The twenty-third Poster Exhibition in the Stadelhofer Passage Zurich
A Contribution to the Anniversary «Zurich 650 years in the Swiss Confederation»

Settlement Development in the Canton of Zurich
A Review of 50 Years of Spatial Planning
Organiser:
Colliers CSL AG Zurich,
for a Commission by Maag Prime Real Estates AG

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1. Architects and Engineers in Zurich,
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2. Le Corbusier and Zurich, June 1987 (Out of Print)
3. Fumihiko Maki, May 1988
4. Curjel & Moser, November 1988
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7. Arnold Burkli, October 1990
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Economic growth, increasing mobility, and social change have, since the end of the Second World War, left behind a varied impression on our landscape. The development in the last ten years in the Canton of Zurich replicates that found throughout Switzerland.

In the Canton of Zurich there is varied, and frequently competing, demands for the use of space, often for one use above another. In such competitive situations spatial planning management makes an important contribution to the co-ordination and realisation of spatial development. In recognition of this the Display Panels in the Zurich Stadelhofer Passage illustrate the development of spatial planning in the Canton of Zurich since 1942.

Why is it necessary to have spatial planning? A comparison of the Plans on Display Panels 2 and 3 makes this perfectly clear. Idyllic farming villages in the last ten years have come increasingly under the influence of the greater Zurich urban area, creating an «Agglomeration». This impressive urbanization and its accompanying uniform appearance are, however, not simply a law of nature that one must simply accept and put up with. Very often there is scope to manoeuvre, which should be used. The changing landscape therefore must not simply be allowed to happen, the process must be recorded, measured, and co-ordinated. This is the task of spatial planning. Looking in hindsight at the Canton of Zurich from the perspective of future generations then their challenge would be to maintain and shape the quality of living and working space.

In 1942 the cantonal government had already established the technical background to create a spatial planning process. Their objective was to co-ordinate activities that had a spatial dimension. At this time the Office of Regional Planning was founded in the Department of Construction since when it has become the Office of Spatial Planning and Surveying (ARV) in the Building Department of the Canton of Zurich. The ARV provides for a functional, consumer friendly, economical and environmentally legal use of land so that the appropriate preservation and demand on an area reflects the quality of the Canton of Zurich. Thanks to this fifty-year period of spatial planning management, the overall direction of much post-war development has respected the quality of life and location in the Canton of Zurich.

The important pillars of cantonal spatial planning have remained largely unchanged for decades. Therefore it is opportune to reflectively appreciate its teachings and conclusions from which future planning can benefit. Of the milestones in cantonal planning that are especially noteworthy are the Comprehensive Plans of 1948 (Panel 3), those completed in 1964 until 1973 (Panel 7), the Comprehensive Plan of 1978 (Panel 9) and the Guiding Plan of 1995 (Panel 11). This series of Plans, produced over time, impressively demonstrate the changing awareness of how much more important integral natural and landscaped areas are to the quality of life. This development of awareness has, in particular, seen a successive reduction in settlement areas.

The challenge of planning is not only in having a long-standing tradition but also having an underlying respect for the future. The Display Panels therefore demonstrate also the future purpose of spatial planning in the Canton of Zurich. The aim is to guarantee a sustainable development of our living space by similarly promoting settlements and transport infrastructure. At the same time central areas of cantonal importance, which are linked by the metropolitan railway system, should ensure inner urban area development and an equal quality of life throughout the canton. Correspondingly the need must be taken into account of the constant pressure on natural and recreational spaces by co-ordinating and supporting good quality multi-level uses.

The crash barrier for future development of our economic and living areas has been established. Within this it is for us to recognise our responsibilities towards safeguarding the future for the following generations.

Councillor Dorothée Fierz,
Canton Zurich Building Director
Settlement Development in the Canton of Zurich

A Review of 50 Years of Spatial Planning

1948

1964 – 1973

1978

1995

- Employment: 1950: 397,000 / 1998: 693,000
- Households: 1950: 228,000 / 1990: 526,000
- Developed Land: 1952: 14,000 ha / 1995: 35,000 ha
- Private Vehicles: 1950: 29,000 / 2000: 591,000

Glatt Shopping Centre

Nurses Accommodation, Zurich

Renault Assembly Shop

«Center Eleven»
The settlement development of the Zurich region in the last fifty years is vividly documented in a comparison between the national map of the 1950s and the 1990s. In 1955 the settlement structure of the Canton of Zurich was still clearly characterised by the railway network. At this time suburban development concentrated along the main transport axes, in particular at the important crossroads in the urban area. The open countryside was still, however, mainly untouched and only punctuated by compact settlements.
Settlement and Countryside in the 1990s

Dynamic economic development, the boom in private car ownership, the airport extensions and changing social conditions have, in the last 50 years, seen the development of land at a rapid rate beyond the political administrative boundaries, into the hinterland of the city particularly in the Limmat and Glatt Valleys. Through this growth the conurbation has built over even more land than before!

