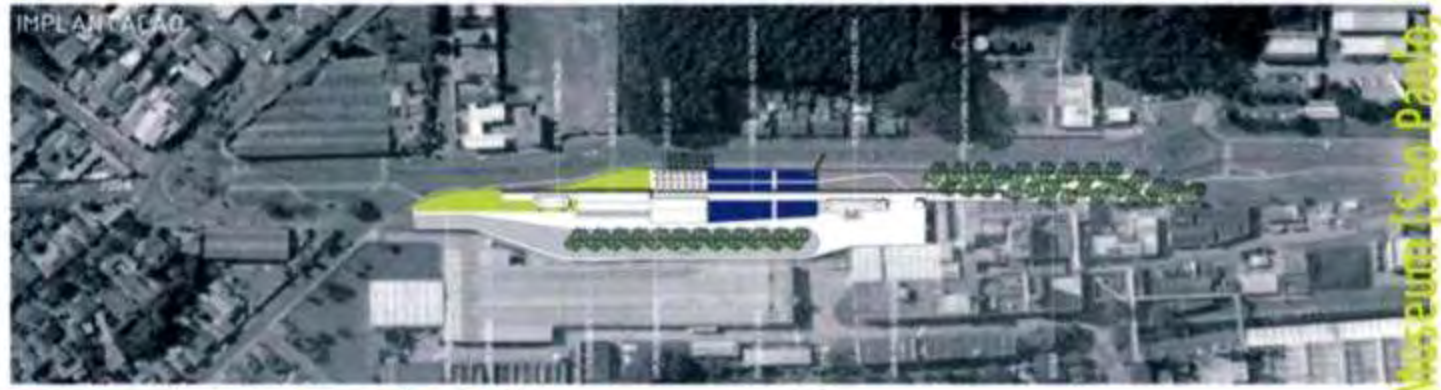
Araras Old Railway St. Recycling- City Museum

- >Client: City of Araras/Nestle
- >Project Date: 2003
- >Area: 2,200 m<sup>2</sup>
- >Authors: Carlos Leite, Monica Brooke & Jose Augusto Aly
- >Program: museum, conference hall, arts & crafts studios, classrooms, landscape design, historic blgds. recycling

[LEITE+BROOKE ARQUITETOS SCL]



ESCALA: 1/1000 (SEÇÃO) - 1/500 (ELEVADO)  
SEÇÃO DE OBRAS DE 1950 A 1960  
SEM INTERIO E INTERIO DE 1960  
COM INTERIO DE 1960 INTERIO DE 1960  
INTERIO DE 1960 INTERIO DE 1960  
INTERIO DE 1960 INTERIO DE 1960



Araras Old Railway St. Recycling- City Museum- Sao Paulo, 2003



“EVERY NOTION WE MAY HAVE ABOUT PLANNING AND ARCHITECTURE EVAPORATES HERE. WHAT DO YOU DO ABOUT CITIES WITH OVER 10 MILLION ININHABITANTS? WHAT DO YOU DO ABOUT CITIES THAT THREATEN TO SWELL INTO METROPOLISES OF 25 MILLION ININHABITANTS (SAO PAULO AND RIO DE JANEIRO)? WHAT DO YOU DO ABOUT CITIES THAT WERE PLANNED FOR A FEW HUNDRED THOUSAND PEOPLE BUT WITHIN A FEW DECADES HAVE 2 TO 3 MILLION ININHABITANTS? YOU CANNOT DO THEM JUSTICE WITH ‘NORMAL’ PLANNING OR ‘NORMAL’ ARCHITECTURE. THAT WOULD SUGGEST THAT THE CONTEMPLATIVE SLOWNESS OF THE PLAN OR DESIGN WOULD WORK HERE. IN BRAZIL, ACTION IS CHRONICALLY OVERTAKEN BY EVENTS. NO TIME FOR CONSIDERATION, NO TIME FOR REFLECTION. THAT’S A EUROPEAN LUXURY, BUT HERE EVERY MUNICIPAL ORGANIZATION IS POWERLESS AGAINST THE PROLIFERATION OF THE CITY. ALL THAT CAN BE DONE IS TO KEEP THINGS UNDER CONTROL. URBAN PLANNING BECOMES A MATTER OF POLICING RATHER THAN A POLITICAL OR CULTURAL DISCIPLINE.”

JOHN BOSCH, JULIETTE VAN DER MEIJDEN, MAURICE NIO, WIM NIJENHUIS, NATHALIE DE VRIES (MVRDV) IN “EATING BRASIL” (ROTTERDAM, 010, 1999)