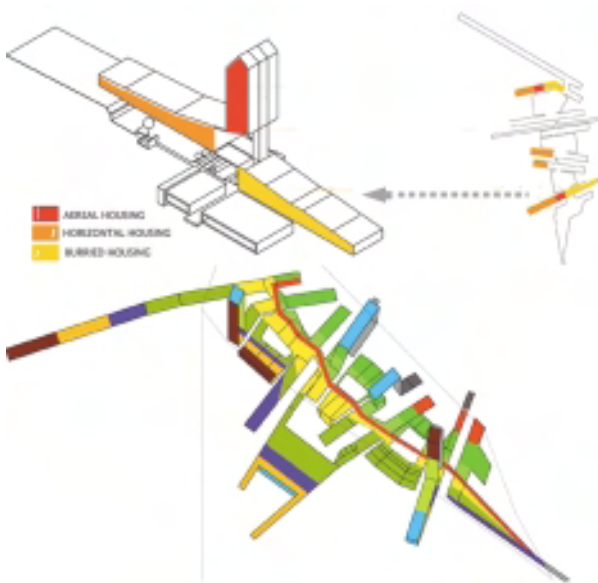


Sara Matthews-Grieco



An essay by Sara Matthews-Grieco entitled “La Mouche au lait: Amour et luxure dans les livres d’emblèmes en France au XVIe siècle” has just appeared in a collective volume dedicated to the memory of the historian Jean-Louis Flandrin: *Le Désir et le Goût. Une Autre histoire (XIIIe-XVIIIe siècles)*, edited by Odile Redon, Line Sallmann, & Sylvie Steinberg (Paris, Presses Universitaires de Vincennes, 2005, pp. 219-244, 16 figs.). This essay examines the discourse on love and sexuality in one of the most popular types of illustrated literature in circulation in 16th-century Europe - the illustrated emblem book. This analysis permits the reconstruction of a highly successful type of cultural tool that, alongside of other cultural strategies, was to gradually impose a new, “middle-class” morality on the urban population of France.

Nieves Mestre



SUF Architecture professor Nieves Mestre, along with her team of architects (Manuel Leira, architect and Ignacio Gonzalez, architecture student) has just won the prestigious international urbanism competition “European 8: European urbanity and strategic projects.” Nieve’s team was one of the 61 winners, having placed above 82 runners-up and 60 honorable mentions. Following is a description of their prize winning entry.

TOPOSCAPE

The existence of the train tracks as a barrier and the lacking of a referential landscape in the given area led us to generate both an artificial landscape and an improvement of the existing one. A new type of urban landscape is shaped in order to connect the sea with the city and give a visual reference to the area. Dressed as “urbantects”, with the tools of the “toposcapers”, freed from the formulas of urbanism and the prejudices of the architecture.

PROGRAMME and ACCESS

The toposcope is a system of spaces for public use where different urban flows meet formed from the bands of infrastructure. The new topography aims to display and even involve the train infrastructures as a public space. As toposcapers we proceed plotting the traces. The main direction is defined by the presence of the railway. The distance between rail lanes defines the starting modulation path.

LANDSCAPE SIMULATION

The artificial topography created tries to work with its intrinsic dichotomy natural-artificial. Over a built folded surface we establish a series of parallel strips of infrastructure, use and landscape. The series of strips are a juxtaposition of the different textures that cover the surface of a Mediterranean urban and natural landscape.

For more information on the competition, see:
www.european-europe.com/e8_gb/home/home.php

“Without any prejudice we use as textures of this surface (everything) from city paving to cereal fields, imagining that, over the topography, we could see the sea with the smelt of the aromatic plants, between the bushes, running in this cereal field, or lie in the sun listening to the birds that came to this simulation of the wild Mediterranean nature.”