National Map 1:25,000 from the year 1994 (Reproduced with the permission of the Federal Office of Topography / JA02080).
From the Beginning – Regional Planning in the Canton of Zurich

From the beginning of the 20th Century progressive industrialisation has had a dramatic effect upon the settlement pattern of the Canton of Zurich. Attempts to control the structural problems of the urban area were the subject of experimentation through the enlargement of the City of Zurich by the incorporation of single individual suburban areas in 1934.

A common cantonal perspective, arising from about the beginning of the 1940s, has been the strong diverging claims on the use of land. In the course of industrialisation there was often unplanned building activity: «In Rumlang houses are built next to the railway station, where in fact commercial and industrial premises should be erected. Factories expand along side the Lake of Zurich or at the Rhine Falls, where parks and play areas belong. Everywhere there are examples of buildings being erected where the farmer should be leading with his plough. Put simply, there are still buildings erected, in the wrong place, where sooner or later the mistakes are bound to become apparent» (Cantonal Building Chief Heinrich Peter in 1945).

In view of the rural exodus and corresponding urbanisation, the aims and objectives of regional planning first became apparent for the government in 1941. The Cantonal Building Law of 1893 permitted «urban related» villages to invest in the administration of the community by authorising the establishment of building plans and building regulations. It was in these circumstances, where settlement development crossed community boundaries, that the Office of Regional Planning was established within the administration of the canton in 1942. A year later, the population having considered a revised building law, also created the legal basis for regional planning whereby a local plan could assist in preventing future mistakes.

However, as a means of establishing a clear separation between building and non-building areas the existing Building Law was unsatisfactory, according to legal judgements of the Federal Supreme Court in 1948 and 1951. Notwithstanding this fact, there were areas like Greifensee (1941) and Pfaffikersee (1948), which were subject to specific recommendations. Through the early establishment of ordinances building activities had been curtailed in these areas.

Regional planning, as a political concept, was put to the cantonal parliament in 1955 by a motion promoted by Zurich City Councillor Jakob Peter and Professor Marcel Grossmann. The government accepted the concept and established an expert commission for regional planning issues, with the Commission being given the responsibility of examining planning control of settlement development in the canton. In a report published in 1958 the authors discussed seven different variations, namely: uncontrolled development, the concentration on the large urban area of Zurich, free-standing residential settlements in suburban areas, development of adjoining free-standing towns after the style of New Towns, a «City Group» comprising Zurich – Winterthur – Baden, a dispersed pattern all over the area of the canton, or the creation of specific regions with regional centers. The Commission regarded the most practical development as being the concept of «regional centres». Four regions were identified with the towns of Zurich, Winterthur, Wetzikon (Oberland) and Bulach (Lowland) as their centres. These centres were to be the focus of industry and accompanying population and, through the establishment of public services and cultural institutions, future growth would be managed. However, the politicians were not yet of the same pioneering attitude as demonstrated by the planners. Nevertheless the development concept was explored first in Bulach, and later in Wetzikon, through the building of cantonal schools and hospitals. But confining industrial development to specific locations rather than allowing a less constraining locational policy, capable of opening up larger areas, was stifled by local politics, as communities saw their autonomy restricted and were concerned by the impact on finances. The concept of «regional centres» was therefore deleted from the government programme and never realized. It can be regarded now as no more than a model.
In 1943 the Office of Regional Planning became definitely part of the Department of Construction. Under the leadership of the Architect Max Werner work began on regional area plans for many communities. The aim was to provide a framework for the co-ordination of road building, water and drainage as well as the planning framework for Zoning Plans. Of special significance was the area of Upper Glatt – Kloten where, after a decision of the federal council in 1945, it was decided to build a new airport. In expectation of such a large building and transport project Comprehensive Plan No. 1 «Zurich Lowland and Intercontinental Airport» was approved by the government in 1948. In addition extensive planning work commenced on other regions in the Canton, albeit with very heterogeneous results.
The number of Communities with a Building and Zoning Ordinance (BZO) then increased steadily (by 1974 only Sternenberg and Kyburg were without a BZO). At the same time the «decentralisation with defined centres», as the model of «regional centres», had yet to be established in spatial planning.

