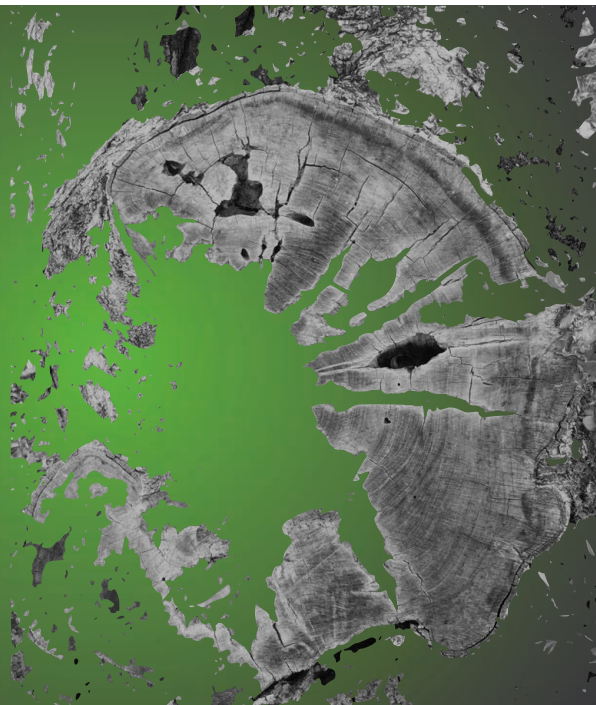


from GREY to GREEN
Paesaggi delle
infrastrutture

Margherita Vanore
Università Iuav di Venezia



I viadotti Friddizza e Profenna fra Rogliano e Cosenza

I primi veicoli a vapore comparvero in Inghilterra nel 1769 e si svilupparono rapidamente fino al 1866 quando il Parlamento approvò la "Red Flag Law"



Questa ordinanza restrittiva, richiedeva che i veicoli a trazione propria, sulle strade pubbliche procedessero ad una velocità massima di quattro miglia all'ora, portassero almeno due persone e fossero preceduti da una terza persona a piedi che doveva agitare una bandiera rossa per avvertire e aiutare a controllare i cavalli spaventati.



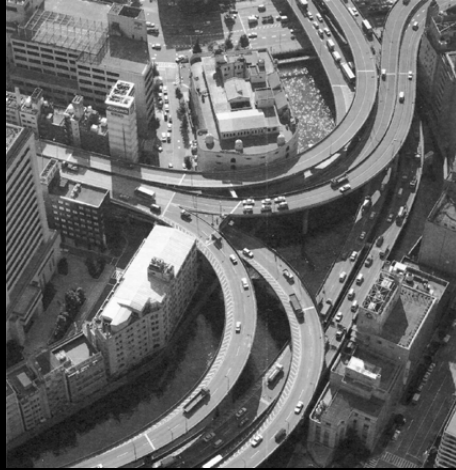
Los Angeles, California



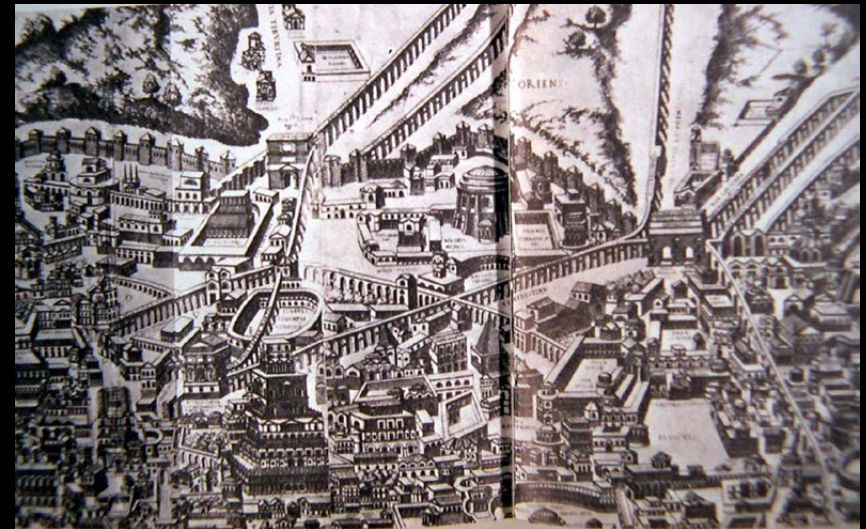
Cincinnati - Ohio



L'accesso al George Washington Bridge di New York



svincolo dell'autostrada Shuto presso Edobashi, sovrapposta ad una delle vie d'acqua di Tokyo



Il fronte orientale delle mura di Aureliano in corrispondenza di porta Praenestina e Labicana, nella pianta di Roma Antica di Pirro Ligorio (1561)

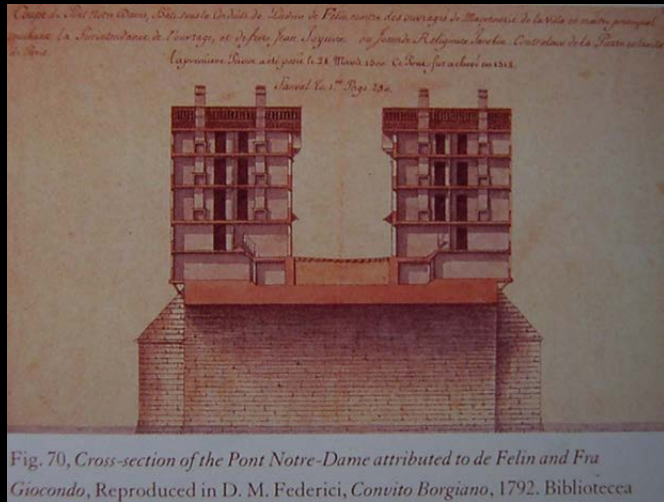
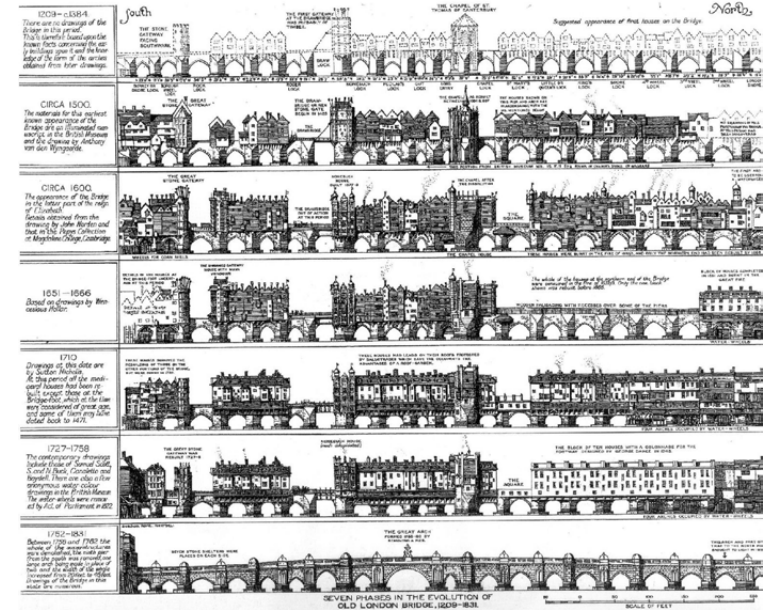
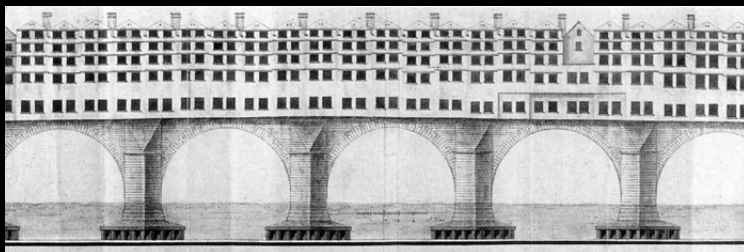


