IABR–2014–URBAN BY NATURE–CALL FOR PROJECTS–

The sixth edition of the International Architecture Biennale Rotterdam, IABR–2014–URBAN BY NATURE– calls for best practices from all over the world to support and substantiate the Biennale's main exhibition's narrative as conceived by IABR–2014–'s curator, landscape architect Dirk Sijmons. Prospective participants who have designed or are designing concrete projects that deal with the relationship between man, nature, and city, are invited to respond to the IABR–2014–Call for Projects–, and submit their applications by 9 June 2013.

URBAN BY NATURE–

IABR–2014–URBAN BY NATURE– claims that we can only resolve the world's environmental problems if we resolve the problems of the city. Looking through the lens of landscape architecture, IABR–2014– redefines the way we deal with urban challenges by analyzing the relationship between urban society and nature, and between city and landscape. This edition of the biennale argues that, perhaps now more than ever, the city is an integral part of one huge urban landscape, a complex system that has become our natural environment. This point of departure has many implications for the way we plan and design this urban environment. Perceiving it as an organism opens up possibilities to develop spatial interventions that make use of its metabolism. With the use of new strategies that effectively address the city as the bigger urban landscape that it is, we can make the city more resilient and thus truly contribute to a more sustainable future world.

The sixth edition of the International Architecture Biennale Rotterdam opens in May 2014 in the Kunsthal in Rotterdam, the Netherlands and will be designed by EventArchitectuur. More on IABR–2014–, its theme, and its context can be found in the **Introduction to the IABR–2014–URBAN BY NATURE–,** on the website of the IABR: www.iabr.nl.

CALL FOR PROJECTS–

The Call for Projects identifies six specific challenges to which architects, landscape architects, urban planners, and other professionals are invited to respond by submitting concrete design projects preferably developed in productive collaboration with local, regional, and national stakeholders (such as municipalities, governments, NGOs, private companies, universities, communities).

After a careful selection of best practices from around the world, the final result of the Call for Projects will act as the frame of reference for the main projects initiated and self-produced by IABR–2014–, which will be at the core of the main exhibition in the Kunsthal in Rotterdam.

All projects have to be submitted by 9 June 2013. Prospective participants will be notified no later than 1 July 2013. Before submitting a project, please read the ***Selection Criteria*** *and* ***Conditions for Participation*** *and carefully follow the* ***Guidelines and Procedure*** *as articulated at the end of this document.*

CITY AND NATURE

CALL–01–THE ONCE AND FUTURE GARDEN–

IABR–2014– calls for realized design projects and proposals that shed light on the specific role that gardens will play in our future urban society.

Gardens clearly express the historical, functional, symbolical, and spatial role that the natural landscape plays in urban societies. City dwellers tend to turn their backyards into their very own ideal miniature landscapes. Gardens often emphasize the particular *genius loci* of the city. The weather conditions, types of soil, and local flora and fauna add to the specific character of the urban landscape. The manner in which people manipulate these natural conditions by transforming gardens into artificial ideals tells us a lot about urban society's relation with nature. Western societies have usually attributed great cultural value to garden design. Recently, we have even witnessed a true reappraisal of garden culture. In light of current urban and demographic changes, the specific natural quality that urban dwellers long for is changing yet again. Urban culture continues to express itself in garden design, and will continue to do so. Looking forward then, what might the future garden look like, and what function will it have in the urban landscape?

CALL–02–THE NEXT URBAN PARK–

IABR–2014– calls for realized design projects and proposals that shed light on what specific role parks will have in our future urban society.

Emerging much later than gardens, in their own unique way parks reflect how urban societies deal with the relationship between city and nature. As public urban artifacts, composed of the natural ingredients that we intuitively attribute to our natural ecosystem, parks provide those who live in the city with the possibility to escape from everyday life and to experience nature. Parks are designed to counterbalance the city as a cultural artifact. Each urban park is therefore an expression of its time, and of the specific relation between nature and city that is embedded in a society. 'Envisioned nature' is perhaps the secret to the park's longevity: great parks are worlds of the imagination, appealing to each urban generation anew. Parks have continuously changed in appearance during recent centuries, and undoubtedly this gradual transformation will continue in the future. Considering the changes that our urban societies will be going through, we ask: What will the next urban park look like? Which specific role will future urban cultures want parks to have, and how will parks change in appearance in order to be able to take on this role?