Some Comprehensive Plans were set in «tablets of stone» by incorporating general building studies:

The «Oberland Town» (1968), which included five autonomous Communities, had as its main focus Wetzikon and Hinwil. Following the concept of the Anglo-Saxon derived spatial idea of «Garden Cities» the development would maintain and preserve the landscape by the careful design of the built areas. Through different architectural styles the negative impacts of urbanization would be avoided, by firmly establishing the creation of open areas, generous spaces and important recreation grounds in the immediate vicinity of the urban area. Also, by allowing for the eventual quadrupling of the resident population, on the basis that it would ultimately be 100,000 residents, it was seen as being feasible to guarantee that the town would offer high quality housing.

The study «A New Town in the Furt Valley» (1965) envisaged urban development in the area of Otelfingen. High rise, linear residential building forms with large interspersed open spaces would dominate the landscape. Here individual mobility had precedence; reference to a public transport centre did not appear in the language. The planned street pattern was tailored for 30,000 residents, each relying upon personal transport, and as such would have provided a modern form for a volume of traffic that would not be necessary even today.

16 Years after the commitment to undertake regional planning work in the Canton of Zurich the revision to the Building Law of 1959 allowed the effective delineation of built and open areas.

The layout of the «Furt Valley Town» was characteristic of the spirit of optimism that prevailed at that time. After the publishing of the report by the Club of Rome entitled «The Limits to Growth» in 1972 and the oil crisis of 1973, which at the same time ended the longest known phase of economic growth, ecological problems came to the fore. In the consciousness of the wider population the «quality of life» became a key concept.

The spatial development of the Canton of Zurich in the 1950s and 1960s was greatly influenced by the impact of traffic. Such was the strength of this influence that traffic itself could be regarded as an important «town and country planner». At the beginning of the 20th Century it had been the railway which had contributed much to the definition of the urban hierarchy, but after the Second World War it was the enhanced mobility afforded by private vehicles that symbolised freedom and the modern way of life. In 1958 population approved a referendum on the issue of the Swiss national road network.

Noteworthy at this time, from the regional perspective, is the promotion of a national road network, in Zurich this was reflected in an express highway «Y» to cross-city residential quarters. It was envisaged this proposed traffic management scheme would carry the dominant share of the traffic originating in and with destinations in those linked parts of the city. It was justified on the unimportant scale of through traffic. To this day the city express highway has only partially been realised.
Comprehensive Plans 1964 – 1973

With the introduction of a new Cantonal Building Law in 1959 the status of Regional Planning was radically improved. The existing office responsible was now assigned directly to the Building Director, and personnel were increased. In joint working with the regional planning groups there was prepared between 1964 and 1973 ten provisional comprehensive regional plans «1st Stage» of which five were completed and adopted. At that time, the population and employment projections for the canton for the period to 2020, derived from national Swiss projections of some 10 million population, were estimated to be 2.1 million residents and 1.1 million workplaces! Thus one had to plan for such large building areas that there was no support for the model of «regional centres».
In 1969 the People and the State have seen the Federal Constitution complemented by the so-called Land Law (Art. 24 quarter). As part of this, spatial planning, at the national level, was also introduced to the public. Spatial planning is the responsibility of the cantons.

Spatial Planning as a Public Exercise

The Confederation, it was true, legitimised spatial planning through the Code of Basic Law, but it remains the responsibility of the cantons, to utilise the appropriate instruments and to control the functional use of land, including the guaranteed orderly development of settlements. The coming into force of the nationally promoted Federal Spatial Planning Law (RPG) took until 1980, a first version having been rejected by the public in 1976. Simultaneously, similar sentiments saw the protection of some areas from being built up. In the year 1971 there was introduced a Water Protection Law, which permitted the erection of buildings and installations, outside of building zones, only in exceptional cases. From 1972, through an urgently passed national resolution there has been also the opportunity for protecting areas of acknowledged countryside and recreation value.