Fig. 70, Cross-section of the Pont Notre-Dame attributed to de Felin and Fra Giocondo, Reproduced in D. M. Federici, *Convito Borgiano*, 1792, Biblioteca



L'evoluzione dell'Old London Bridge in sette fasi dal 1209 al 1831



Prospetto del ponte di Notre Dame a Parigi, 1792

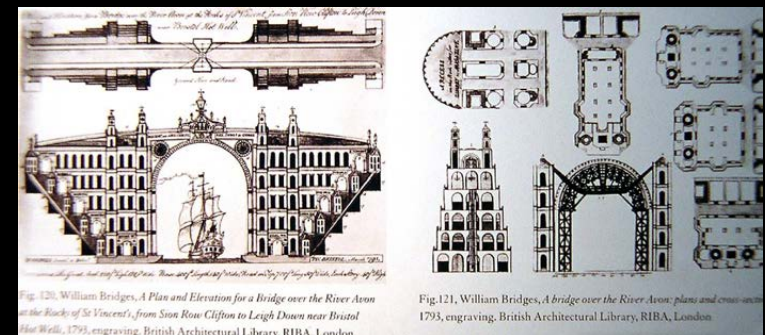
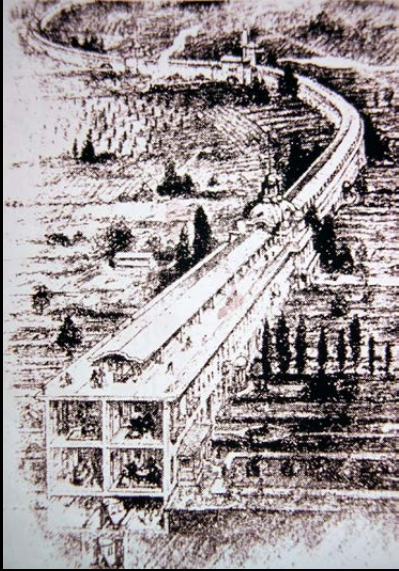


Fig. 120, William Bridges, A Plan and Elevation for a Bridge over the River Avon on the Rocks of St Vincent's, from Stone Row Clifton to Leigh Down near Bristol near Wells, 1793, engraving, British Architectural Library, RIBA, London

Fig. 121, William Bridges, A bridge over the River Avon: plans and cross-sections 1793, engraving, British Architectural Library, RIBA, London

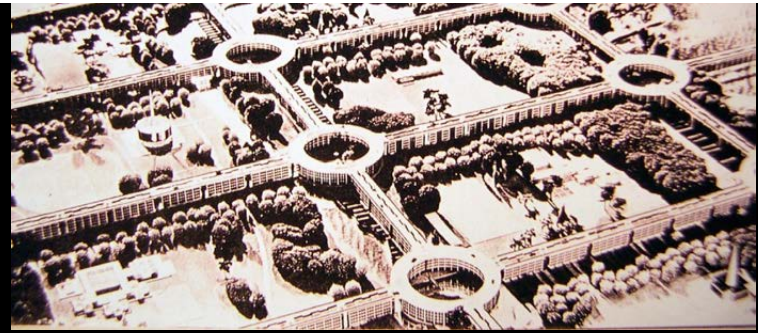
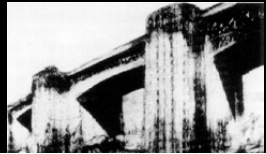
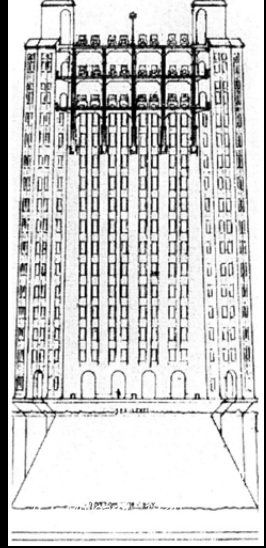
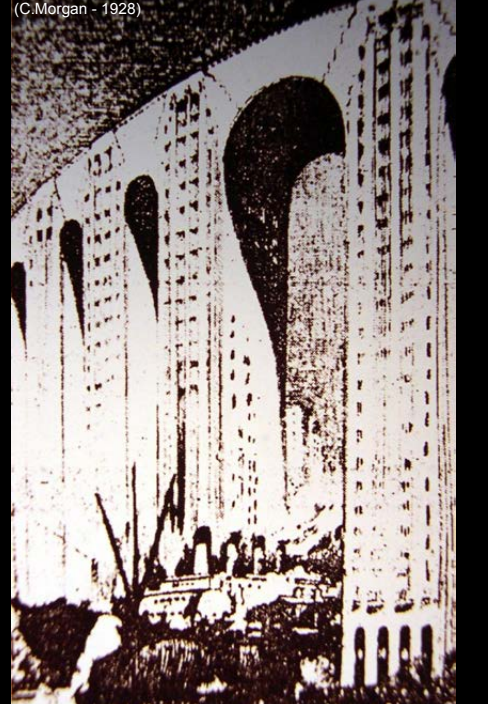
Progetto di un ponte sul fiume Avon nei pressi di Bristol William Bridges, 1793

Edgar Chambless,
Roadtown, 1910



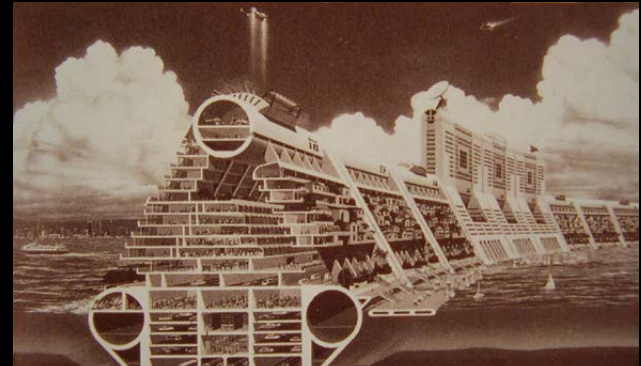
Le Corbusier:
Proposta per San Paolo del Brasile, 1929
Il Piano Obus per Algeri

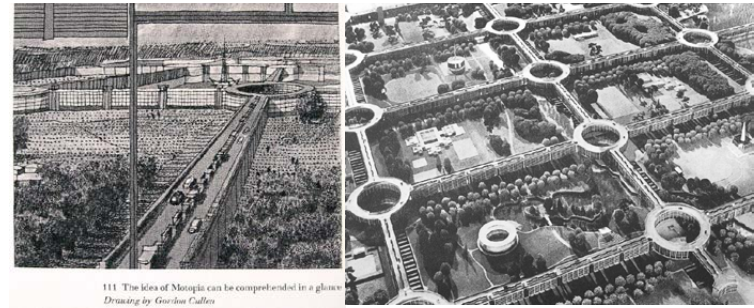
(C.Morgan - 1928)



