DIFFERENCE AND DESIGN

A6830

FALL SEMESTER 2021

FINAL PROJECTS

Adjunct Associate Professor Justin Garrett Moore, AICP

COLUMBIA
GSAPP

“Given the choice between modernity and barbarism, prosperity and poverty, lawfulness and cruelty, democracy and totalitarianism, America chose all of the above.”[1]

Matthew Desmond in The New York Times
for The 1619 Project

OVERVIEW
In Difference and Design + Culturally Responsive Practice, we will explore together some key questions:

- How has the built environment been shaped by difference?
- How do we make a difference in the design of our spaces, places, and cities?
- How do you want to make a difference through your practice as a designer?

The format of the course will include readings, presentations, conversations, and counter-stories in the first half of the semester. The second half of the semester will focus on the development of students’ research and design for place-based or issue-based design projects or on developing independent research papers focused on difference and design in the built environment.

FINAL DESIGN PROJECT OR RESEARCH PAPER
- Option 1: Design project with significantly developed original graphic and design work
- Option 2: Research paper with primary source research

FINAL PROJECTS

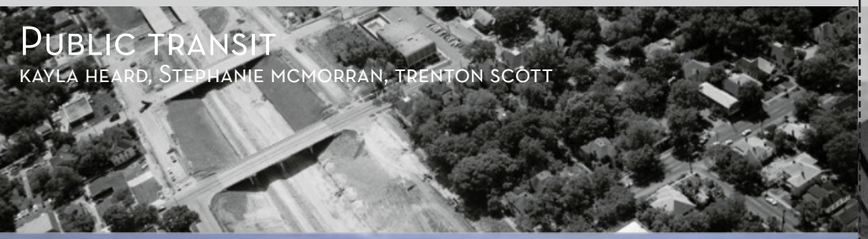
01 Public Transportation
02 Historic District
03 Gentrification
04 Environmental Justice
05 Infrastructure
06 Community & Public Space
07 Housing
08 Food