CALL–03–BUILDING WITH NATURE–

IABR–2014– calls for design projects in architecture, urbanism, landscape architecture, and engineering that offer new approaches to how we can make our urban environments more resilient by building with nature.

Throughout history we have perceived the forces of nature as hostile elements that we need to defend ourselves against. Now we are witnessing a change in thinking. The sharp division between nature and society is slowly beginning to fade. We can now explore the rich and layered overlap of the two. Instead of going against natural forces, innovative design approaches model themselves on natural processes and thus use them to man's advantage. We are beginning to use nature itself as a tool to effectively (re)shape our urban landscape. Bacteria are employed to stop desertification by turning sand into structure, trees are guided to grow into functional bridges, and the process of sedimentation and erosion is manipulated to create natural dikes that offer soft safety solutions. Architects, engineers, and planners collaborate in the search for new ways to make effective use of natural processes. In doing so, they are hybridizing our environment by literally aiming to *build with nature*. Which natural processes lend themselves well to such an approach, and how can these be employed concretely when engineering the urban landscape?

CALL–04–EXPLORING THE UNDERGROUND–

IABR–2014– calls for design projects that offer new perspectives and instruments for planning future underground urban developments.

We tend to reduce the underground to a treasure box full of minerals: a box from which to everlastingly extract the huge amounts of coal, oil, metals, and water that the industrial world needs. But the services rendered to society by the underground are much more diverse. The underground itself is a living environment that we can employ to our benefit. Its soil can purify, filter, and store water and its thermal conditions are ideal for seasonal thermal energy storage. Deeper still, the earth's heat may be tapped, or CO_2 stored. The scarcity of land aboveground requires cities to use the underground as a space for urban developments such as subways, tunnels, and car parks. And a stable underground not only provides the carrying capacity for all building activity, it also contains the wiring of our urban societies: a perplexing clutter of cords, cables, and pipelines. The complexity and variety of all these underground uses will cause conflicts if we fail to find the appropriate planning instruments to guide their development. All too often, we resort to traditional two-dimensional ways of planning, while our employment of the underground is clearly expanding in all three dimensions. Can we come up with strategic plans that help organize the city's underground, so that we can start to unleash its great potentials?

THE METABOLISM OF THE CITY–

Schools of thought like Industrial Ecology and, more recently, Political Ecology inspire IABR–2014 to use the word ‘metabolism’ as a metaphor for the organic way in which our industrial society functions. The city is a complex hub where many flows come together and interact spatially. Ten of these flows are of particular interest: (05A) air and heat; (05B) stones, sand, clay, and sedimentation; (05C) biota; (05D) sweet water; (05E) food; (05F) energy; (05G) people; (05H) cargo; (05I) data; and (05J) waste. Prospective participants are invited to respond to the specific challenge of one of these ten urban metabolism flows . Projects that deal with more flows at once are asked to react to the single flow that is most relevant to the project. For designers, there are three specific promising perspectives from which to look at the these flows:

- *Infrastructure design*: The specific infrastructure network that flows depend on add a spatial component to the urban metabolism. The specific design challenges related to its infrastructure have long been neglected;
- *Environmental performance:* Optimizing the flows of the urban metabolism may hold the key to improving the environmental performance of the urban landscape;
- *Planning instrument*: Infrastructure planning can use the flows of the urban metabolism as a guiding force to transform the urban landscape and – indirectly – make city.

CALL–05A–THE METABOLISM OF THE CITY–AIR & HEAT–

IABR–2014– calls for design projects that make a difference by improving air quality in the city and by controlling urban heat exchange.

Industries and traffic emit pollutants that influence the quality of air flowing through the city. Gaseous pollutants and particulate matters have a great impact on the air composition that inhabitants inhale. When temperature inversions occur and winds are calm, these polluters can cause heavy smog. Prevailing winds and local differences in temperatures direct the metabolic flow of air that distributes these pollutants and particulates. Not surprisingly, we find that the neighborhoods with the poorest living conditions are often located downwind of cities. The predominant wind direction and specific climate conditions result in an uneven distribution of the negative effects. Combined with heat, gaseous pollutants and particulate matters cause serious health problems. Where values exceed regulations, urban development may well come to a halt. The built environment itself also has a significant effect on air temperature. When solar radiation hits hardened surfaces it is converted into heat. Air temperatures in cities are therefore a few degrees higher than in their surroundings. The intensity of the urban heat island effect will increase with climate change. The livability of urban landscapes in many parts of the world will be at stake if we fail to take appropriate measures.