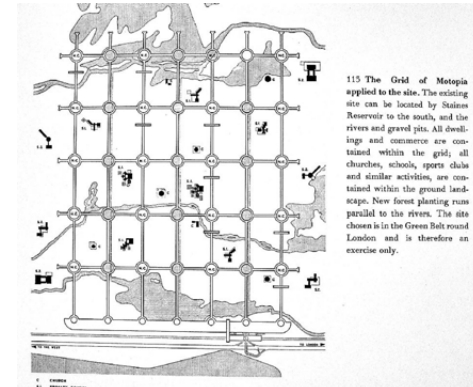
Geoffrey A. Jellicoe
Motopia: a
study in the
evolution of
urban
landscape.
1961

Nikken
Seikkey,
La città
condotta

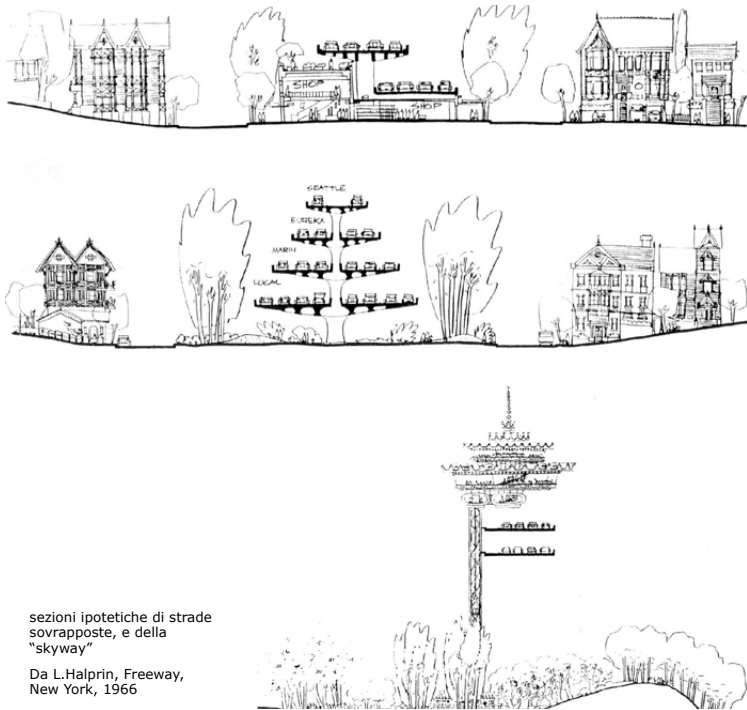




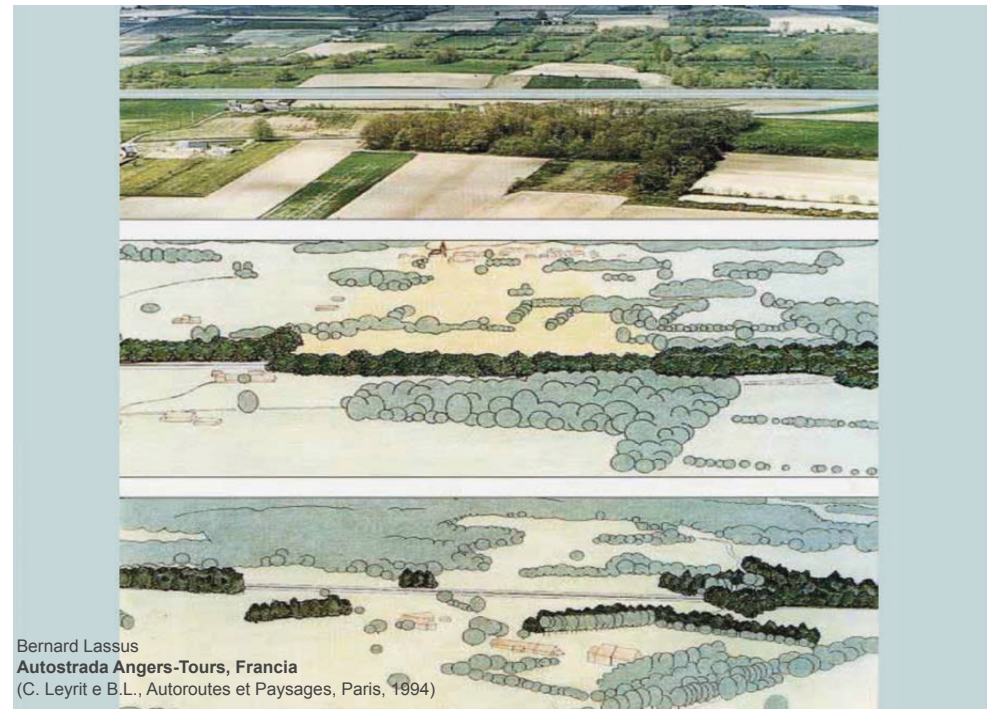
111 The idea of Motopia can be comprehended in a glance
Drawing by Gordon Cullen



115 The Grid of Motopia applied to the site. The existing site can be located by Suisse Reservoir to the south, and the rivers and gravel pits. All dwellings and commerce are contained within the grid, all churches, schools, sports clubs and similar activities, are contained within the ground landscape. New trees planting runs parallel to the rivers. The site chosen is in the Green Belt round London and is therefore an exercise only.



sezioni ipotetiche di strade sovrapposte, e della "skyway"
Da L. Halprin, Freeway, New York, 1966

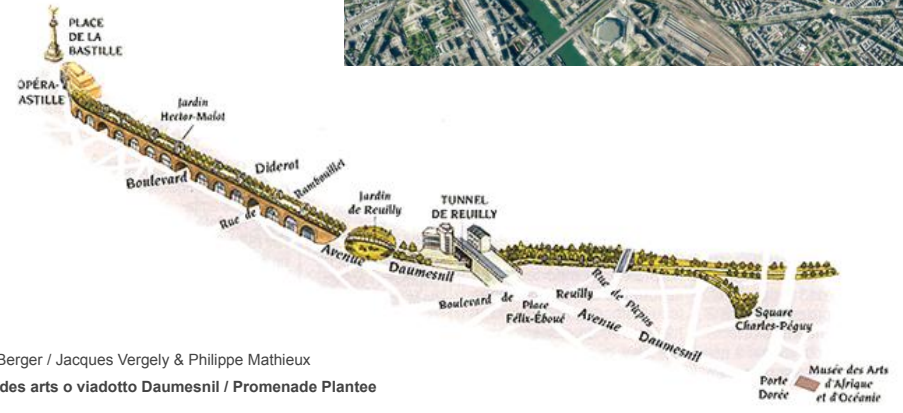
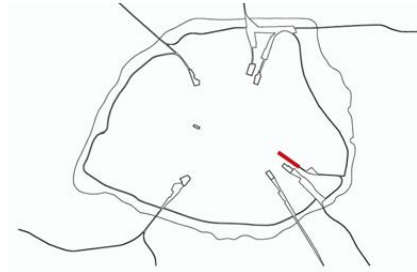


Bernard Lassus
Autostrada Angers-Tours, Francia
(C. Leyrit e B.L., Autoroutes et Paysages, Paris, 1994)