The Office of Regional Planning became, in 1972, the Office of Spatial Planning to accord with the general national establishment of the concept of «spatial planning». This was supported also in the Canton of Zurich. With the new Planning and Building Law (PBG) of 1975 there was quickly established a comprehensive and thorough planning responsibility. In 1978 there was thought to publish the cantonal Comprehensive Plan, two years later the regional Comprehensive Plans and four years after that the accompanying building and zoning ordinances were laid down. As these involved democratic participation and legal competencies it secured an enhanced status for spatial and regional planning in corporate public law.

With the newly gained personal mobility permitting greater distances and functional separation between home, workplace, and leisure facilities, there is a need for quality management if problems are to be overcome. In itself population growth increased on the periphery while concentration of the workplace took place in the City of Zurich and on the northern suburban ring. Whilst the planners had been preoccupied with the rural exodus until the mid-1960s this has long since been replaced by one of urban exodus.

Such changing patterns must also be related to dealing with transport planning problems. Therefore, in the Comprehensive Plan (1978), together with the concept of linking larger settlement areas, was a primary requirement to manage commuter flows. The transport requirements needed to be dealt with by involving the lowest possible public expenditure but encapsulating the aim of achieving a balance between initiatives for the parts to be played between public and private traffic. In the Comprehensive Plan (1978) the defined public transport initiatives included an extension to the station at Museumstrasse, a prolongation of the Sihl Valley Railway to Zurich main station and the Zurichberg tunnel. For private transport the Oberland- and Unterlandstrasse link between the «regional centres» of Wetzikon and Bulach, and the Seetunnel were seen as important.

As rational actions and decisions in the planning process only become possible if sufficient technical information is available, the Government had already, in 1979, intro-
By the end of the 1960s it was realised that in the Canton of Zurich there would soon be a doubling of the resident population. This prognosis was now adapted to the scale of development as actually implemented. An important factor for the Comprehensive Plan was therefore the redefinition of the building areas. Reduction therefore came into the question, where infrastructure provision didn’t already exist. At an intermediate stage there was introduced future building development areas wherein, at the earliest, development would not be allowed before 25 years had elapsed.
On the Way to a Sustainable Spatial Development

With the revision of the Planning and Building Law (PBG) of 1991 a new approach to planning was instigated. In accordance with the Federal Spatial Planning Law a Guiding Plan was introduced as an appropriate spatial planning instrument with a ten-year framework after which it should be completely reviewed and adapted.

From the beginning of the 1990s different general-conditions changed for settlement development. A refinement of the extrapolated figures in the PBG identified the potential to redevelop a third of the building zones already in, or formerly in, use. The opening of the metropolitan railway system in the Spring of 1990 and the continual service improvements in public transport had the great effect in the «Greater Zurich Area» of bringing activities closer together; in effect the railway benefited from a «renaissance».

The characteristics of the central areas defined were the following: well connected public transport, already a central position, appropriate infrastructure or a concentrated group of utilities, and able to demonstrate considerable development potential. Such centres are the backbone of inward urban investment. Zurich is capable of competing internationally for economic space, which can be secured without sacrificing the loss of open countryside. Environmental quality must be pursued.

Furthermore, the competing claims on the countryside must be assessed objectively, co-ordinated and finally accommodated. In recent years there has been increased pressure on natural areas and recreation space. With the 1995 «Agreement on Nature Conservation – a Comprehensive Approach» the government clearly established its policies for the countryside, being conscious of the economic and living requirements of the Canton of Zurich. The potential political tensions inherent in the preparation of the countryside plan, which was approved by the cantonal parliament in April 2001, for the first time reflected the different aspirations for the rural areas.

The metropolitan railway system links town and country and is an essential prerequisite for the economical use of land (Photo-service SBB).

In addition a requirement of the population to reutilize obsolescent buildings was stated. Thus measures for the redevelopment of buildings was encouraged as well as a restructuring of former industrial areas.

Planning evolved from these background scenarios for spatial development. The scenarios «Back to the City» and «New Centres in the Hinterland at Railway Stations» received the most encouragement; thus the creation of «regional centres» was regarded as a practical proposition. The government established the following three guidelines which, to now, have been followed.

1. The settlement structure must be prepared and improved to meet the demands of the future.
2. Greatest focus in the development of settlement structure should be placed on public transport.
3. Open Spaces are to be protected and actively cultivated.

