

LAB1 AMB '07 | Architettura 'a velocità zero'
Esplorazione della Foresta Regionale dei Corni di Canzo
24 - 25 Marzo 2007

MATERIALI:

matita HB

temperino

Pennarelli neri di diversi spessori

macchina fotografica

sketch-book

Planimetria scala 1:5000 (formato A0) tagliata e rilegata in formato A3

Cartelletta A3 Costruita con Cartoncino vegetale

scarpe comode per camminare in montagna

cerata o k-way

2 colazioni al sacco

070324 | 07.39-24.00 | CANZO

Esplorazione dell'area di progetto

7.39: partenza in treno da Milano Cadorna

8.54: arrivo alla stazione di Canzo

9.30: arrivo a piedi alle fonti di Gajum

10.00: arrivo a piedi al Centro di educazione ambientale di 1° Alpe

10.30: partenza per l'esplorazione dell'area di progetto

12.00: colazione al sacco

18.30: ritorno al Centro di educazione ambientale di 1° Alpe

19.00: cena

070325 | 08.00-19.00 | CANZO

Esplorazione dell'area di progetto

8.00: prima colazione

8.30: Partenza da 1° Alpe per l'esplorazione dell'area di progetto

12.00: colazione al sacco

18.00: ritorno al Centro di educazione ambientale di 1° Alpe

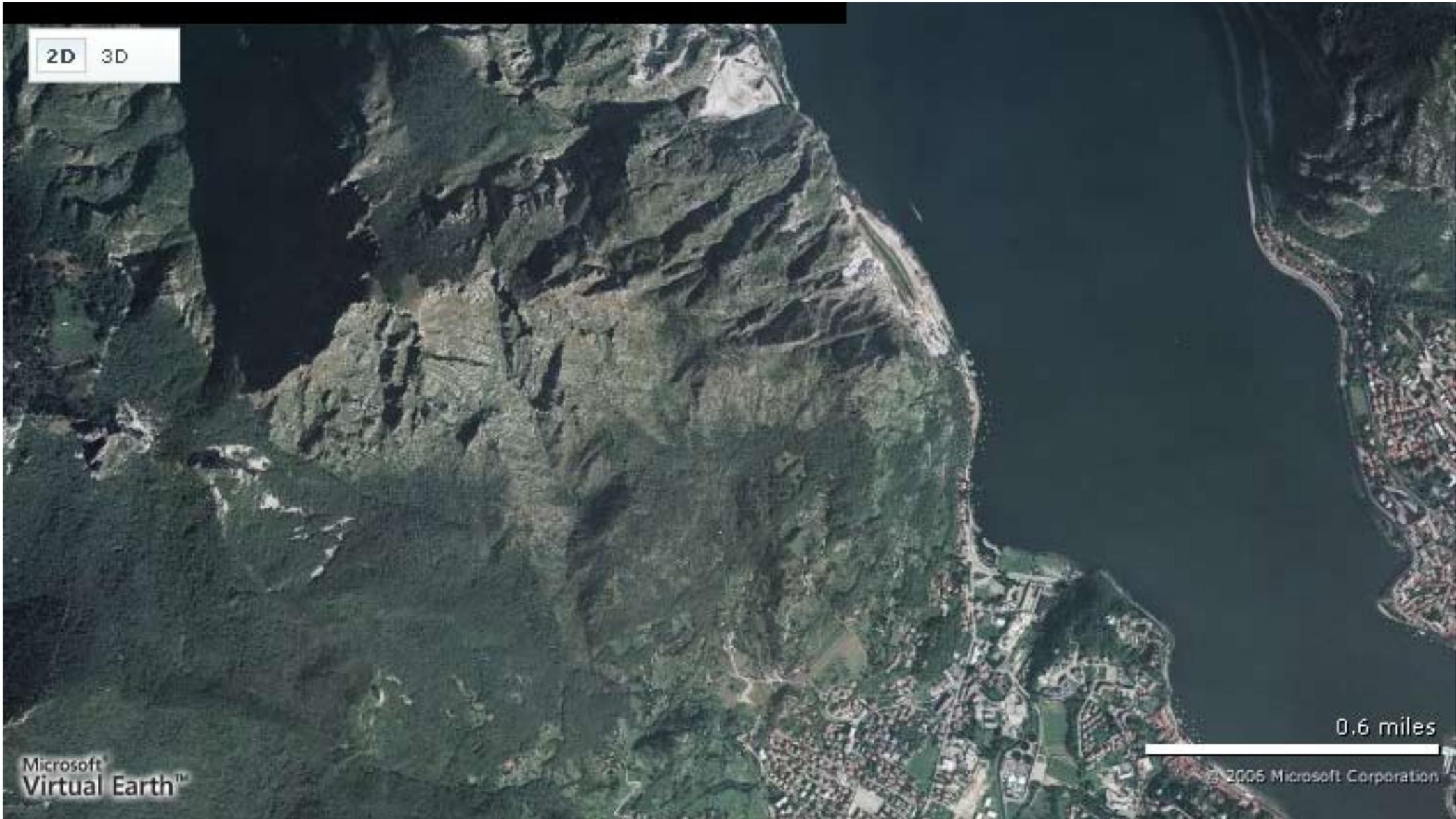
18.30: aperitivo e 'rompete le righe'