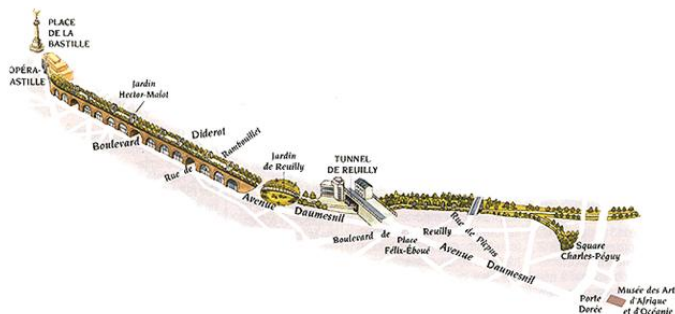
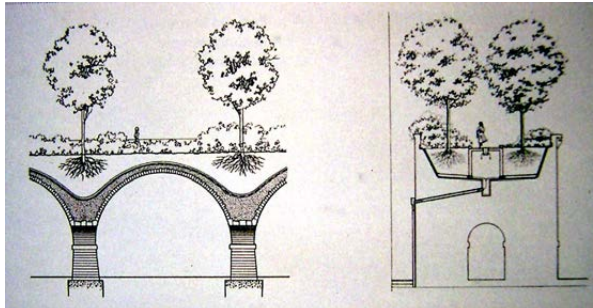
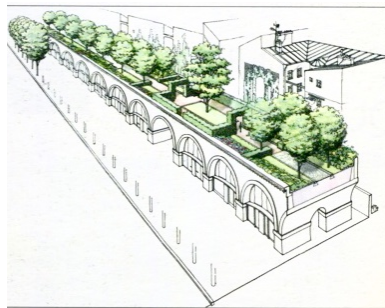


Patrick Berger / Jacques Vergely & Philippe Mathieux
Viaduc des arts o viadotto Daumesnil / Promenade Plantee, Parigi

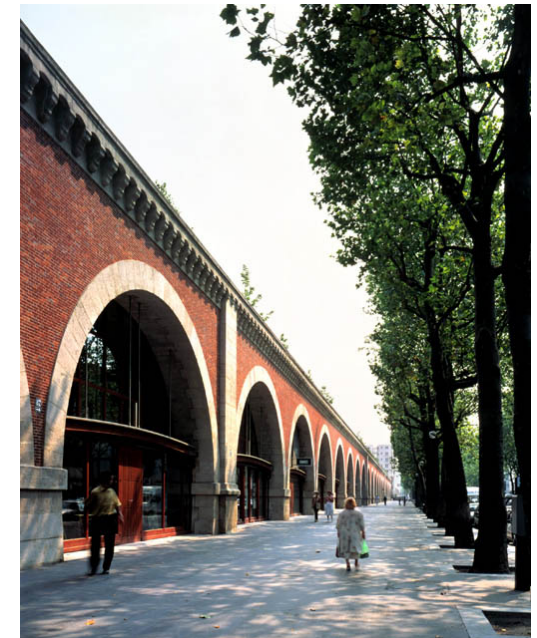
Viadotto utilizzato dalla linea ferroviaria tra il 1859 e il 1969.
 Progetto 1987-1988
 Realizzazione 1992-1997

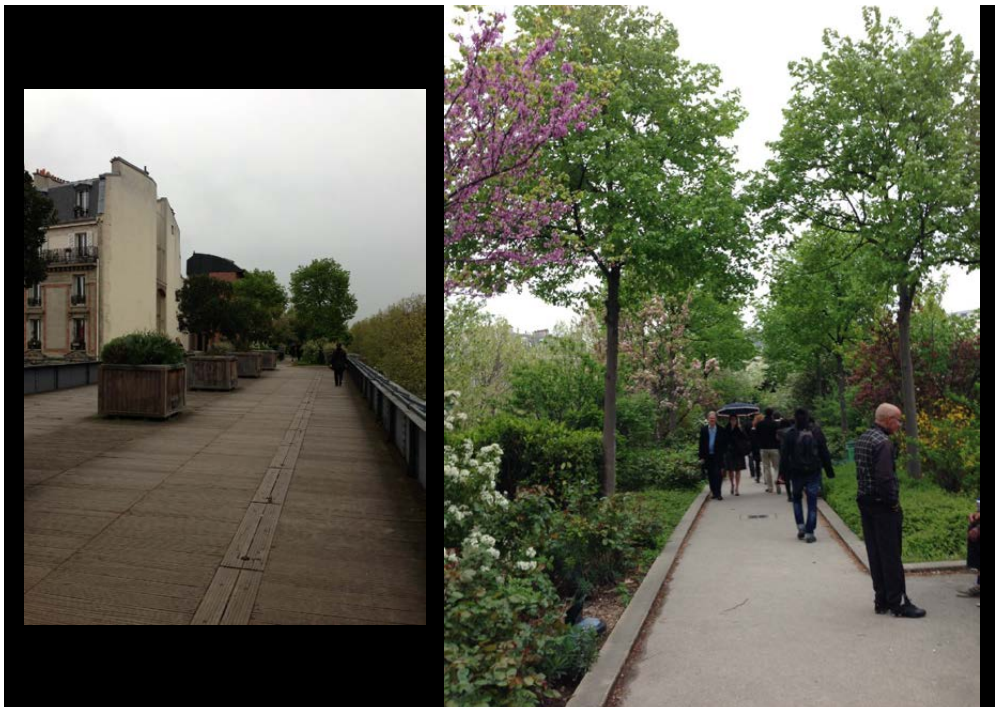


Patrick Berger / Jacques Vergely & Philippe Mathieux
Viaduc des arts o viadotto Daumesnil / Promenade Plantee
 Parigi