- *Infrastructure design:* The built environment functions as the infrastructure for air and heat. How can design be used to alter the flow and quality of air?

- *Environmental performance:* Can designers effectively solve problems related to air quality by carefully reorganizing types of land use in relation to each other?
- *Planning instrument*: What does the ideal urban configuration look like, if we want to mitigate the urban heat island effect and solve aerosol problems?

CALL–05B–THE METABOLISM OF THE CITY–STONES, SAND, CLAY & SEDIMENTATION–

IABR–2014– calls for projects that make full use of the flows of building material, stones, sand, silt, and sedimentation as integral parts of the complex urban metabolism, and that are effectual on the scale of the house, neighborhood, city, and/or urban landscape.

The availability of sediments has deeply affected the development of the different urban landscapes around the world. Man has, in particular, always been attracted to the natural and commercial wealth that deltas have to offer. Not only does the junction of river and sea offer a strategic location to harbors and trade, it also provides fertile soil for agriculture as sediments are constantly deposited on the lower lands. In order to make and keep these inherently rich places habitable, natural deltas have slowly been turned into artificial landscapes. Dams help regulate the flow of water downstream, and have an impact on the entire water system of sedimentation and erosion; locks are used to make waterways navigable, while rivers are dredged to keep enough clearing depth for barges; dikes and dunes are maintained in order to protect our coastal defenses against the continuous process of erosion. We use these sediments, as well as the materials that are hidden deep in the ground, for the construction of our built environment. The availability of specific materials deeply affects the local building culture. In coastal regions and deltas, sand and clay in particular play a major role. Ultimately, tons of sediment and sand end up in the city. Urban development in turn leaves behind visible traces in the landscape, such as stone quarries, clay pits, sand pits, and pebble mines.

- *Infrastructure design*: How can we reuse, reconstruct, or re-naturalize the scars that mining activities leave behind?
- *Environmental performance:* How can projects improve the logistic and spatial organization of the flow of materials toward the built environment, and vice versa?
- *Planning instrument*: How can we make full use of this complex natural cycle in plans for our urban landscape?

CALL–05C–THE METABOLISM OF THE CITY–SWEET WATER–

IABR–2014– calls for design projects that offer new solutions for the sweet water challenges that vast urban landscapes continue to face, and that are effectual on the scale of the house, neighborhood, city, and/or urban landscape.

Though many live in close proximity to water, the distribution, use, and purification of sweet water may well be one of the most daunting challenges that future urban societies face. The trial is certainly not limited to the provision of clean drinking water for an ever-increasing amount of urban dwellers. The rising sea level and the increasingly artificial process of water flows as a result of damming and further canalization may cause salinization ever further upstream than it occurs now. Intense use of water upstream may cause water levels to drop downstream, which will in turn effect the regulation of water tables in the urban landscape. Furthermore, the lack of water basins (such as ponds, lakes, creeks) and vegetation (grass, plants, trees) within densely populated areas combined with the prospect of climate change will inevitably result in extreme peaks in surface runoff. How can we regain full control over these complex water systems, in order to secure both the quality and quantity of sweet water in the urban landscape?

- *Infrastructure design*: How can interdisciplinary and innovative spatial design incorporate all aspects of sweet water flows (mining, transportation, cleaning, reuse)?
- *Environmental performance*: What role can design play in reducing water use and securing both the quality and quantity of sweet water in the urban landscape?
- *Planning instrument*: More and more clean drinking water is required during phases of urban growth. How can the crucial collection, retention, and reuse of water become one of the guiding principles when planning the urban landscape?

CALL–05D–THE METABOLISM OF THE CITY–BIOTA–

IABR–2014– calls for design projects that take full advantage of the green-blue infrastructure as the ecological habitat for all organisms, plants, and animals in the urban ecology, and that are effectual on the scale of the house, neighborhood, city, and/or urban landscape.

