

BRASILIA: THE PILOTED PLANE

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ABSTRACT: How to behave a city in contemporary regarding changes? How to frame Brasília in this situation? After all people do not stagnated since the time of its construction. social, technological and systematic advances occurred and occur all the time. The dynamic is visible. So in place, why people accept this situation, why a city with such architectural identity, does not have an established root.

Keywords: Brasília. City. Plan. Urbanization.

INTRODUCTION

Simple observation, from a higher point of an observer on the ground, the paths made by people in the median in the Monumental Axis of Brasília-DF (Figure 1), it is questionable

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understand the standards established by the Charter of Athens². The basic functions for a guided city were: housing, work, play and movement; sectorized when, as is the case, it makes the empty city, empty sounds, moves and looks.

Figure 1. Alternative pathways.



Source: own collection, 2019.

² Document that appeared in one of the ten meetings of the International Congress of Modern Architecture (CIAM), which was the main product of this initial phase of the architecture in the academic world, guided by Franco-Swiss architect Le Corbusier.

Today it is known that the federal capital concentrates a select group of residents who live with the rest of the population living in the satellite cities during the week, but on weekends inhabit an isolated city, a true paradox to its idealization, it was to be the center, not only geographically, from all over Brazil.

Even in election periods the city does not stand out in multiple subjects not exclusively the elections. So why the city declared a World Heritage site by Unesco, it remains untouched as not only tells the laws that protect the morphology, but also in the depths of the population, the plurality and thus demonstrate the spread of it, staying in a quiet everyday life?

Hard not to have someone who does not speak of architecture and urban planning within the plan, extrapolating the scholarship itself, something latent for everyone and especially some authors like Frederico de Holanda and Francisco Launde and serving as the basis for this analysis, together with a field visit with the main objective being just an observer and user of some of the services that the capital of Brazil has to offer.

DEVELOPMENT

When analyzing the distances of important points to be visited, such as museums, churches, temples, stadiums, shopping malls, etc., it is noted that much of this can be done walking, either as a starting point the lodging industry or even the superblocks, urban organization conceived by Lúcio Costa perpendicular to the monumental axis, where the main attractions are. However, the walk is not favorable, not considering the weather factor, which in Brasilia has a very important physiological importance, but the main reason for the use of transport is due to the city having been conceived and executed for the machines, as well as (LAUANDE, 2007) reflects on the Charter; One of the principles of the Charter of Athens appropriated by Lúcio Costa, was the elimination of way crossings, through the use of level changes. The objective of this feature, facilitate the transit of vehicles, preventing wear of the machine with excessive downtime.

The wide avenues and walks not inviting (Figure 2) force the insecurity of the passer, and a landscaping thought to enjoy or just spend and not to mitigate adverse sensations caused by the dry climate and low humidity that customarily lies. Although there is such setbacks, the city has its well-defined focal points and generates the traveler the feeling that the sites are close. This point is important to the question of which is better than the city is heterogeneous and thus a larger type of information required, whether visual or oral for example, to know what exactly has at each location, or homogeneous, being direct in purest truth of one building?

Figure 2. The choice of car.



Source: own collection, 2019.

In Brasilia, the key elements of the composition are tightly connected to all parties. route inflections, volume variation and spatial show up as we move: in Eixão two arcs and two straight sections; the predominant height in the superblocs is in the center is another; the open spaces of the Monumental

Axis and the exceptional volumes of its buildings distinguish the place from the rest of the city; all contribute to parts distinctly configured to make themselves clearly to realize in their relations and entitle a high legibility - a sensible order. (HOLANDA, 2013, p.192).

Note that the capital was designed to be sectored and colors, templates, functions and public were well set out, walking today against the principles of new urbanism. The own color palette chosen especially by Oscar Niemeyer is the passage by the monuments be contemplative and quickly, as white as in meeting with sunlight has high reflection, overshadowing human vision.

In agreement the team of architects, planners and engineers; the landscape architect Roberto Burle Marx, applies in Brasilia squares and gardens extremely dramatic (Figure 3), honoring the works and lanes, but hardly the user, is alarming when you are not banks, for example.

Figure 3. Public space.



Source: own collection, 2019.

Moving away from the master plan and through the streets of superblocs (Figure 4), caution is apparent to the feedback of the buildings over the treetops, leaving even more homogeneous the site, which already has similar vegetation and identical facades. The path through the housing, is simple and sometimes breaks through the vegetation, after all as mentioned

before, the tours are always retained, from the standpoint of the size and accessibility.

Figure 4. Residential.



Source: own collection, 2019.

If for some time been considered any other Brazilian city quickly the relationship between people and place would come to the fore, which differs from Brasilia, do not think the federal

capital with people, but in a system in architectural masterpieces, in excellent highways for the car, etc. But certainly the interpolation routine of Brasilia or even the candangos³ not fit in rapid analysis. Which raises this question about the city that was designed in the 1950s by the then president Juscelino Kubitschek Republic, which then would be ideal to be achieved? A city model of architectural and urban works to be studied and analyzed, but never lived with flavor, or an idea of model city but that with the passage of time were adjusting to the needs of the population?

FINAL CONSIDERATIONS

It seems that the answers are clear and objective, with a view to preserving the metropolis as style of an era, Brasilia today is proud to be what it is, similar to how it had been

³ Original of Africa, the word was there seen as something pejorative, but in Brazil, it became widely known as the workers who built the capital, from various places, especially the Brazilian Northeast, and in addition to being far from their homes, have undergone numerous difficulties in a land that was nothing, just the Cerrado.

founded. However, the fact that there is no facility in the displacement of masses through the act of walking, for example, nor find services when they most Brazilian cities are numerous services, between the court and the micro-neighborhood who He wants, in the Federal District has the need for complementary locomotion, that an organizational form is now understood in Eixão, sometimes identical wings, south and north.

And this question is established at the heart of which is piloted plan because the ideal that was to be replicated and even used as an international style, being a pilot, was unsuccessfully and today is understood piloted by users who live in it, because contradictorily, these are people who still make progress capital, even without owning favorable contemporary urban conditions to current issues.

The want of Brasilia or candango people rooted for and belonging city is increasingly advancing, given its new 60 years amid a reality centuries the country Brazil.

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