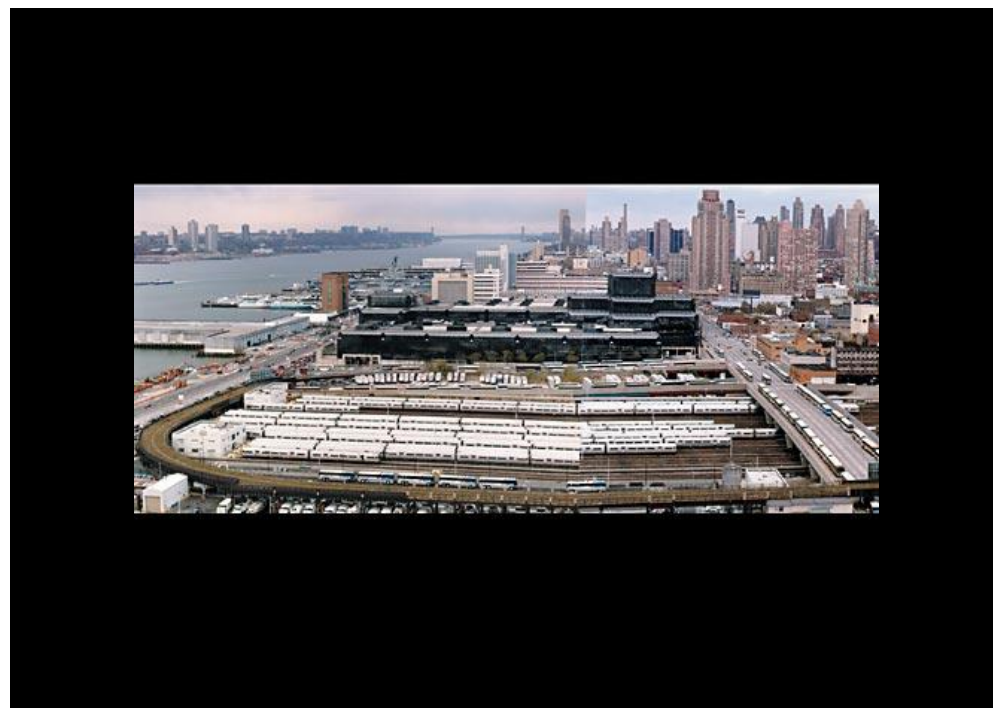
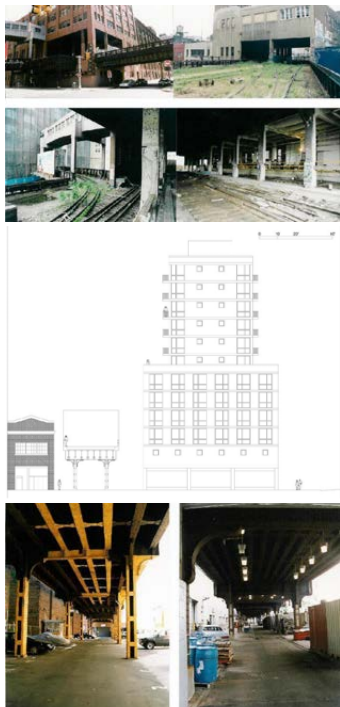


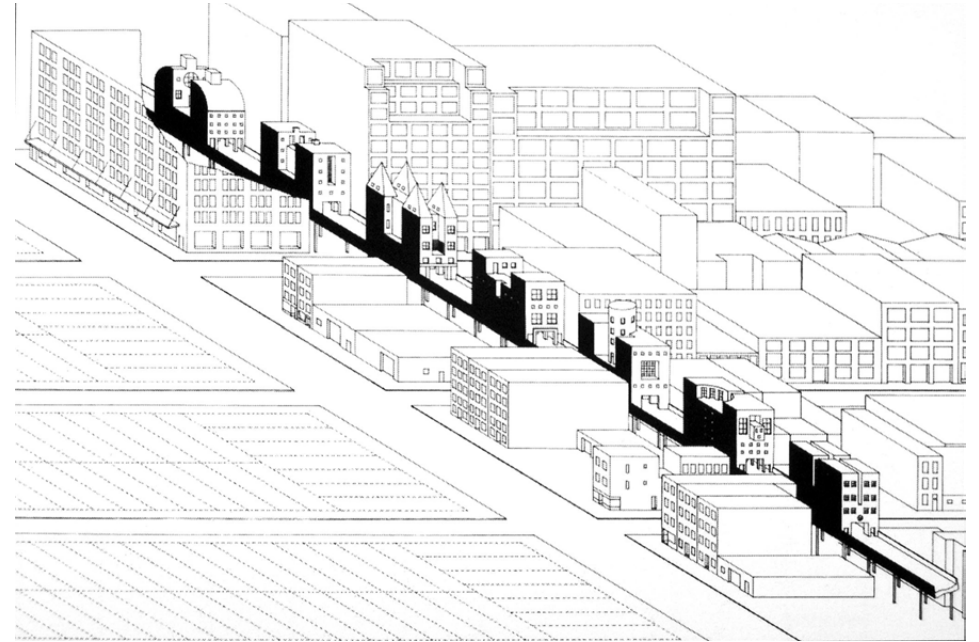
Patrick Berger / Jacques Vergely & Philippe Mathieux
Viaduc des arts o viadotto Daumesnil / Promenade Plantee
 Parigi



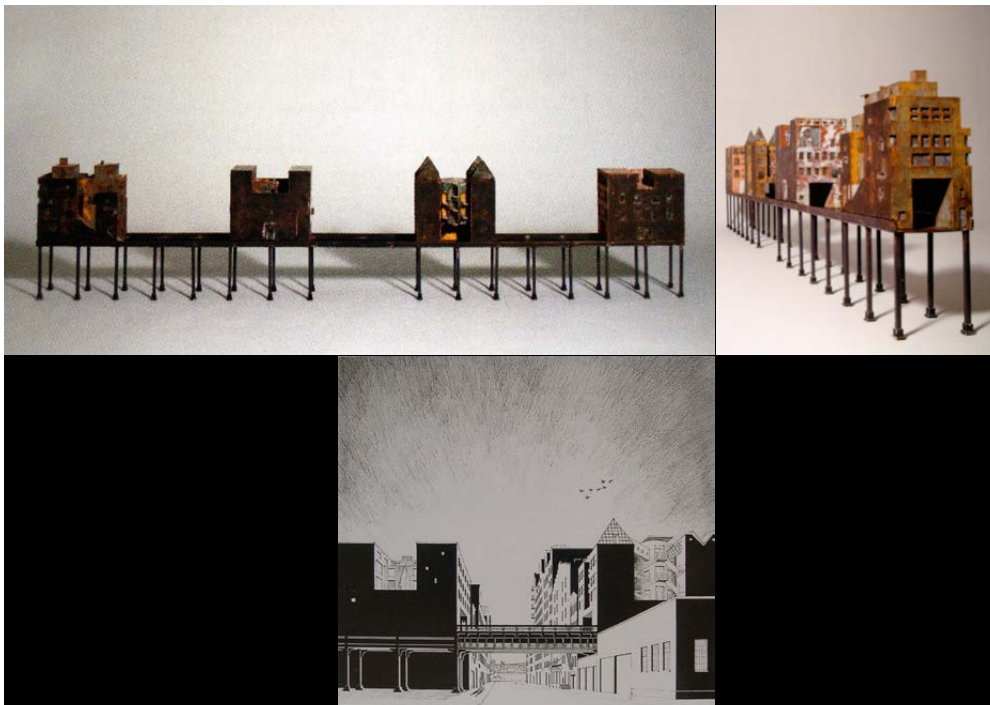


L'High Line è stata costruita tra il 1929 e il 1934 nella parte occidentale di Manhattan, si estende per circa 2,33 km con una larghezza variabile da 9 a 27 m e corre ad un'altezza di 8,80 m dal livello della strada. L'High Line era dedicata al transito di carri merci, l'ultimo dei quali l'ha percorsa nel 1980.