When making city we often neglect the fact that we share our metropolitan habitat with a rich variety of animals and plants. However, the urban landscape and its urban ecology actively affect (im)migration and (local) extinction or flourishing of biota, that is living animals, plants, seeds, and spores. What is more, the biota can be manipulated by spatial interventions and design. Changing the ecological infrastructure will have an impact on the biota that rely on it. The mosaic of a well-developed green-blue infrastructure not only offers a biotope for these ‘other city dwellers,’ it may also help to reduce the urban heat island effect.

- *Infrastructure design*: How can the design of the ecological infrastructure support the distribution of biota, from the scale of the individual building block (for example the use of specific building materials) to the scale of the entire urban landscape?
- *Environmental performance*: By combining or linking gardens, parks, canals, ditches, roadsides, ponds, sport fields, and even cemeteries we can actively support the life of organisms, plants and animals in the urban landscape. How can the design of these spatial connectors buttress the diversity and vitality of biota?
- *Planning instrument:* Can the development of a 'green-blue infrastructure' be employed as a guiding principle for urban development (possibly in combination with the goals to mitigate the urban heat island effect, see 5A)?

CALL–05E–THE METABOLISM OF THE CITY–FOOD–

IABR–2014– calls for design projects that offer new insights in the way we organize our food production and distribution as an integral part of the urban landscape, and that are effectual on the scale of the house, neighborhood, city, and/or urban landscape.

The aggregate of production, transportation, and distribution of food is one of the principal flows of the urban metabolism. There is, self-evidently, not enough agricultural land available within densely populated built environments to produce enough food locally. Most of it has to be imported from surrounding areas where food production is still profitable because of low land values. Often food has to be transported from even further away as we prefer to eat whatever we want whenever we want. Vegetables, meat, fish, rice, fruit, wheat, and dairy products are distributed across the world and travel a tremendous amount of 'food miles.' If we want to reduce our greenhouse gas emissions it is necessary to optimize the ever-increasing demand for food production and distribution. At the same time, critical consumers are becoming increasingly keen on eating slow food that is labeled as local, ecological, animal friendly, and not genetically modified. The main challenge is to combine these diverse wishes, including the cultural, with the bulk production necessary to feed the growing world population.

- *Infrastructure design*: How can design innovate the production and distribution of agricultural products within the urban landscape?
- *Environmental performance*: How can spatial solutions reduce food miles on the local and regional scale, from urban farming and 'agrofoodparks,' to the large-scale production of traditional and more indigenous types of food?
- *Planning instrument*: What will the 'edible urban landscape' look like once we have made full use of the insights provided by each of the differing theories and opinions on food production?

CALL–05F–THE METABOLISM OF THE CITY–ENERGY–

IABR–2014– calls for design projects that help reduce greenhouse gas emissions by cleverly using and reusing renewable energy sources, and that are effectual on the scale of the house, neighborhood, city, and/or urban landscape.

The European Union has set itself the goal to reduce the amount of greenhouse gas emissions by 80 per cent by the year 2050, based on the levels of 1990. It will require a tremendous effort to make the transition from the reliance on fossil fuel sources to the use of fully renewable energy sources. The urban landscape is the battlefield where this 'war of transition' has to be won. Calculations of the world's entire energy consumption, specified per types of use, show that thermal comfort (heating and cooling) and transportation consume most of the energy used. Energy supply and distribution may prove to be a guiding principle for urban planning in the future.

- *Infrastructure design*: How can innovative spatial design utilize energy flows, from production (such as wind-parks, geothermal installations, heat cascading, shale gas projects) and transportation (electricity portals, pipelines) to intermittency measures (pump lakes, flywheel installations)?
- *Environmental performance*: How can designers help reduce the CO_2 footprint by reducing demand, optimizing use, and switching to a smart energy infrastructure?
- *Planning instrument*: What will the urban landscape look like after the transition to renewable energy sources? What impacts will this shift have on the form of the urban landscape, its infrastructure networks and its commuting patterns? How can current urban planning proactively adapt to the projected shift?

CALL–05G–THE METABOLISM OF THE CITY–PEOPLE–

IABR–2014– calls for design projects that have a positive impact on moving, connecting, distributing, and transporting people on all scales, ranging from the individual firm or institution to the neighborhood, the city, or the urban landscape.