FINAL PROJECTS

PUBLIC TRANSPORTATION

Public transit

kayla heard, Stephanie mcmorran, trenton scott





THE IMPACT OF I-65 and 1-85
IN MONTGOMERY, AL



SUBWAY BALLET

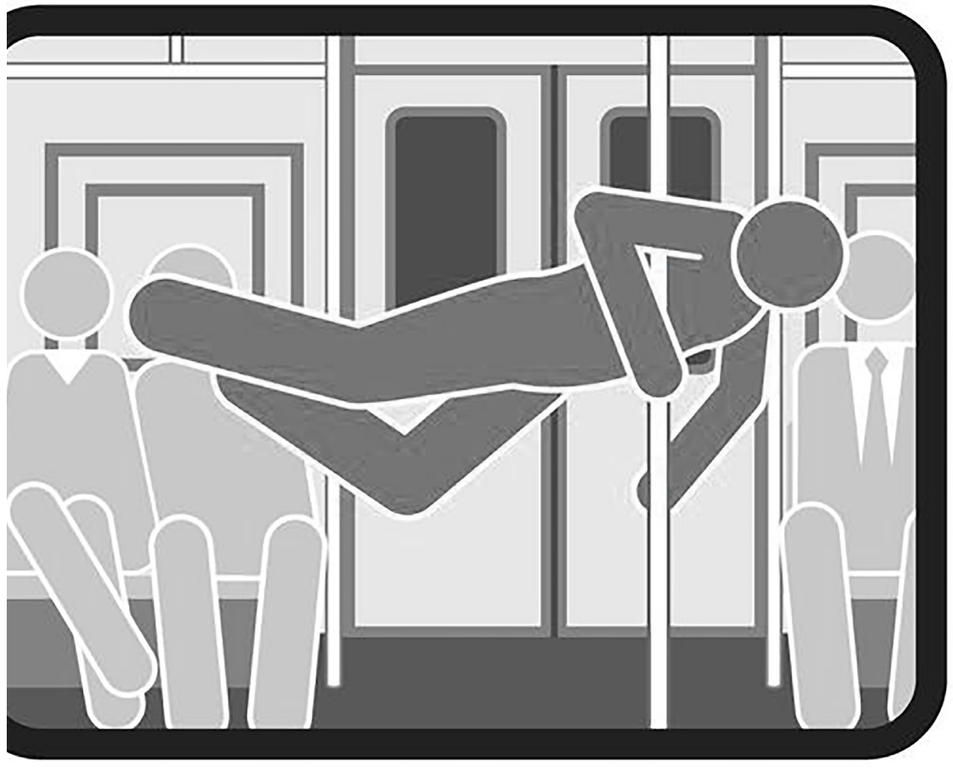


PUBLIC TRANSIT & SAFETY
IN BIRMINGHAM, AL

Project II: Subway Ballet

Litefeet and the Black Spatial Imaginary

Stephanie McMorran



"If you see something, say something". A not-so-alternate reality.

As the sun was coming up over the great city of New York, the glass of the Midtown skyscrapers turning a rose gold with the morning sun, New Yorkers were slowly coming to terms with the fact that their next mayor would be Curtis Sliwa.

Sliwa had been well-known for his work as a vigilante in the darker days of the city's history. His campaign had been eccentric, to say the least, at one point attempting to nominate his favorite pet cat as deputy mayor. Clearly whatever he said resonated with people--privately, of course. Across the city, it was only the suburbanites out on Staten Island who consistently had the courage to state their opinions regarding DeBlasio's policies, even if those policies predominantly helped those living below 60th street, anyway.

A year into the Sliwa administration, a young man wakes up in Brooklyn's Marcy projects. He can hear the previous evening's rats scuttling back under the hole in the wall. They'll be back later tonight. He won't. His friend's mom won't let him sleep on her couch anymore. Either get a job or get out. He hears talk outside of Mayor Sliwa's new proposal.

"Yeah, Sliwa's cutting welfare?"

"Really? That's so, like, not progressive at all."

"I know right. My yoga instructor was like, Sliwa's cutting the welfare rolls and stepping up ICE presence and a lot of people are getting deported."

"That's so insane."

"I know. Do you want to get a pitaya bowl?"

"Totally."

The young man hardly remembers the Dominican Republic--barely speaks Spanish-- but he knows he has no papeles. That's what his mom had said to the officers before they put her in handcuffs and sent her back to the Dominican. He goes downstairs, past a homeless man sleeping in the stairwell of the housing complex. He lights a blunt and immediately regrets it. The hunger pangs he had hoped to try and pull through only become stronger. Sliwa's administration has slowly been unraveling the welfare programs across the city. The Biden administration sent the city money due to the COVID-19 pandemic, but so far the city has yet to see that money. There are whispers that Sliwa and his appointees have been quietly pocketing it.

The hunger intensified by the marijuana, he quietly slips into the subway. Mayor Sliwa quietly enacted a law allowing citizens' arrests in New York City--and in response to the Black Lives Matter Protests dramatically increased funding for the police, who lie waiting in army tanks stationed directly outside the Marcy projects.

His dream is to dance and attend Stuyvesant. Maybe even to go on to Julliard and join the Alvin Ailey Dance Theater. He is part of a group of boys from different boroughs who used to make their living dancing on the subway, but due to the increased police presence and the rise in local vigilante groups it's too risky.

The nearest Bravo is three stops away. Desperately hungry and with no money to pay the subway fare he hops the turnstile.

"Hey you. In the black hoodie. Yeah you. Come here."

Really?

"Officer, I don't have enough money to ride the train. I have no food--"

"No excuses. I'm writing you up for fare evasion. Pay $100 or it's two days in prison. I better see you in court."

"But I--"

"No excuses."

All of a sudden a deep southern-inflected voice boomed behind him.

"Excuse me officer. How much did you say the fine was?"

"You know him."

"No. But I see a young brother struggling and I just want to help him out."

The young man turned around to see a tall burly man with black sunglasses, his face hidden in a scarf, a black cowboy hat pulled over his forehead. He took out his wallet and pulled out a crisp $100 dollar bill.

"Let's make it $200--"

Before he could finish, the man pulled out another $100 bill. The officer snatched it out of his hand and shoved the $200 dollars in his pocket. He left without another word.

"Are you hungry?"