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In 1995 the politicians resolved to take action to establish specific objectives for planning. With the establishment of the Guiding Plan there followed a further reduction in settlement areas whereby the designation of future development areas was largely deleted. A further eleven central areas were given cantonal status as «available building zones» to promote inner urban development. There were also areas designated in the existing «regional centres» of Bulach and Wetzikon.
Especially eye-catching is the development in the valleys of the rivers Limmat and Glatt. These «polycentric urban landscapes» are not confined to political boundaries and are not equal with the oft-referred «amorphous settlement sprawl» extending from Lake Constance to Lake Geneva. This urbanized landscape of separate settlement areas divided by green belts represents the potential central element in the future spatial development of the Canton of Zurich. With the preservation and upgrading of such areas as «Parklands» advantages of these spaces should be guaranteed and developed in a comprehensive manner. Thus it is also the integration between the strategically important central areas as well as the general linkages between the residential, employment, and recreation areas, which are to be preserved and improved.

In the Glatt Valley the first steps towards the creation of a town has already begun. In the coming years, with the implementation of improvements to the railway, there will be provided a regional transport network, in the sense of there being a central distributor with effectively branch lines. This will provide a new focus in the network, potentially threatening the life and economic space of Zurich. In addition, further key elements will enhance the comprehensive traffic framework:

In public transport there is reference to the connection to the European high-speed network, with enhanced prospects of reducing national traffic travel times as well as those on the metropolitan railway system.

A central element of the rail infrastructure development will come about by the development of a through-station at Lowenstrasse, with connections in the direction of Oerlikon, Wiedikon and Altstetten all possible.

With regard to the forecast of traffic growth in the coming years there will still not be enough investment in the public transport system alone; private and public traffic must complement one another. For over 40 years a planned high-speed highway network has been seen as enhancing the capacity but there must be a continued response to further development. With a strategy, which emphasises bypasses, the densely populated areas comprising Zurich, the middle of the Glatt Valley and Winterthur, should continue to grow efficiently, without giving rise to negative environmental impact.
The Greater Zurich Area in the Swiss Urban System

Spatial planning has - not only in the Canton of Zurich - in the last 50 years involved, again and again, in-fighting against opposition; political compromise has had to be handled and planning concepts have been overturned by the reality of circumstances. Nevertheless spatial planning has, piece by piece, curtailed unrestrained settlement development with a more sustainable approach.

The configuration of a settlement boundary with regards to the economical use of land, the co-ordination and orderliness of spatially influential activities, as well as respecting the demands of the next generation, have been the cornerstones of planning understanding since the Second World War. Furthermore, the spatial planning of the future must maintain these principles, by securing the benefits of sustainable spatial development. In forward planning however, it is appropriate to secure relevant spatial information. The government had such circumstances in mind when they supported the integration of the official surveying with the geographic information system (GIS) in the Office of Spatial Planning and Surveying (ARV) in April 1998.

The Greater Zurich Area today already possesses a public transport system of prime quality: in particular it provides accessibility to its central areas. With this framework based on extensive green areas between the individual settlement areas, where the character of spacious parkland landscapes exists, the linear pattern of the Greater Zurich Metropolitan Area can improve the competitiveness of Switzerland as a whole.

By such factors is the spatial strategy for Zurich - and Switzerland in general - distinguished from examples of many foreign «millionaire cities». However, it is not with the objective of «small is beautiful» but «network is powerful», which serves as a basis for a sustainable development as a whole!

Generous green spaces and recreation areas are an essential advantage to the living and working areas of Zurich.
Since the introduction of regional planning it has become again an acceptable tune to play, whilst earlier the demands for a cantonal regional policy were refuted. In due course, however, it was impressively demonstrated by the study of the experts, which is now 40 years old, that further urban sprawl in the «Zurich Agglomeration» would only lead to realising a degraded quality of living and working space for both commuters and visitor traffic. Thus an active planning debate about our quality of life is essential!

Learning from History!

1958 was the first time the government established an Expert Commission to consider possible spatial development. Many aims of that discussion are again plausible and realistic.

The concept of «regional centres» by the Expert Commission pursued the basic idea of decentralised concentration, which, since 1973, has also formed the basis of the national planning concept for Switzerland.