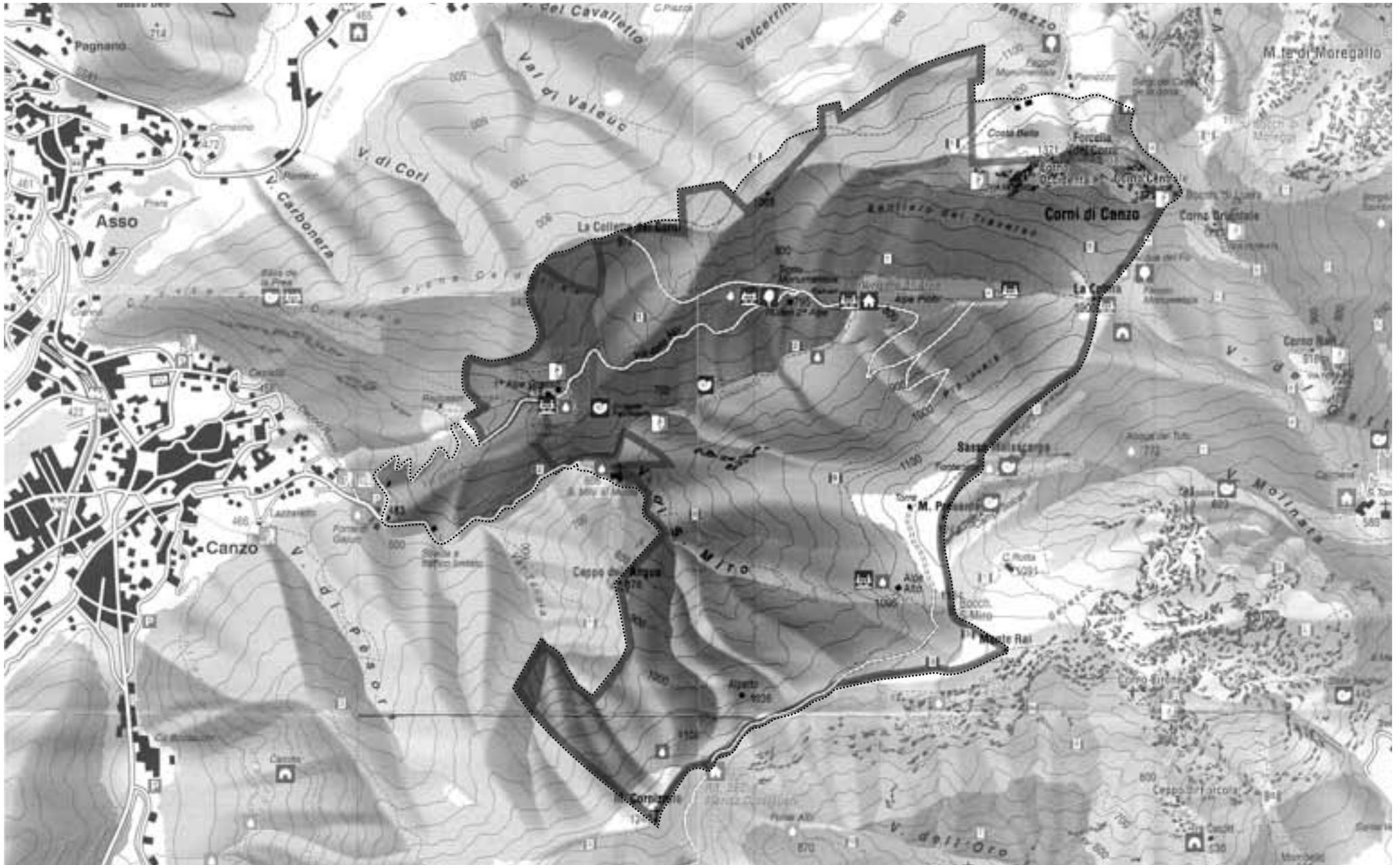
2D 3D

Microsoft
Virtual Earth™

0.6 miles

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Responsabili: Gennaro Postiglione, Lorenzo Bini
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 Cultori: Giacomo Cristofori, Laura Moretti, Elena Naldi
 Contributi: Andrea Corneo, Riccardo Fiorentini

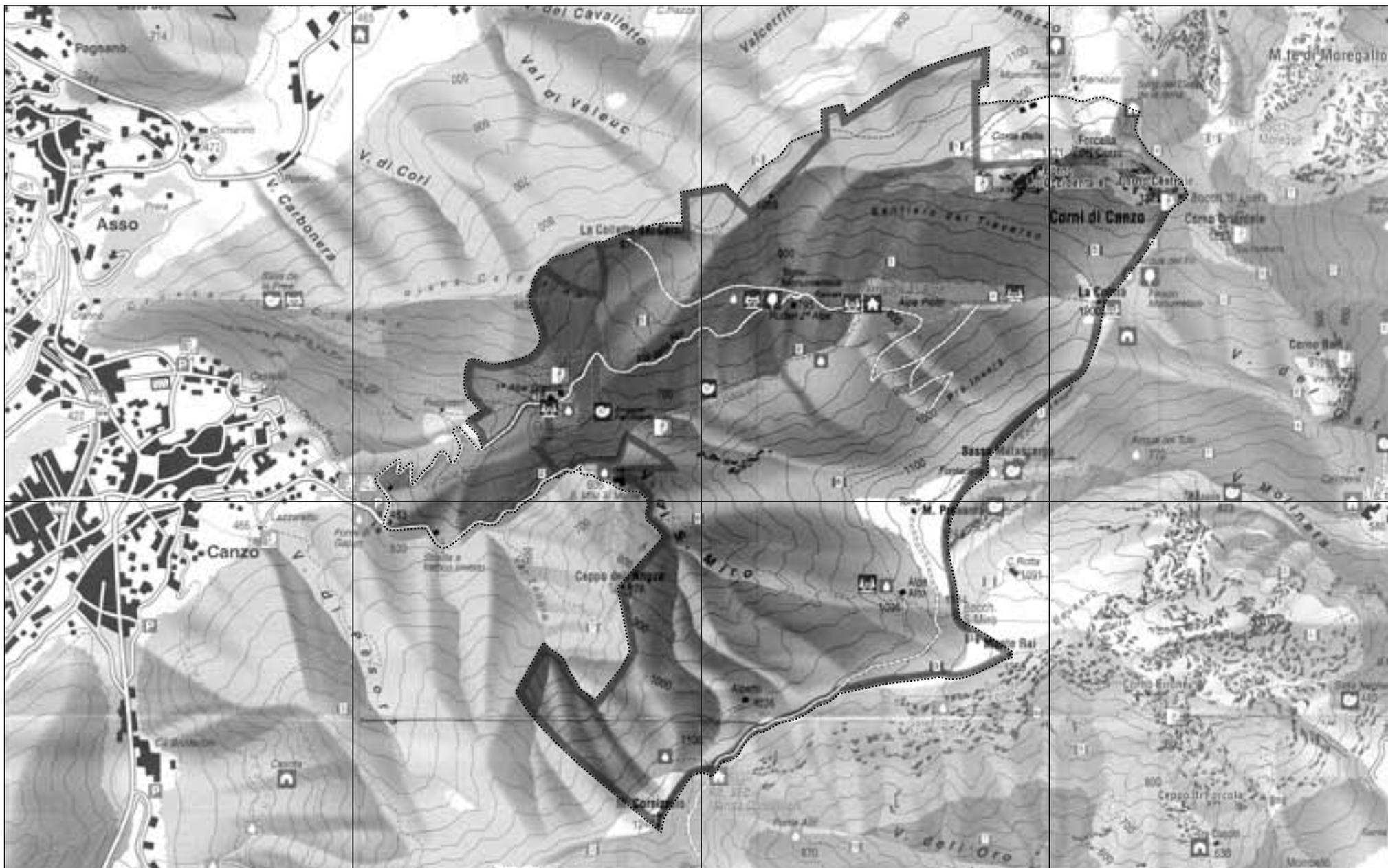
Planimetria dell'Area di Progetto
 'La foresta regionale dei Corni di Canzo'

(fonte: Carta escursionistica dell' ERSAF, Regione Lombardia)