The young man knew better than to take offers from strangers. Especially from someone so clearly eccentric.

"What do you do for a living, boy?"

"None of your business."

The young man had managed to panhandle enough money to sleep on the subway. He had had no water, no food for two days and was fading in and out of consciousness when a tall burly man got into the car.

"You going uptown?", he asked.

The young man responded,

"I guess so."

They arrived in Harlem at 1:30 in the morning. The young man clutches a knife he keeps in his pocket just in case this guy is not to be trusted. They pull up to an old Harlem brownstone. Stepping inside the beautifully carved threshold, he is surprised to see someone at what appears to be a ticket booth.

"There's a dormitory for all the kids upstairs.
The fridge is open and if you want you
you can sleep here anytime you want. Here is a diagram of how this house operates."

"I am the proprietor of a subway line specifically designed to be a safe space for black performers to make money. The people on the Upper East side love it, especially because the last thing they want to do is go above E 96th to go listen to jazz in the evening. They're also willing to pay top dollar for such a unique and edgy experience. Currently, I have everyone from graffiti artists to doo wop singers, but the main act is you subway dancers."

"I made my fortune in real estate and was able to use my money to construct a line directly under all of my buildings. Here is a map of the route. It turns out that if you throw enough money at the Sliwa administration you can truly do anything you want. "

"Let me walk you through this house first. The top room is where our control room is located. We have a state of the art system which constantly tracks the location of the trans as they move throughout the city. The fourth floor is where the dormitories are located. And I can get you some fresh linens."

"We are currently on the first floor. All of the ticket money goes to you guys to fund your education. I don't need any money. My buildings pay for themselves, especially in this economy. When all the rich people left, those strange buildings in Hudson Yards were perfect to reconvert into mixed-income housing--for some reason, the wealthier people have agreed to pay higher prices in luxury apartments in converted office buildings--to be fair, they have no idea that the apartments are overpriced, but I can discuss that with you later."

"Downstairs is where you enter the subway. We can only let in 40 people at a time. As someone who is a proud member of the more vulnerable members of our society, I do not want to catch COVID-19! Restricting the number of people who can be down in the train also makes sure the price of admissions stays high, which means we can subsidize not only the artists who work down there, but can also help underprivileged schools organize day trips around the city."

The young man is still wary but fascinated. He spots a pile of freshly cooked hotcakes on the side of the flawless, magazine-ready kitchen. The Invisible Man notices him looking at the food.

"Go ahead. That's yours, everyone has eaten already."

"What do the cars look like?"

The Invisible Man chuckles and goes downstairs into his basement office, lit by a single naked bulb and pulls out a few blueprints of the sketches.
He doesn't know what to think about the cars--they're definitely different.

"I wanted to do something original. The doors are glass with polycarbonate windows. I
also wanted to allow the car to be a canvas for the graffiti artists that I've hired. The MTA cars look too sterile. I miss the painted cars of the 1970s and wanted to bring that cultural practice back."
The Young Man looks over some of the sketches.



Imagining a line that would run through majority African-American and Hispanic neighborhoods across the five boroughs through wealthy white areas such as Battery Park City and the Upper East Side. The thought behind this is to allow the dancers easier access to (potentially) better opportunities to earn money.

"This is the original and this is the new one. And this is a schematic diagram of the car moving through the tunnel that we've Constructed. Do you want to go down onto the platform?"

The young man shakes his head yes. Standing on the platform he can see a bit inside the car. The lights, the dancer, the djs...