Also suggested by the Experts was a variation for the creation of a new large metropolitan area, a «city group» of Zurich, Winterthur and Baden. Through an improvement in the traffic interrelationship there would be created the opportunity to manage the freedom of choice with reference to residence and work-place. The cores of the individual towns would remain separated from one another by agricultural green belts. Even though these variations were not implemented at that time, they have led to new perspective today, in particular since the introduction of the metropolitan railway system in the year 1990.

With the definition of 11 central areas of cantonal importance the concept of «regional centres with tight networking» has prevailed in the debate about the most desirable form of settlement development within the canton and was reflected in the Guiding Plan. Thus by focusing on public transport, in particular the railway stations, it allows the development of a settlement structure which makes possible a more socially, ecologically and economically coherent future living and economic space for Zurich. Decisions in the future must finally emphasise, through proper planning, that to manage the structural changes in the economy and population, further expansion of settlement land will not be permitted. Already defined settlement areas take around 20 % of the canton land area and this must suffice. Regional and national policies and thinking must be supported. Only by being goal orientated we can guarantee an economical use of land, involving the necessary recreational areas, to secure the freedom for future generations!

www.arv.zh.ch
The countryside around the City of Zurich is exceptionally beautiful; this has been recognised for a long time. The Zurich body politic, even whilst recognising the dynamic settlement development, is in full appreciation of this landscape benefit. The areas around the Lake of Zurich, of Pfannenstil, Oberland, Wineland, and the Sauliamt as they are so called, have a special atmosphere. As countryside they contribute much to the quality of life and play a decisive role, which is to be encouraged, in the economic success of Zurich.

That is a result of the foresight in spatial policy which, in the last 50 years, during which built development was a particular concern, has followed the principle of «decentralised concentration» with centres linked by the metropolitan railway system and the high speed road network. This has successfully created and maintained the balance between emotional values and economic requirements.

Spatial planning has proved to be a valuable investment for the future. Dr. Christian Gabathuler has, in the last 10 years, as cantonal planner, made a substantial additional contribution. I thank him for this contribution and for this text and wish him all success in his position in contributing to the anniversary «Zurich 650 years in the Swiss Confederation».

«Das kleine Forum in der Stadelhofer Passage»
Christoph Ackeret

Conclusion
Chronicle of the Stadelhofer Passage

1358 Stadelhofen, originally a court of the Frauminster Abbey, was purchased by the City of Zurich.
1642 Construction of the fourth city fortifications, Stadelhofen was a favoured residential area for the Zurich City Fathers.
1643 Building permission for house no. 26 Stadelhoferstrasse later known as «Cotton Court» for Hans Kaspar Gossweiler, silk merchant and councillor; twelfth to the «Saffran»
1650 approximately, new building, the «Sun Court» at 12 Stadelhoferstrasse, by Salomon Hirzel, Mayor and Consul of Zurich
1874–77 and 1889–94 Construction of railway line, cutting, and Stadelhofen Station
1950/51 Purchase of the houses at nos. 24 and 26 Stadelhoferstrasse by the firm of Alfred Spaltenstein, Construction and Engineering, Zurich Oerlikon
1967 The houses the «Sun Court» and the «Cotton Court» are listed as historic monuments
1976 The voters of Zurich City approved the finances for the purchase of the protected buildings (Voting was 52,837 for and 51,299 against)
1978 Granting of building permission for the building project Stadelhofer Passage by the architect Ernst Gisela, Zurich. The court space was, in accordance with the wishes and by arrangement with the City of Zurich given over to public space.
1981 The voters of Canton Zurich approved the building of the metropolitan railway system
1980–1984 Development of the Stadelhofer Passage through Spaltenstein Immobilien AG
1982–1984 Reconstruction of the «Sun Court» to the furniture of the social archive. The «Cotton Court» is only externally renovated
1986 Founding of the «Das kleine Forum in der Stadelhofer Passage» through the owners society as an attractive courtyard space under the motto «Architects and Engineers in Zurich»
1986–1990 Railway Station Stadelhofen under construction
1998 Transfer of the offices part of the Stadelhofer Passage to the Spaltenstein Prime Estates AG as part of a portfolio of first class furnished offices
1999 The Spaltenstein Prime Estates AG was as Maag Holding AG incorporated

Maag Holding AG
Hardstrasse 219, PO-Box, CH-8032 Zurich