scala 1:5000



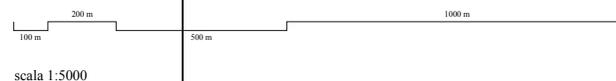


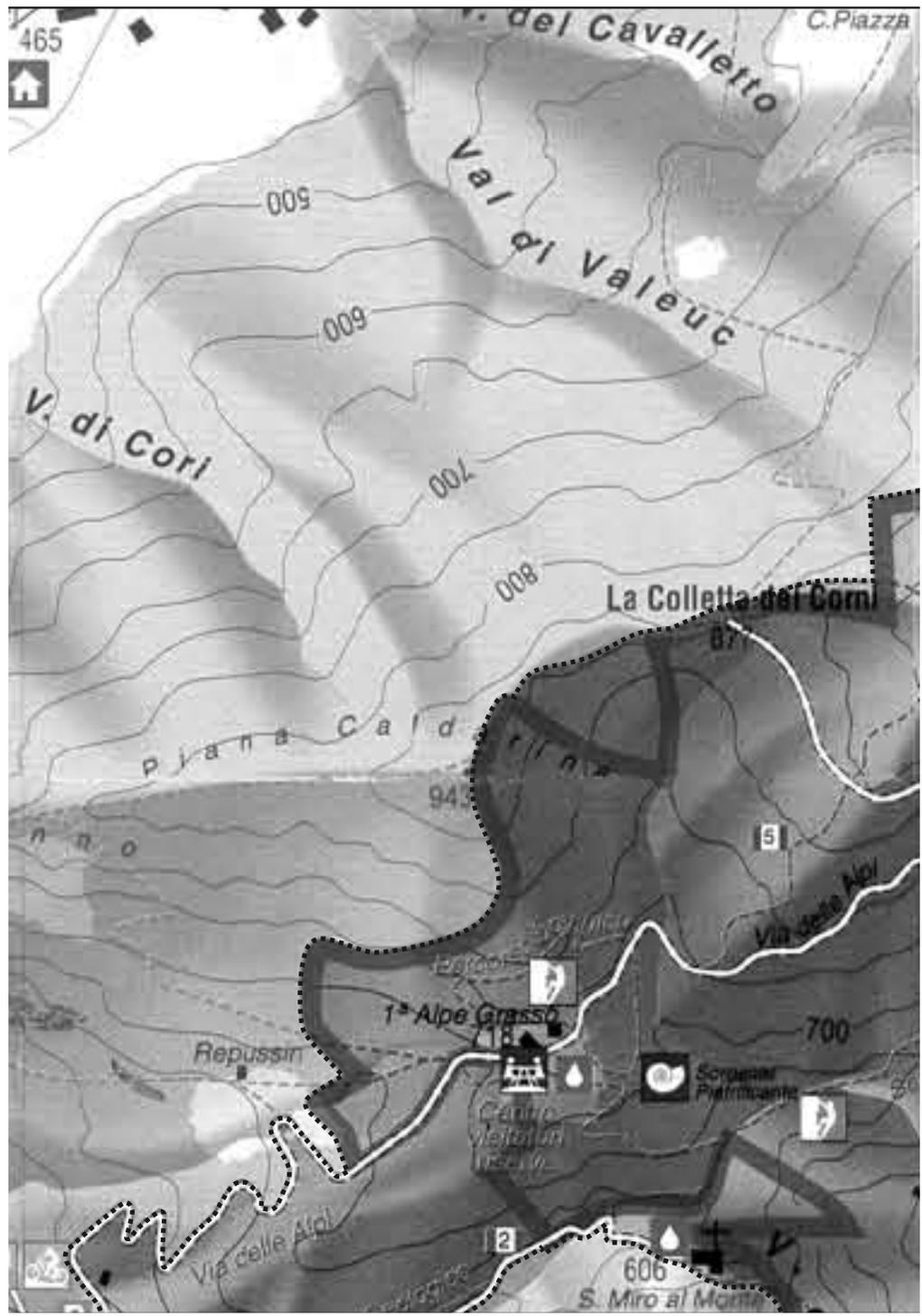
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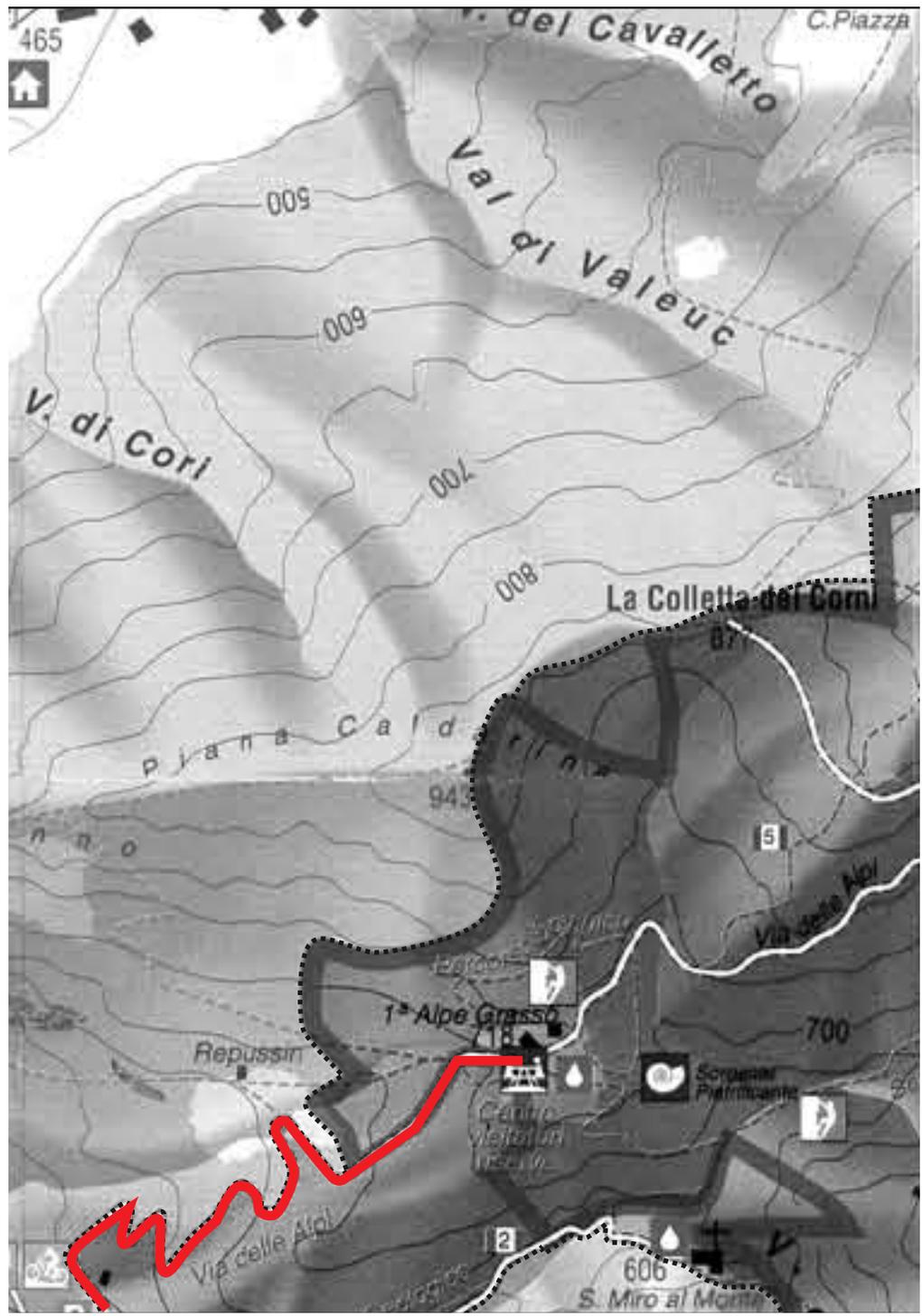