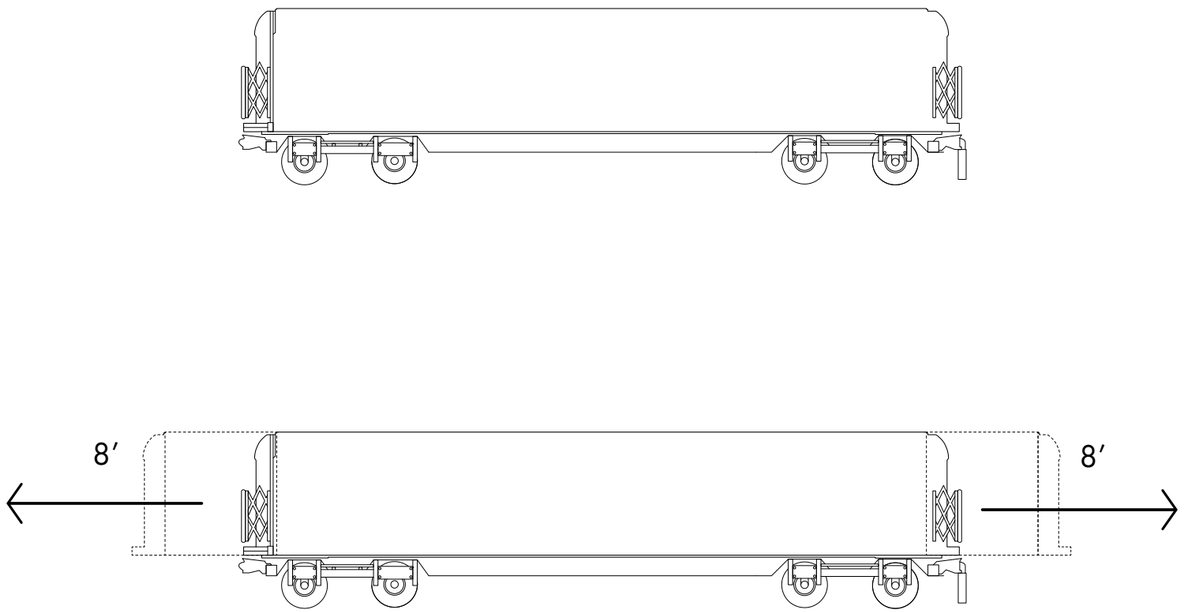
"I'm in."
"You sure?"
"I'm sure. Let me eat first though.
"Of course! Let me get you some W-2 forms..."
"I don't have papers."
"I see. Well we'll fix that. I can sponsor you, of course!"

The young man trudges upstairs and flops onto the bed, his belly full. It's quiet uptown and the bed linens are so soft. He looks forward to practicing with the other dancers in the morning.

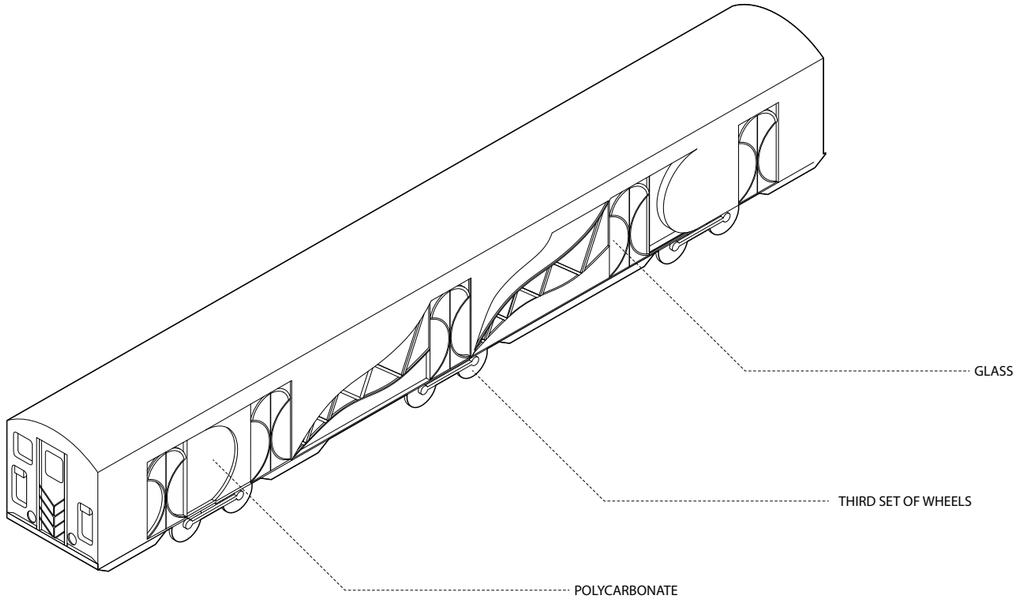
One morning...