In cities the movement of people follows three uniquely different rhythms. The slowest is the migration to the city and the dispersion of (groups of) people within the city, often taking several generations. Then there is the rhythm of a single person's career and life in the city: he or she grows up in one place, studies in another, raises a family, and grows old in yet another. The quickest pulse comes from people moving through the city, the commuters who move on a daily basis, or sometimes on a weekly or seasonal basis. Road, rail, and airport infrastructure facilitates movements within cities and between cities. Technological advance has increased the distance we can travel to go to work or to make use of services. As a result, many can enjoy the environmental qualities and lower housing prices of neighborhoods away from the dense city center, while still being close enough to it to be able to make full use of the economic and social promises that it offers. Of course, as metropolitan regions grow in density and

size, the resulting use of road and railway infrastructure is leading to unmanageable congestion all over the world.

- *Infrastructure design*: How can spatial design spark innovation in the realm of mobility with projects that range from crowd control at airports to automated people movers, pedestrian connectors, high-speed rail infrastructure, and multimodal hubs?
- *Environmental performance*: How can renewable energy sources be employed to redesign the way we organize our transportation infrastructure?
- *Planning instrument*: How can we, in order to reduce the external negative effects of congestion and air pollution, reduce commuting distances and motivate people to make use of public transportation rather than the car, and what effects will this have on our infrastructure network?

CALL–05H–THE METABOLISM OF THE CITY–CARGO–

IABR–2014– calls for design projects that transform and 'smarten' logistics and cargo transportation infrastructure in order to meet the demands of a society that faces simultaneously rising energy prices and rising world trade volumes.

Cities are centers of production and consumption. In order to sustain our needs, minerals, produce, and goods have to be transported day in and day out, and over ever-increasing distances. Mining, agriculture, and heavy industries each require specific locations within the urban landscape and in relation to the city's carbon offset market. Not surprisingly, we find these land uses scattered all over the urban landscape. Various modes of transportation are used to cover the distances: barges are the most economical over long distances and for transporting heavy bulk, trucks are a necessity to overcome short distances, while transportation by train is most efficient for middle distances. The plane is used for added value products when time is of the essence. Pipelines are used for transportation of large and stable flows of gas, oil, chemicals, sweet water, and gray water. The coexistence of all these different modes of transportation makes multimodal hubs crucial in the web of infrastructure. Energy for transportation, however, is becoming increasingly expensive. How can we organize this flux of cargo transportation in such a way that we can continue to meet demands?

- *Infrastructure design*: How can innovative and interdisciplinary spatial design, ranging from container terminals to multimodal transport hubs, have a positive impact on cargo flows?
- *Environmental performance*: How can we make the transition to 'smart logistics' and how can this switch lead to a more resilient cargo infrastructure, both ecologically and economically?
- *Planning instrument*: How can we harmonize massive cargo flows with living environments, by merging, separating, or pacifying the two? How can we plan the city in relation to airports and harbors, and how can we deal with the environmental risks of transporting dangerous goods?

CALL–05I–THE METABOLISM OF THE CITY–DATA–

IABR–2014– calls for design projects that make use of data flows and information systems in order to sustainably change the way we interact with the urban environment, and that are effectual on the scale of the house, neighborhood, city, and/or urban landscape.

In cities, raw data are turned into information and knowledge. Data flows are digital, yet have a strong spatial component. They require an extensive infrastructure network that consists of lines (such as wires and cables) and nodes (connectors, USM masts, radio towers, datacenters). Although the 'death of distance' never really materialized as the service sector still relies heavily on face-to-face contact, the telephone networks and the Internet offer the possibility to connect instantly and continually. Social media and smart phones impact the way in which we use the city. We now share knowledge globally, and the digitalization of money makes it possible to transfer it wirelessly, changing the way people use the urban environment in the search for profitable economies in today's ever globalizing market. The infrastructure of data is heavily intertwined with all other flows: we use GPS and tracking systems for cargo logistics; we compute weather forecasts and let computers decide when to close storm surge barriers; motorway speed limits are automatically adjusted to the intensity of traffic. Can we make fuller use of information systems by adding spatial components that change the way we live our daily lives?

- *Infrastructure design*: What role can innovative design play in the challenge to meet the ever-growing demand in data traffic by improving and extending the capacity of its infrastructure?
- *Environmental performance*: How can information technologies (from data-mining to apps) make the difference in the challenge to 'smarten' all metabolic flows?
- *Planning instrument*: How can social media and smart apps become hands on tools for the planning of urban landscapes?