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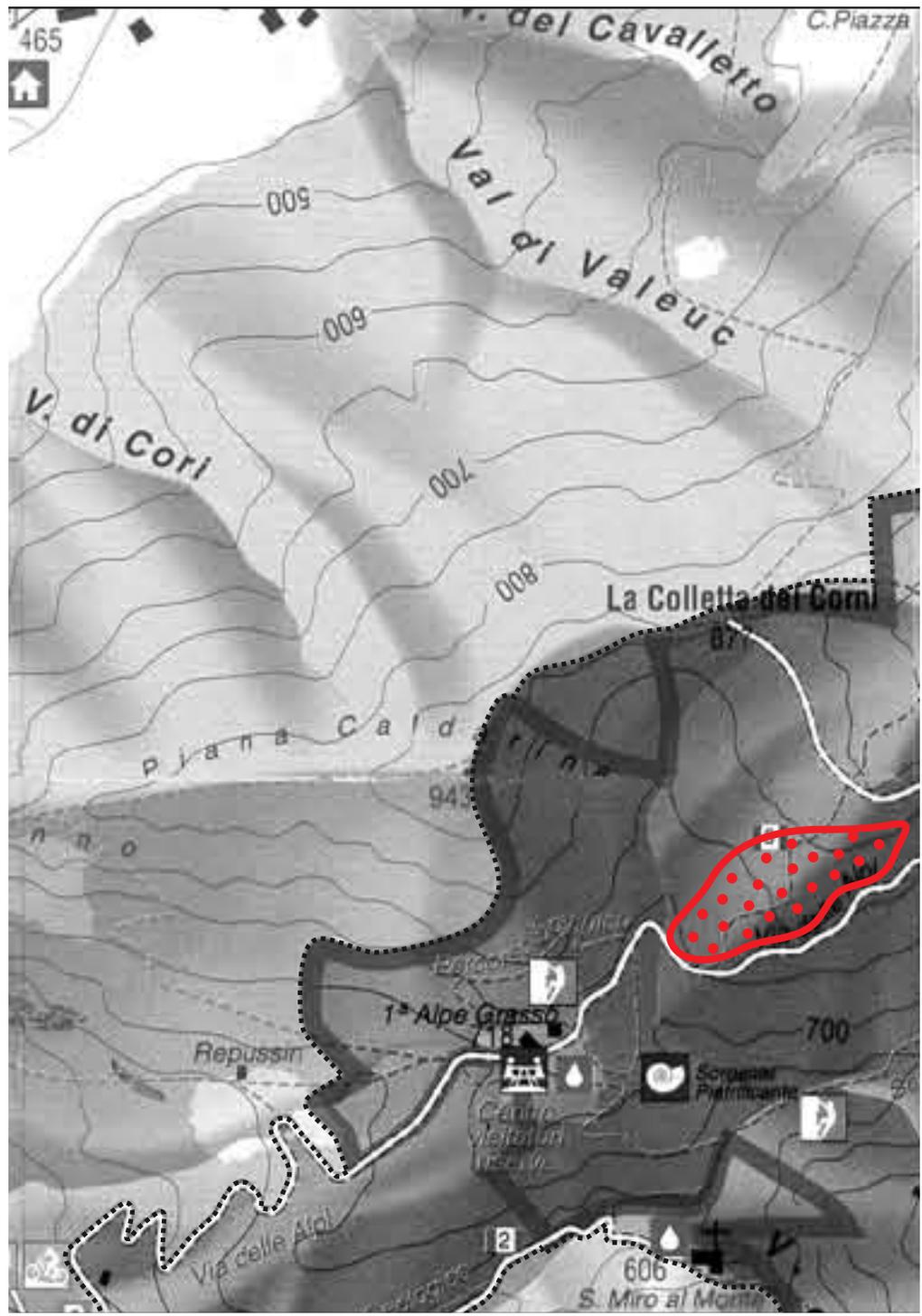
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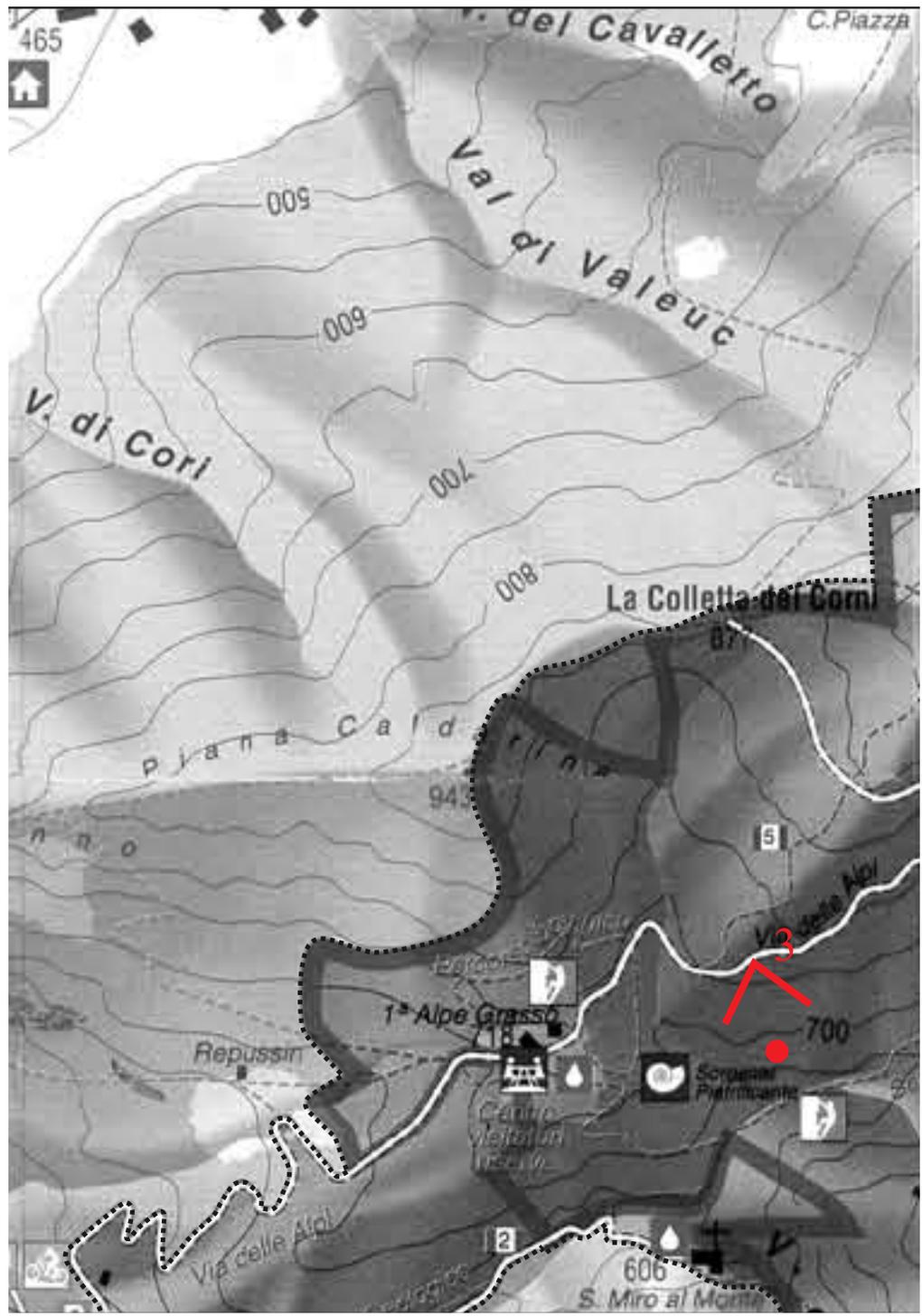
(fonte: Carta escursionistica dell'ERSAF, Regione Lombardia)