A young man is heading to his first day of school at Stuyvesant. He is about to graduate first in his class and has decided to attend Harvard on a full scholarship to study Architecture and Dance. He is on the train that has given him so much, as another line has been developed to include all of the specialized high schools in New York. After 5 years of Curtis Sliwa, the city has decided to move in a more progressive direction, but the secret subway under Harlem is still going strong. It's a beautiful day in May as the train rumbles past the buildings of downtown shining rose gold in the morning sun.

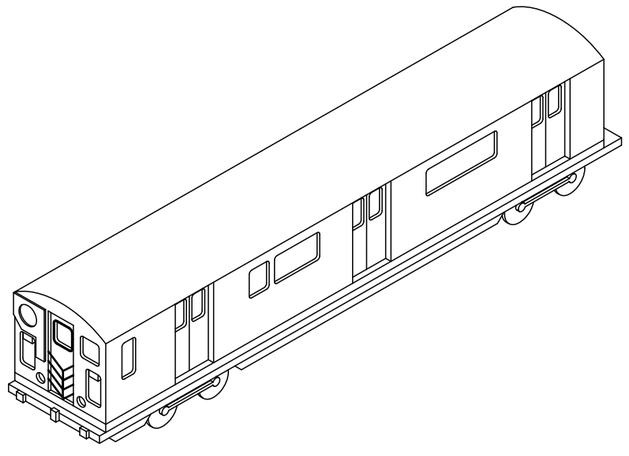
THE END.



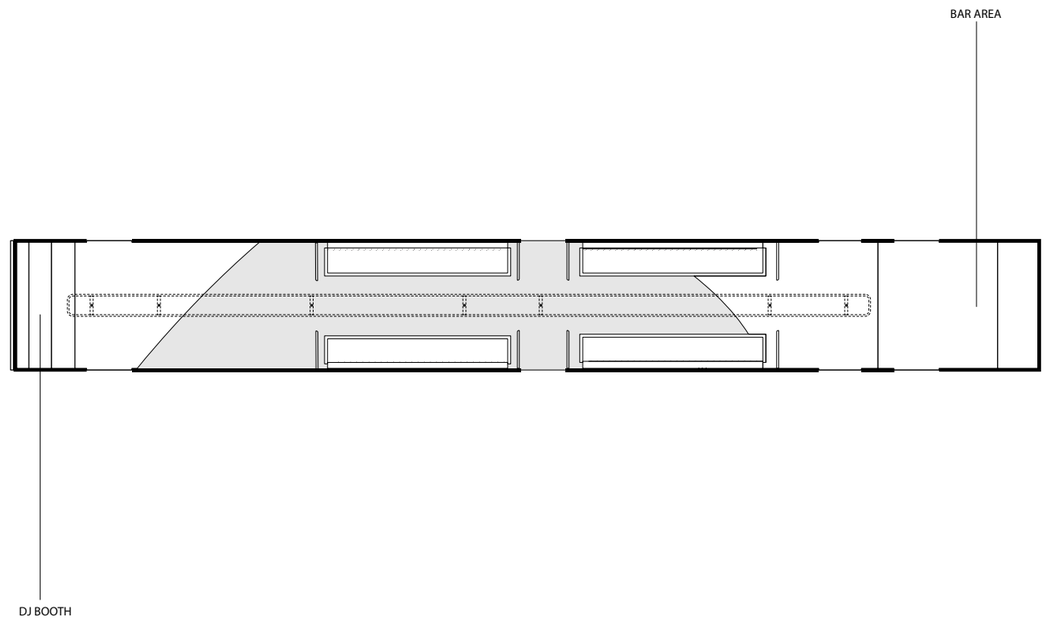
In order to accomodate the stage, a typical subway car would be expanded 8 feet in either direction to not only give the dancers room but also to accomodate a DJ Booth and bar area.