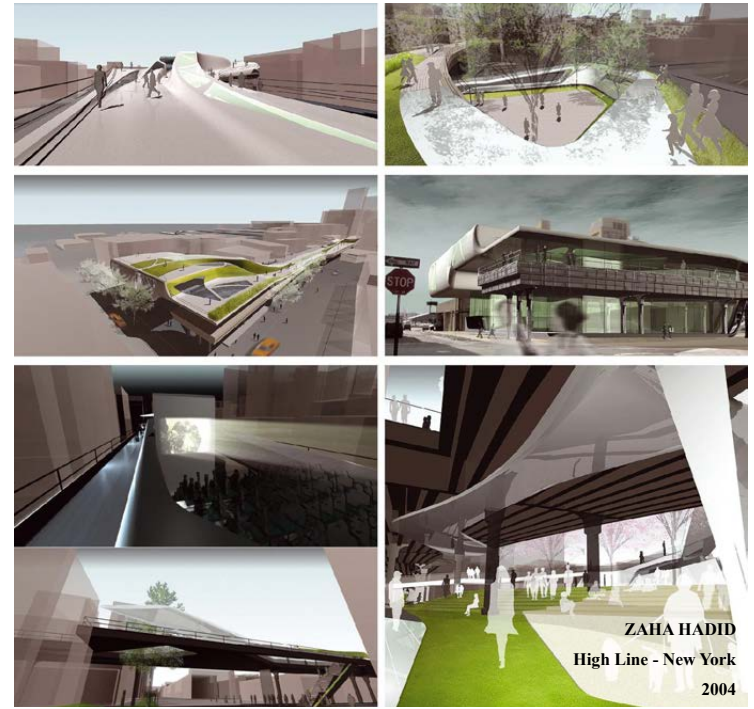
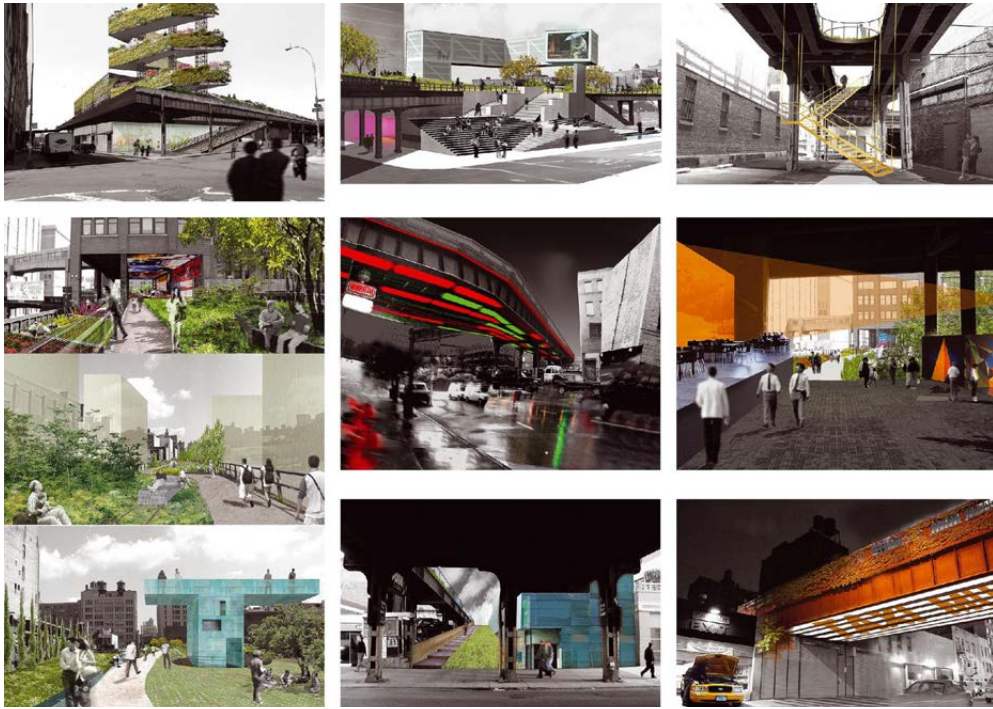




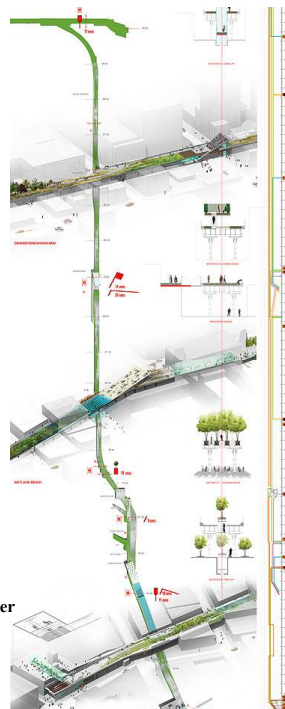
Steven Holl, 1981
High Line - New York



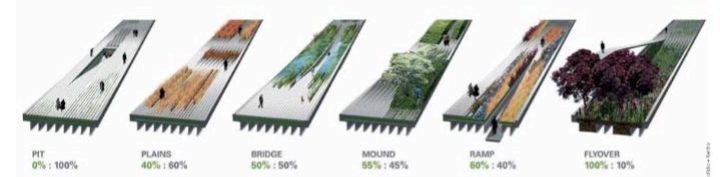
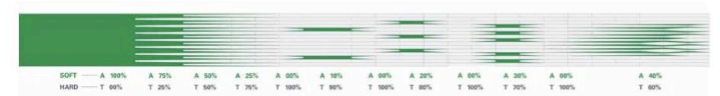
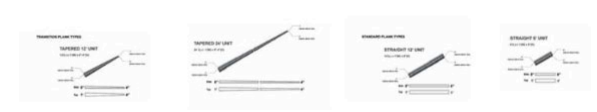
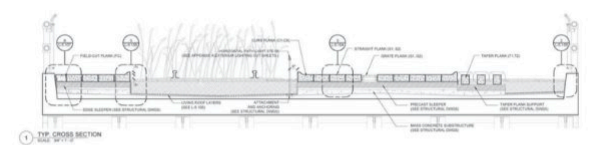
Steven Holl
High Line -
New York
2004



James Corner Field Operation, Diller & Scofidio + Renfro, Piet Oudolf
High Line - New York
2004 - 2014



James Corner Field Operation, Diller & Scofidio + Renfro, Piet Oudolf
High Line - New York
2004 - 2014