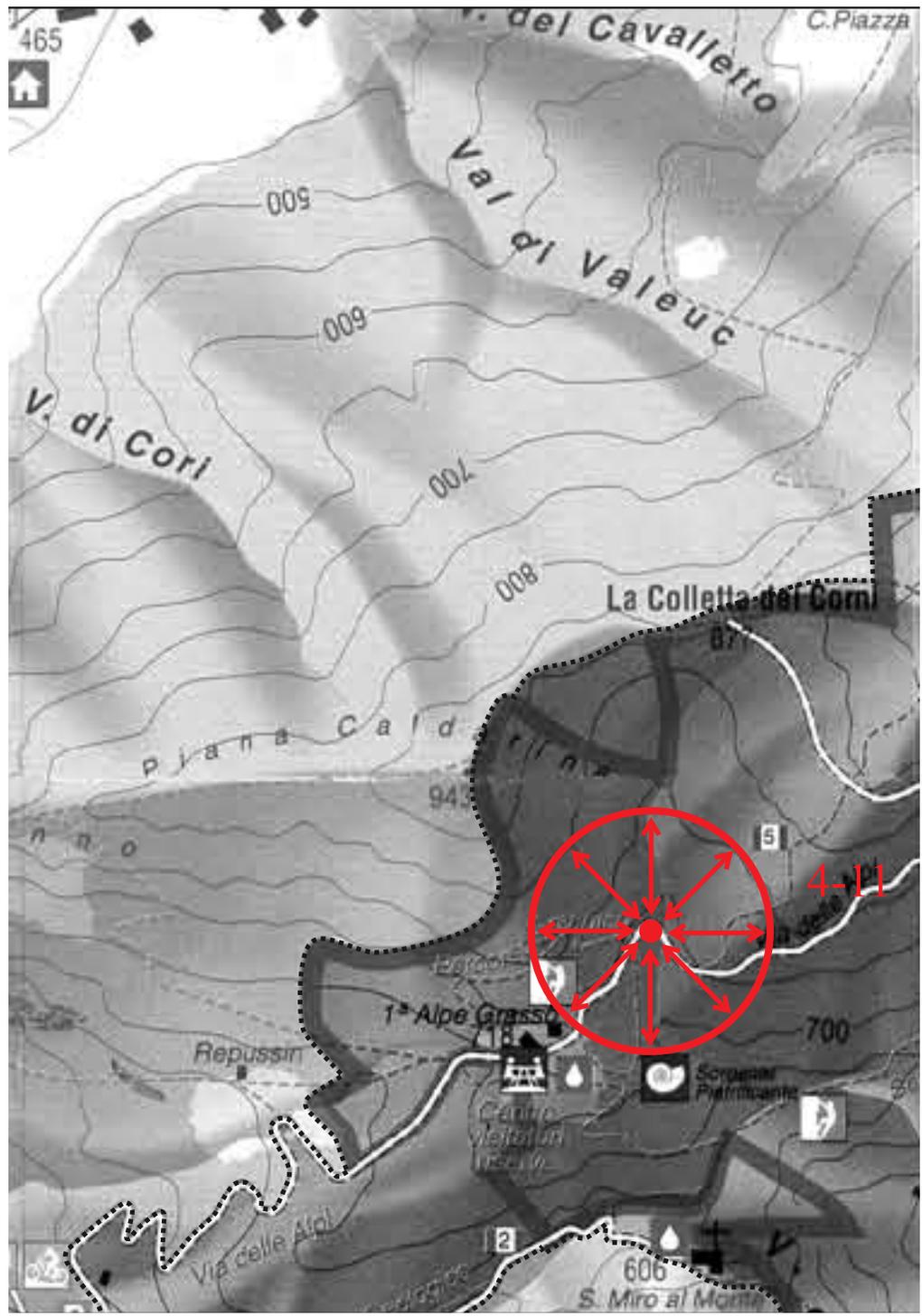








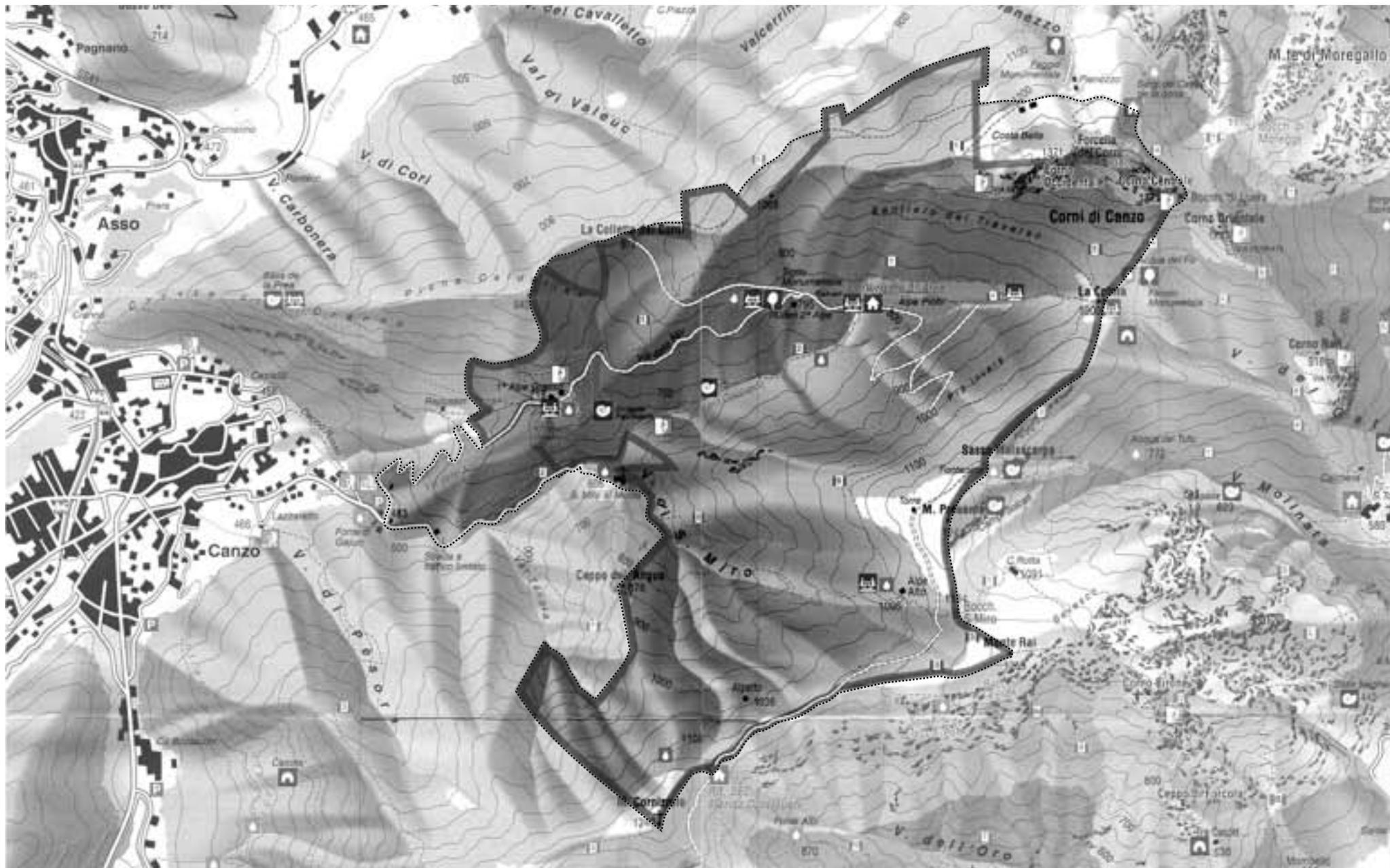










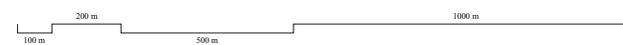


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scala 1:5000



1962

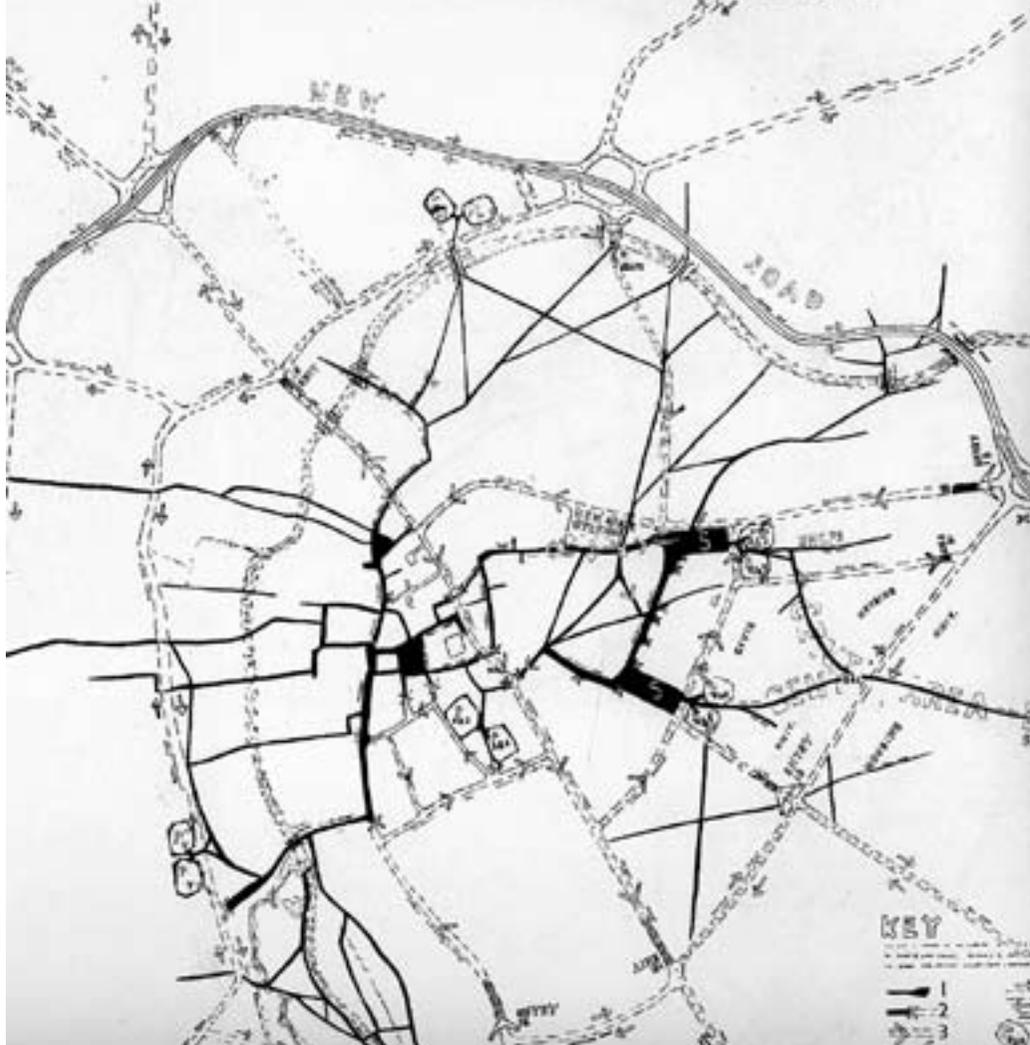
CITIZENS' CAMBRIDGE

1 MILE