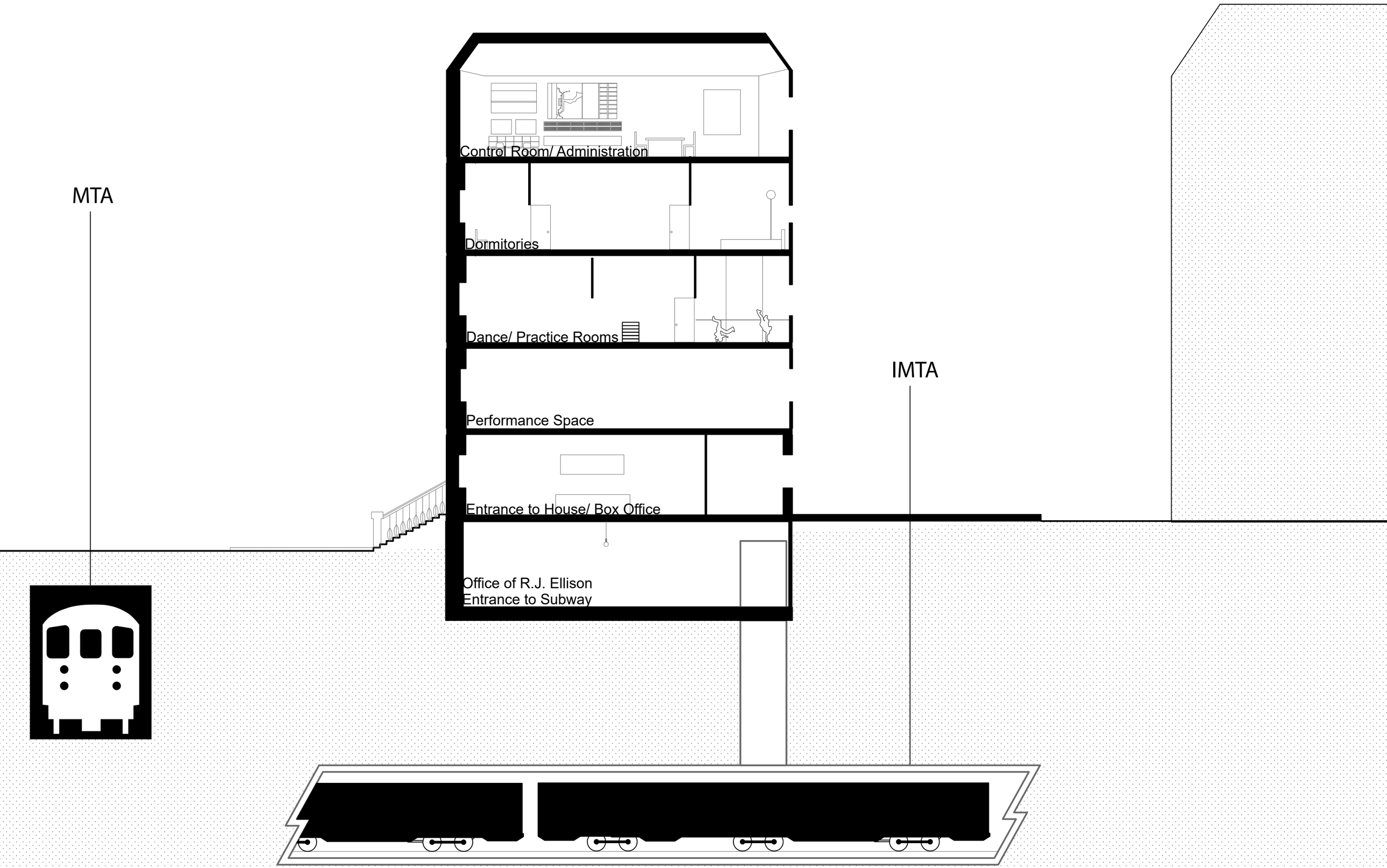
A close-up of the car in the tunnel



Old and New Car.



Plan View of Proposed Subway Car



Plan View of 21 W 121st St. Courtesy of the IMTA (Invisible Man Transit Authority).

NEXT PERFORMANCE AT

Concept Renderings. Courtesy of the I.M.T.A.



Concept Renderings. Courtesy of the I.M.T.A.

INFINITE WALK TO FREEDOM

Trenton Scott, Stephanie Mccorman

IG STORY 1

IG STORY 3

CHALLENGES OF BLACK SPACE

Infinite Walk to Freedom

Trenton Scott



Generations of the Green Book

INTRODUCTION

Are you free to walk? Are you free to run? Are you free to drive? What is your travel story?