CALL–05J–THE METABOLISM OF THE CITY–WASTE–

IABR–2014– calls for design projects that cleverly manage waste flows in order to keep cities healthy and make full use of waste as a source for new products.

Waste plays a specific role in all metabolic flows: clean drinking water ends up as black water, food is discarded as organic waste, and heat is the inevitable side effect of energy conversion. The Cradle-to-Cradle school of environmental design, however, claims that 'waste does not exist' and that we should perceive waste as a potential source for new use. By collecting and reprocessing waste we can limit the vast amount of natural resources we extract. We may even be able to avoid reprocessing altogether by directly reusing waste products for other purposes. Organic waste is changed into compost, and building ruble is used for new foundations. Experiments with 'urban mining' make full use of the potentials of waste as part of the industrial ecology. Rare

metals are now retrieved from discarded computer chips rather than being extracted from the ground. Yet it proves difficult to fully reduce, reuse, and recycle waste. Chemicals inevitably end up in surface water and aquifers, requiring increased water purification. Pollutants contaminate the land, percolating to the groundwater and thus posing health risks. Waste management is proving crucial in maintaining a healthy living environment, especially in those areas where many material flows come together.

- *Infrastructure design*: How can innovative designs for the city deploy landfills, incinerators, ‘urban mining’ plants, and recycling installations in order to turn waste into resources?
- *Environmental performance*: How can design help to reduce, reuse, and recycle waste in order to keep our urban land, water, and air free of pollutants? How can we effectively retrieve scarce resources from waste?
- *Planning instrument*: How can we make full use of waste as an integral part of the urban metabolism? How can the emerging ecologies and economies of recycling be integrated into the future organization and shape of the city?

STRATEGIES FOR THE URBAN LANDSCAPE

IABR–2014 explores new ways of reading the urban landscape, and investigates planning and design strategies that guide the urban landscape's development. Over time we have witnessed the same pattern of development-driven succession in urban land use. Usage changed constantly following the fluctuations in land value. It might, for instance, become more profitable for agricultural land to be used for other purposes. Consequently, this was compensated by reclaiming natural areas such as wetlands for agriculture. These wetlands, however, were important for coastal protection and for the health of coastal fisheries. Such processes made urban landscapes less resilient and more vulnerable to the effects of climate change. Constant urban development has thus resulted in mosaics of land uses, or in urban carpets that cover entire deltas. Now this ongoing cycle seems to be losing momentum: there is simply not much natural area left to reclaim except for those regions that are unsuited both for food production and urban development. There is no 'new frontier' left. If cities need to provide decent living conditions to all future inhabitants, increasing food production and solving pressing environmental problems will have to be priorities. There is only one way to do this: by repairing and reweaving the urban carpet itself.

CALL–6A–READINGS OF URBAN LANDSCAPES–

IABR–2014– calls for morphological and typological studies that offer new readings of urban tapestries.

In the literature terms like 'Zwischenstadt,' 'Porous City,' 'Urban Landscape,' and 'Dispersed City' have been coined to explain the changing condition of the contemporary city. But do these terms wholly reflect the hybrid condition in which the built environment is no longer the sole center of attention? The first step in developing new strategies for the urban landscape is to thoroughly understand how it functions. New typologies and mapping techniques are urgently needed in order to better understand urban tapestries. A new terminology to describe the hybridization of society and nature is long overdue. Urban landscapes have grown so large and complex that we find it hard to get a grip on their inner workings. Can we define the crucial elements that the urban landscape is composed of? How do urban landscapes all over the world differ in the way they look and function? Together, such morphological and typological studies might offer a new reading of the urban landscape.

CALL–6B–REWEAVING THE URBAN CARPET–

IABR–2014– calls for design projects that conceptualize the integration and well-balanced coexistence of the built environment with infrastructure, water, nature, and food production on the scale of the urban landscape.

We are keenly aware that the heydays of urban utopian models are over, but paradoxically, there has never been a stronger need for conceptual models for pacifying or overcoming contrasts between seemingly opposing forms of land use, of new ways of stitching these different forms of land use together in a sustainable way. Most challenging, but also most promising, are bottom-up strategies that pivot around simple rules. Where there is expansion we speak of ‘occupancy strategies,’ when a population is stable we need ‘transformation strategies,’ and for shrinking urban systems ‘strategies for the (prosperous?) way down’ are called for. Spatial systems on a scale that –sometimes literary– crosses municipal or even national borders are far beyond ‘governance’ in the traditional sense. Planners and designers have to think of new ways of (indirectly) steering urbanization processes in a direction that can be sustained by natural resources. Promising perspectives seem to be offered by different schools of thinking, ranging from complexity theory, neo-laisser faire, and mixed scanning to actor-network theory. We would like to see these, and other new visions on planning and design, at work in concrete situations. How can we adjust these strategies to the various readings of the urban landscape? Can we come up with strategies that are specific to the condition of growth, shrinkage, or equilibrium of the urban landscape?