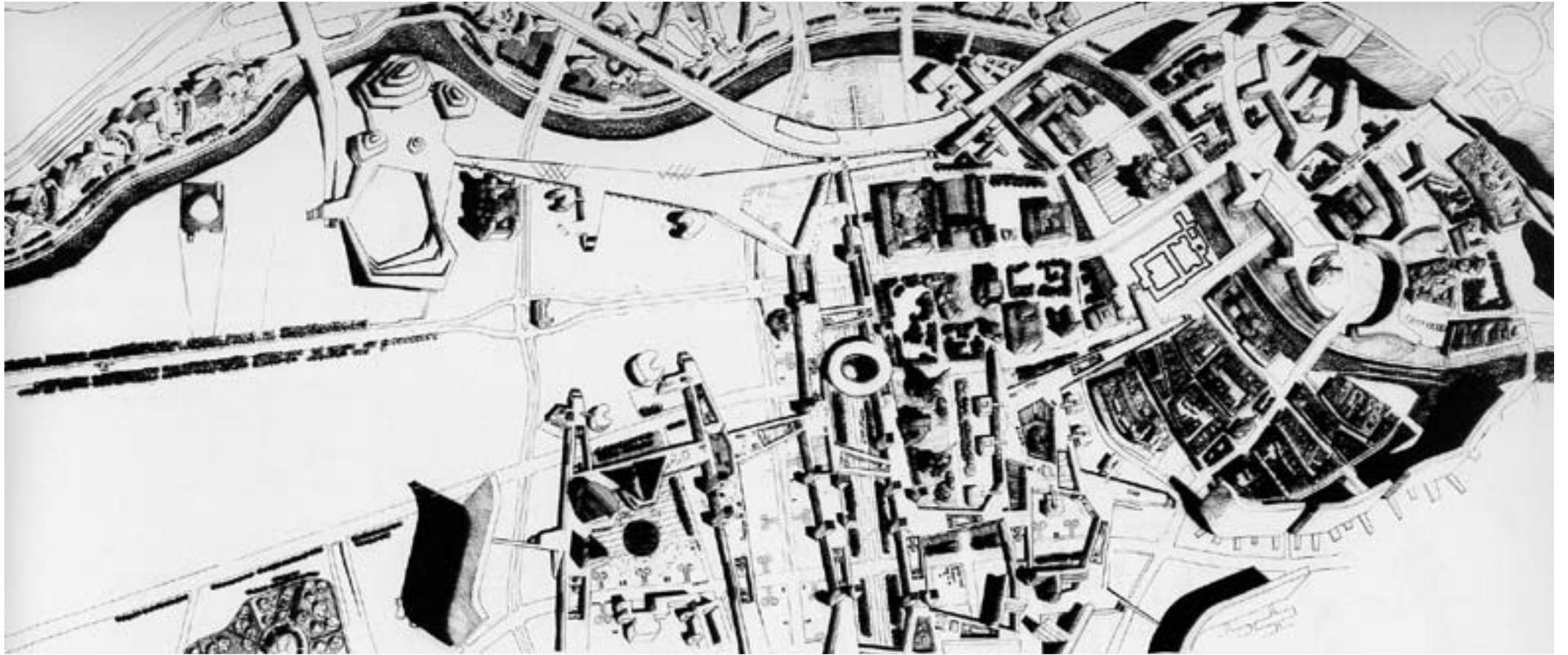
STRUCTURING
PLAN

A & P. SMITHSON
MAY '62 REVISION A. SMITHSON

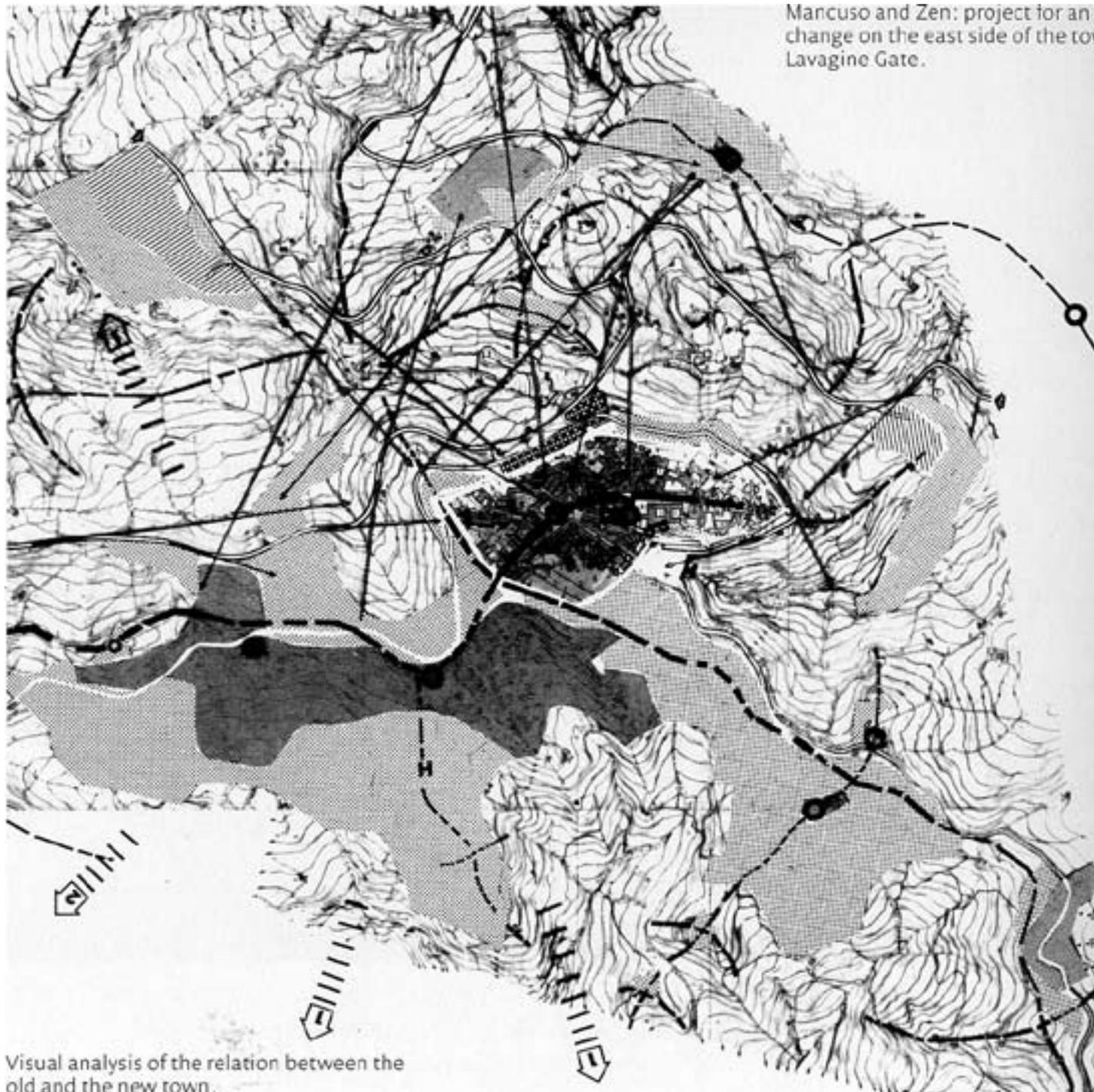
1:2500 SCALE



Alison and Peter Smithson
Citizens' Cambridge planning study, 1962



Alison and Peter Smithson
Greenways and Landcastles planning study, London, 1962-63