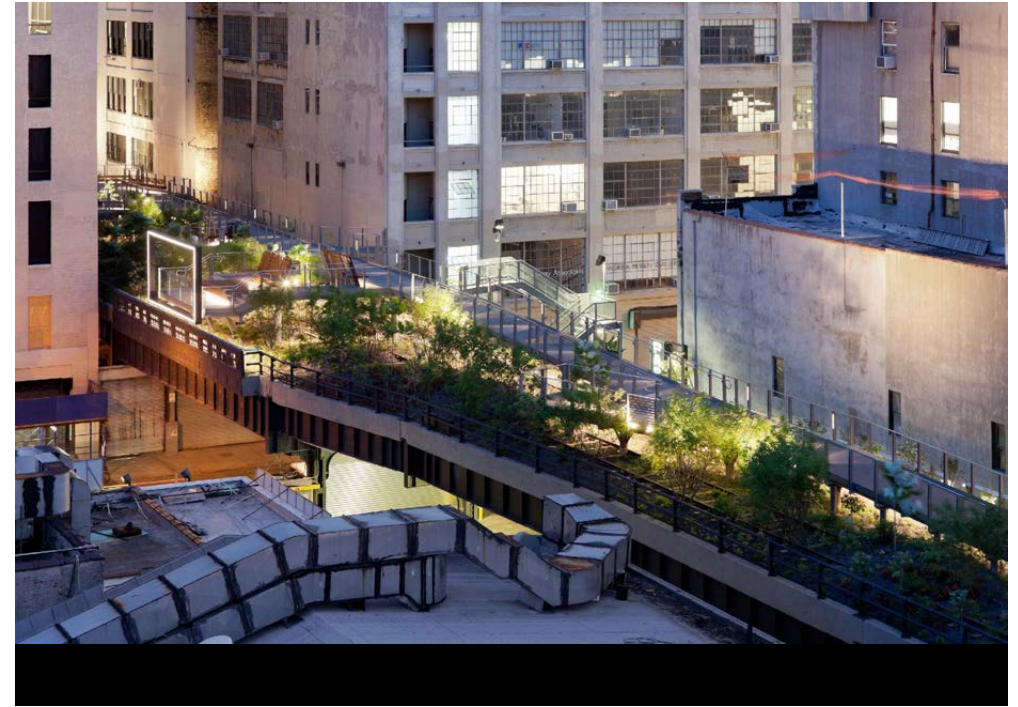
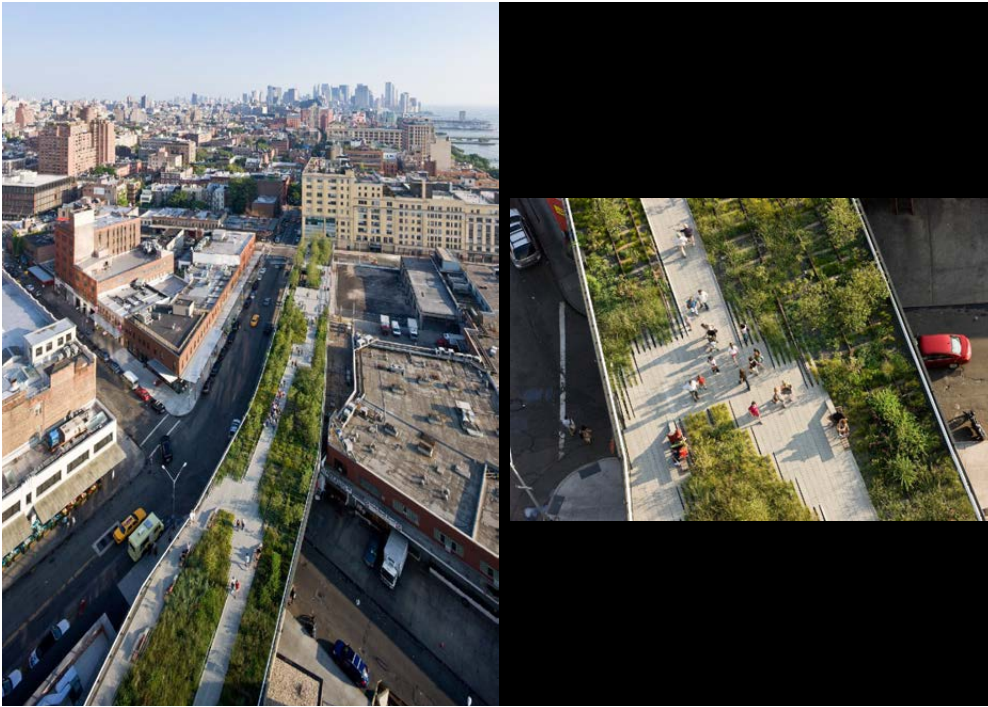
The High Line, in collaboration with James Corner Field Operations and Piet Oudolf, is a new 1.5-mile long public park built on an abandoned elevated railroad stretching from the Meatpacking District to the Hudson Rail Yards in Manhattan. Inspired by the melancholic, unruly beauty of this postindustrial ruin, where nature has reclaimed a once vital piece of urban infrastructure, the new park interprets its inheritance. It translates the biodiversity that took root after it fell into ruin in a string of site-specific urban microclimates along the stretch of railway that include sunny, shady, wet, dry, windy, and sheltered spaces.

Through a strategy of agri- tecture—part agriculture, part architecture—the High Line surface is digitized into discrete units of paving and planting which are assembled along the 1.5 miles into a variety of gradients from 100% paving to 100% soft, richly vegetated biotopes. The paving system consists of individual pre-cast concrete planks with open joints to encourage emergent growth like wild grass through cracks in the sidewalk. The long paving units have tapered ends that comb into planting beds creating a textured, “pathless” landscape where the public can meander in unscripted ways. The park accommodates the wild, the cultivated, the intimate, and the social.

High Line by Diller Scofidio + Renfro

PHASE	I	COMPLETED 2009
PHASE	II	COMPLETED 2011
PHASE	II	COMPLETED 2014





RAMBLA DE SANTS
Barcelona, Spagna
Ana Molino e Sergi Godia, 2016



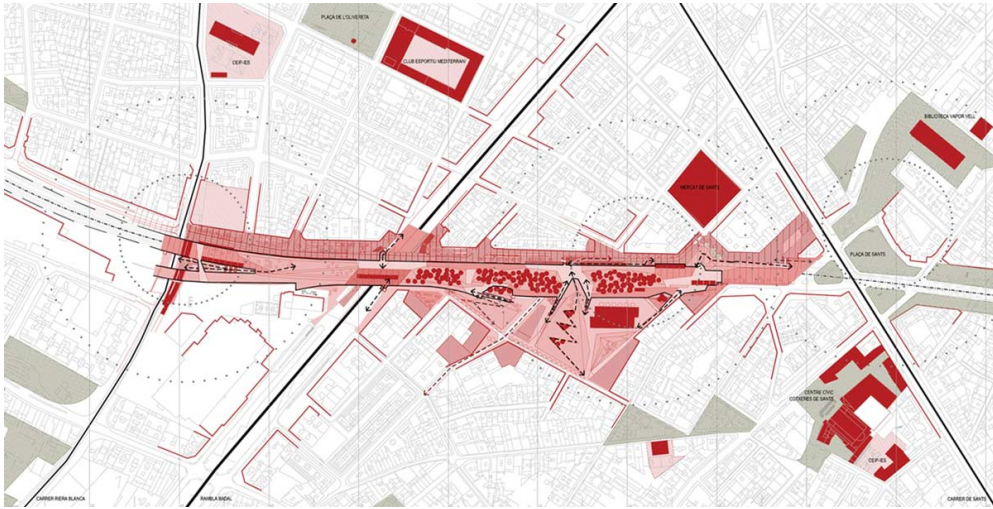
RAMBLA DE SANTS
Barcellona, Spagna



RAMBLA DE SANTS
Barcellona, Spagna



RAMBLA DE SANTS
Barcellona, Spagna
Ana Molino e Sergi Godia, 2016



RAMBLA DE SANTS
 Barcellona, Spagna
 Ana Molino e Sergi Godia, 2012-2016



RAMBLA DE SANTS, Ana Molino e Sergi Godia, 2012-2016
 Barcellona, Spagna



RAMBLA DE SANTS
 Barcellona, Spagna
 Ana Molino e Sergi Godia, 2016



RAMBLA DE SANTS
 Barcellona, Spagna
 Ana Molino e Sergi Godia, 2016



RAMBLA DE SANTS
Barcelona, Spagna
Ana Molino e Sergi Godia, 2016



Seocho 7017, Seoul, South Korea
MVRDV, 2015-2017



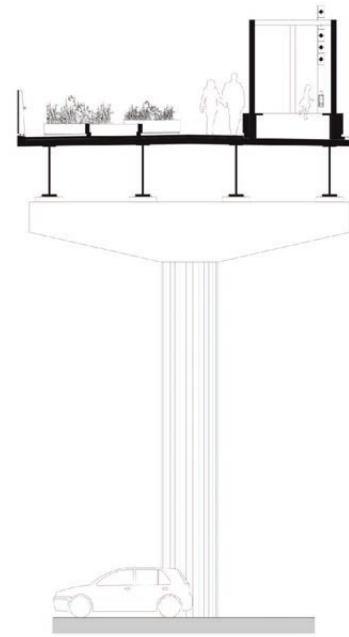
Viadotto 7017, costruito nel 1970- Seoul, South Korea