IABR–2014–CALL FOR PROJECTS–PROCEDURE–

SELECTION CRITERIA–

- Definition: Does the design project make a significant contribution to defining the changing relationship between society, city, and nature?
- Approach: Does the project make a concrete and important contribution to the development of new approaches to planning the urban environment according to the changing relationship between society, city, and nature?
- Multidisciplinary nature: Does the project contribute to innovative cross-pollination between the disciplines of architecture, landscape architecture, urban planning, and engineering on the one hand, and domains outside these disciplines on the other (for instance the energy industry, mobility, logistics, agriculture, information technology, water and waste management)?
- Implementation: Have public or private stakeholders (such as municipalities, governments, NGOs, private companies, communities) played an active and/or commissioning role in the development and/or implementation of the project?
- Contribution to the exhibition: Will the intended presentation of the project be an interesting and stimulating addition to the exhibition?

CONDITIONS FOR PARTICIPATION–

- Proposals can only be submitted by completely filling out the IABR–2014–APPLICATION FORM–, which can be found on the website of the IABR: www.iabr.nl.
- Participation is open to both professionals and public institutions (municipalities, governments, NGOs, universities, communities) practicing in the field of architecture, landscape architecture, urban design, and civil engineering.
- Selected participants are responsible for ensuring that the exhibition material is sent to the exhibition site and for taking out appropriate transport insurance.
- During the exhibition, all materials will be insured by the IABR against theft and damage.
- The material becomes the property of the organizers of the exhibition, unless other agreements are entered into with the organizers before the material is shipped to the exhibition. In the latter case, the participants themselves will be responsible for picking up the material after the exhibition.
- If the entire exhibition or part of it goes on a travel tour after the exhibition, then additional agreements will be entered into in a timely fashion with the parties submitting the projects.
- There is limited AV and computer equipment available for individual projects. The party submitting the project may be asked to provide this equipment or else compensate the exhibition organizers for the cost of obtaining the necessary equipment.
- In the case of complex presentations, for example composite scale models or large installations, teams may be asked to assist in order to ensure appropriate installation and placement. This also applies to disassembly after the exhibition.
- Additional conditions may apply after the final selection of the projects.

GUIDELINES AND PROCEDURE–

- Project proposals may be submitted up to and including Sunday 9 June 2013 using the application form.
- The application form has to be filled out completely, and can be found on the website of the IABR: **www.iabr.nl**.
- Return the application form to **call@iabr.nl,** accompanied by a second PDF file of no more than 5 MB, containing (a) one page in A4 format with a concise description of the project and how it responds to one of the specific challenges as outlined in this Call as well as to the selection criteria as stated above, and (b) not more than two pages in A4 format with relevant illustrations and factual information (please only include images that are free of copyright and that can be used by the IABR for general purposes of communication and publicity).
- Persons or institutions submitting proposals will be notified no later than 1 July 2013 as to whether their proposal has been preselected for participation.
- The IABR will not enter into correspondence regarding the selection.
- Preselected participants will be asked to further develop their project presentation in accordance with a specific brief and given exhibition format as outlined by the IABR.
- Selected participants will send IABR an update of all final material for review not later than1 December 2013.
- Selected participants will agree to submit all information, images, drawings, and other material free of any copyright or other rights held by the participant or third parties in order for the material to be duly included in the Biennale's catalogue, presented at its website or generally used for communication and/or publicity.
- Only when the IABR accepts the project's final representation will the IABR formally and finally accept the participant's submission.
- Selected participants will be fully responsible for the production, transportation, and deliverance of exhibition material in the format agreed upon by all parties.
- The main exhibition of IABR–2014–URBAN BY NATURE– opens on 23 May 2014 and closes by the end of August 2014.
- Additional guidelines may apply after the final selection of the projects.