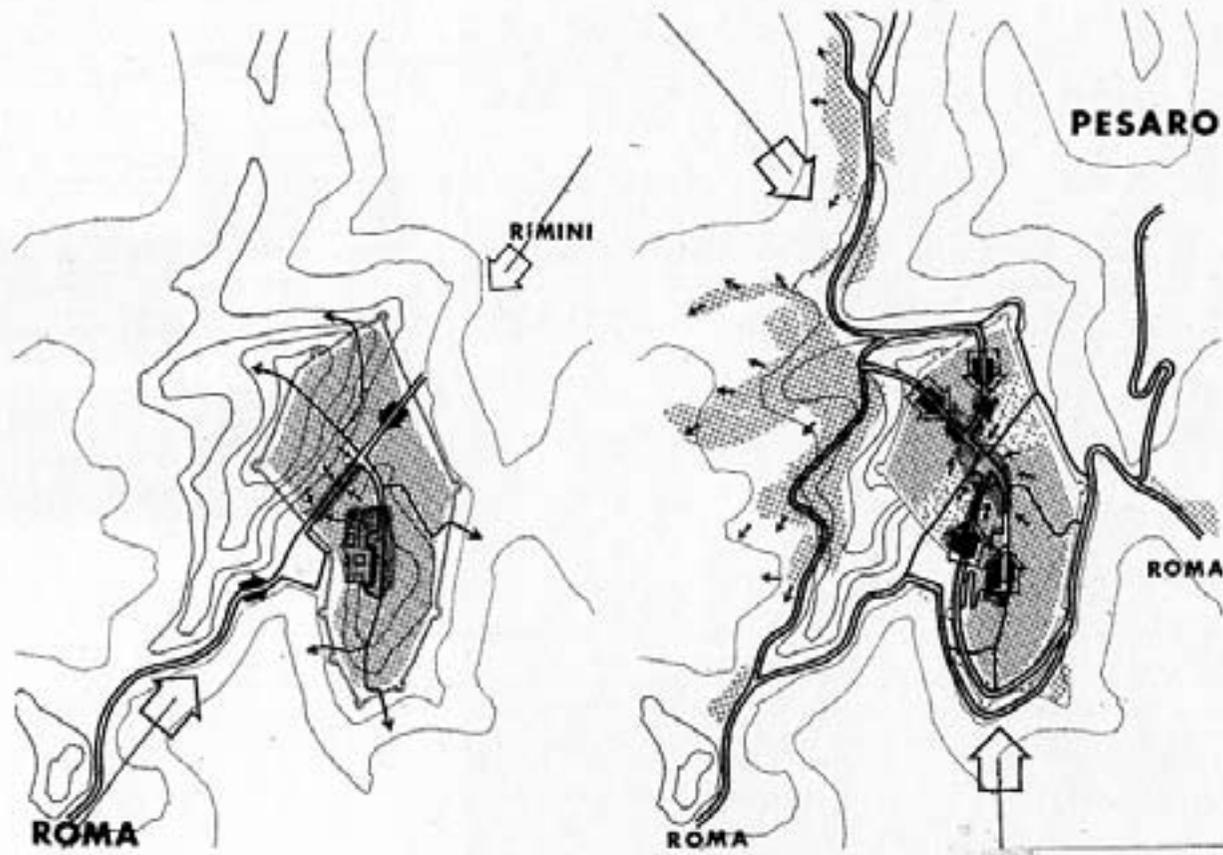


Mancuso and Zen: project for an change on the east side of the top Lavagine Gate.

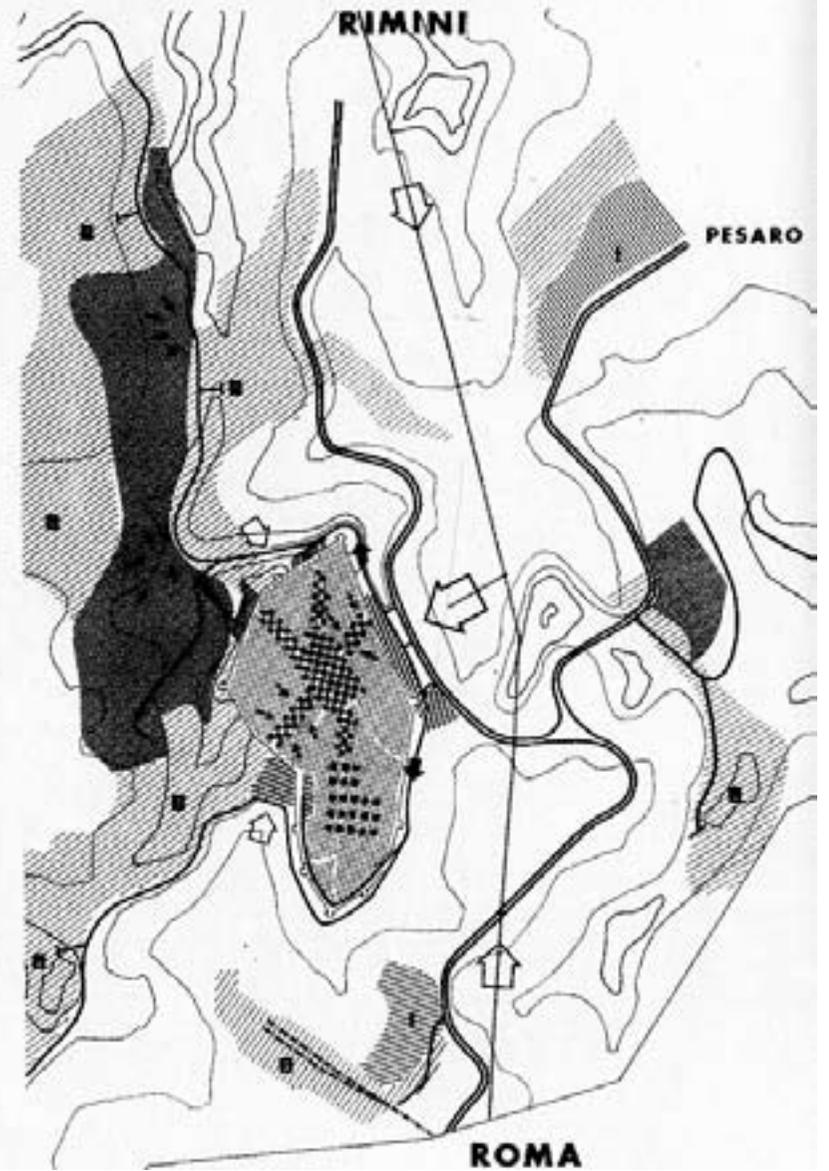
Visual analysis of the relation between the old and the new town.

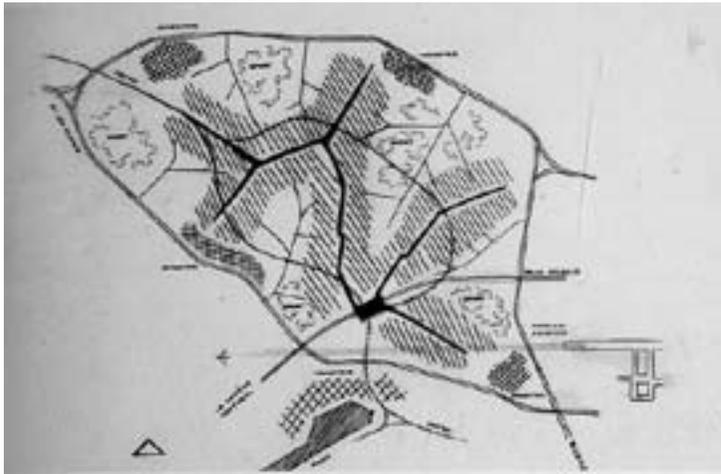
Giancarlo De Carlo
Masterplan, Urbino 1958-64

View of the town from the southwest.