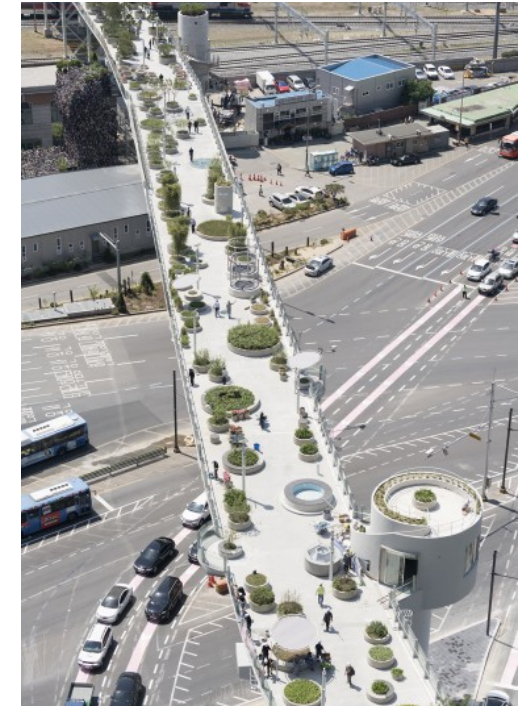
Seocho 7017, Seoul, South Korea



Seoullo 7017, Seoul, South Korea



Seoullo 7017, Seoul, South Korea



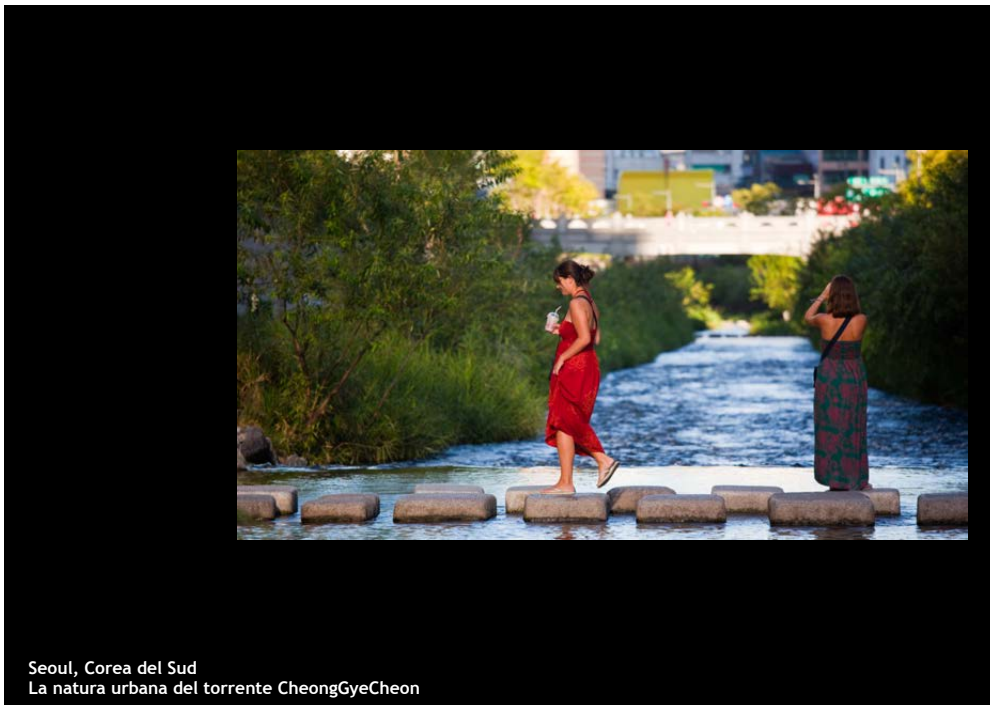
Seoullo 7017, Seoul, South Korea
MVRDV, 2015-2017



Seoullo 7017, Seoul, South Korea
MVRDV, 2015-2017



Seoullo 7017, Seoul, South Korea
MVRDV, 2015-2017



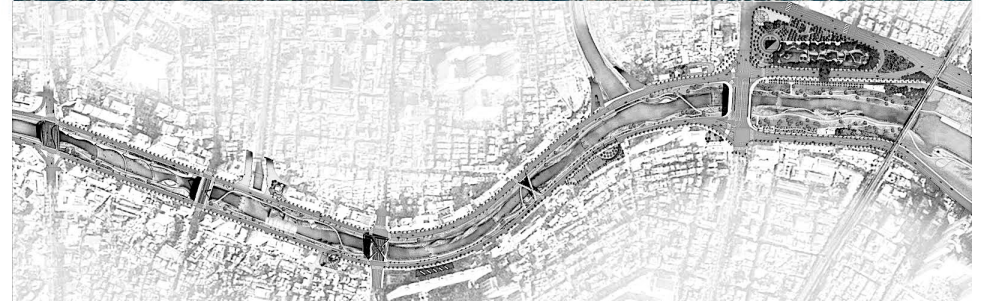
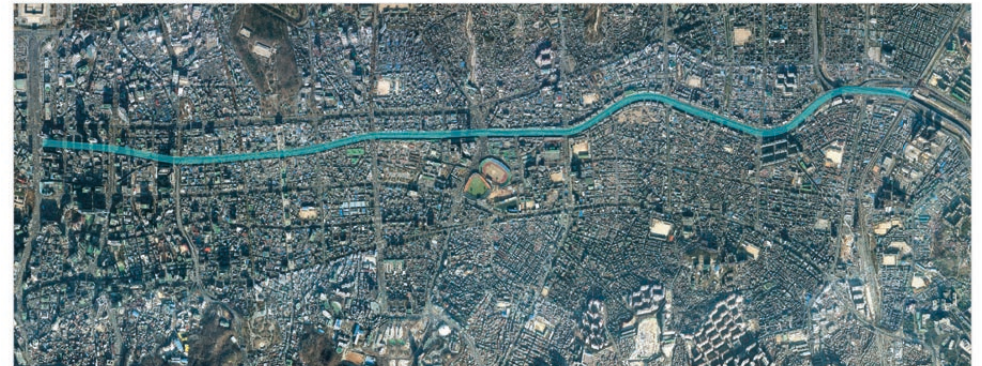
Seoul, Corea del Sud
La natura urbana del torrente CheongGyeCheon



Seoul, Corea del Sud
Localizzazione del CheongGyeCheon e del viadotto Seoullo



Cheonggyecheon Restoration from July 2003 to September 2005



Seoul, Corea del Sud



Seoul, a sinistra Il viadotto Samil Elevated Bypass,



Seoul, lungo il torrente
CheongGyeCheon
Gli spazi d'acqua nei pressi dei
densi quartieri residenziali



Seoul, le rive del torrente CheongGyeCheon
(foto di Daniel Gautier, 2019)