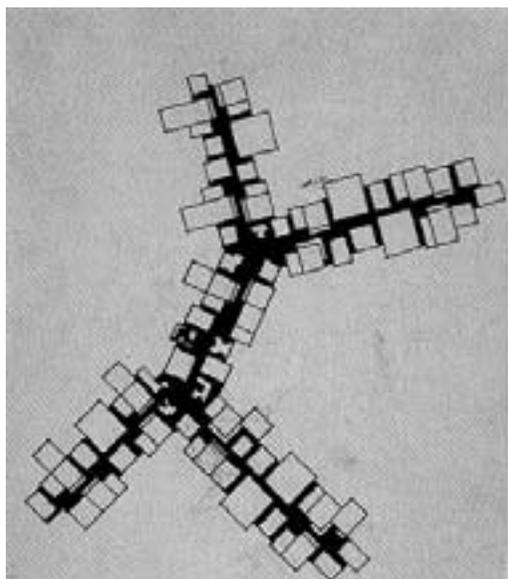


Diagrams of three stages in the development of Urbino.

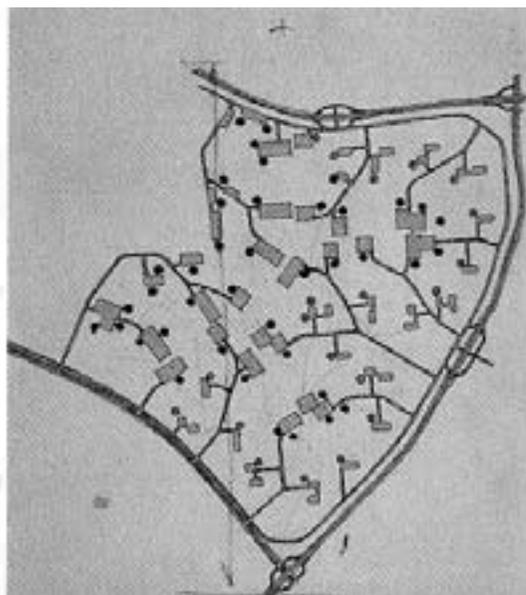




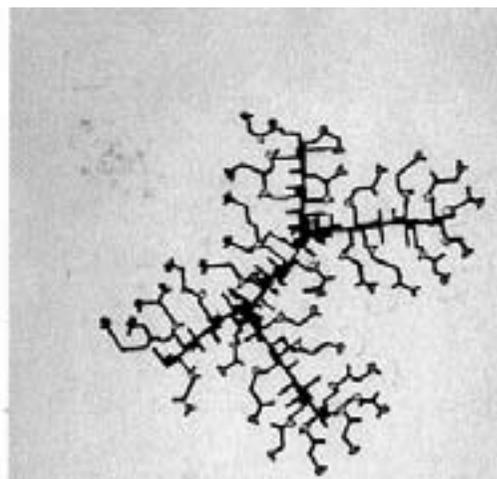
Candilis-Josic-Woods
Caen Hérouville, Bilbao, Toulous urban studies 1961-62



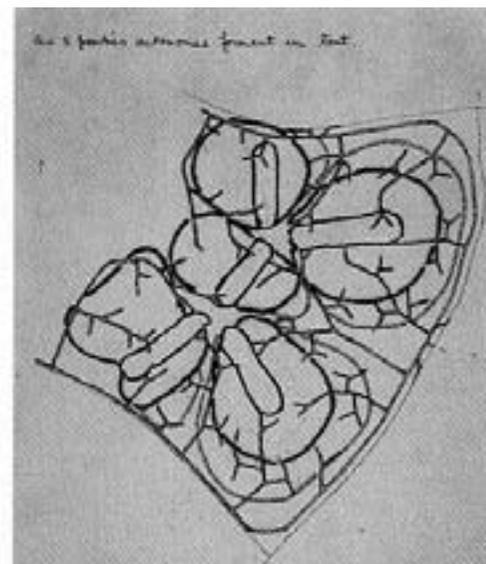
Le centre urbain est le domaine naturel du milieu, et est organisé par la rue et il réunit la zone fonctionnelle et parcellaire de l'habitation.



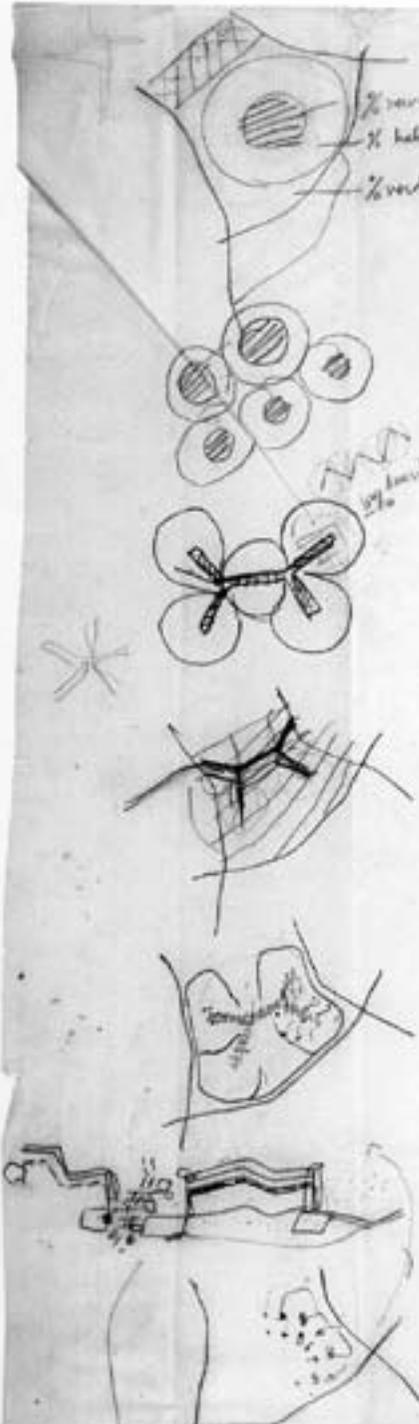
On voit la rue à l'endroit où il le faut: la circulation verticale mécanique est localisée au point central de l'ensemble.



à partir des points d'arrêt des voitures d'homme disposés à un niveau - plan indépendant, soit au niveau du sol, soit aux différents niveaux desservis par les circulations verticales mécaniques.



Le centre urbain fixe la structure de l'ensemble par ses successives étapes après que chaque détail compte tous les éléments composant l'habitat. Chaque détail devient un centre organique nouveau qui s'incorpore aux autres.



given - especially under
 identical area and low density -
 road system.
 % service
 % habitat
 % recreation
 problem is to find the creation
 of urban blocks and structures
 can flow into a consistently
 heavy urban program - complexity.

asked to be organized into five
 neighborhoods.
 problem is to integrate these
 administrative units into whole that
 can be community.

concept of continuous ribbon of
 service core - each separate, ind-
 ividual yet one flowing into another
 and forming the ever-unifying element
 of the city.

topography imposes actual patterns
 of central core or spine - sit at high
 part of site to give view to majority
 of site

pass bring people from the outside
 they are not allowed to ~~enter~~ interrupted
 by pedestrian ~~movement~~ ^{movement} ~~by~~ ^{by} its
 centralization, is not condensed & held
 to easy distances.

access to the collective housing is directly
 from this parking - pedestrian + service (cross
 decks) ~~then~~ ^{then} the length of the buildings
 between access points. This movement within
 the buildings is the same in character as
 that within the center itself.

parking well is localized ~~into~~
~~into~~ ^{into} local parking or building-level garages.