During the mid-20th century, Americans were able to travel via car with the new boom of automobiles. Our white counterparts were able to walk safely; to and from their destinations. They could even run if they were ever late to an event, and the authority would understand. If a black man or black woman chose to drive from Missouri to Arizona in their automobile during this time, they would face many challenges due to service rejection at many businesses. So during the mid-20th century, only white Americans had the freedom to all luxury and all necessity. One may think that traveling from highway to highway was dangerous for African Americans, but walking was not pleasant either. [1]During the 2000s, the stresses of a black man walking and running in America were portrayed through personal experiences in the article "Walking While Black" by Garnette Cadogan. Cadogan expresses his love for nightlife as he walks down the streets of the south; however, he has to look over his shoulder uncomfortably for any police or 'frightened' white people.

1 Garnette Cadogan, "Walking While Black" 8, Garnette Cadogan
July. "Walking While Black." Literary Hub, 26 Mar. 2019, lithub.com/walking-while-black/.

[2]In 1936, Victor Hugo Green changed what black travel looks like. Many African Americans across the United States were limited to traveling across states. During the segregation era, they were restricted from service at motels, hotels, gas stations, restaurants, and many businesses of necessity. With the production of the Green Book, African Americans were able to pinpoint safe spaces along their journey. The Green Book sparked a new means of travel for blacks in America, but the fight is not over.

CONTEXT

In the city of Birmingham, the racial dot map shows a clear divide. One side has an ample amount of sidewalks while the other does not. Lower-income neighborhoods have very little sidewalk access which means no streetlights, which leads to higher crime rates, negligent police officers, unsafe for child development and growth. middle-class and high class, have sidewalks that are to code they apply to build setback guidelines. They also have streetlights and biking lanes to complement the traffic.

ISSUES

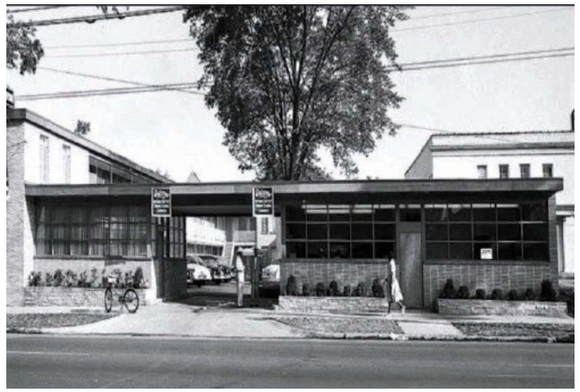
Sidewalks play a role in city planning. Many towns and cities in the Birmingham area, such as Vestavia Hills, Mountain Brook, Cahaba Heights, Grants Mill, and many more on the east, have sidewalks throughout their communities and neighborhoods. Their street lights pave the way for street safety and neighborhood watch organizations. However, what about the west? There might be a few elders walking in the neighborhood and a few kids playing at sunset. But, during the night, everyone is expected to be inside where it is safe. The likelihood of seeing someone walking their dog or riding a bike after dark is slim in a neighborhood that lacks sidewalks. When sidewalks are non-existent, there is a possibility that street lights are not there either. With no lighting, it raises the risk of violence, hit and runs, and racial profiling. Black males on the west of Birmingham tend to stay on their side of town because if they venture to the east, it raises the possibility of being stopped by the police.

2 Victor Hugo Green, "Segregation." Encyclopædia Britannica, Encyclopædia Britannica, Inc., www.britannica.com/topic/segregation-sociology.

The issues and tension of lynching on these sides of towns have gone away, but the hate and death stares are still prevalent. There is also an issue with bicycles, one of the main compliments to a sidewalk is bike lanes. Bike riders are less likely to get run over or disrespected if they have space. One issue west of Birmingham is the lack of bike lanes. It shames the idea of exercise and good health, which raises obesity rates and other health conditions. Sidewalks are essential to a community's development.

DESIGN

Phase 1: The design concept I have come up with is making the westside of Birmingham a community engagement project. By gathering the church communities and nearby neighborhoods, sidewalks, city bikes, street lights, and inspirational art walls can be installed and appreciated for those that live in the community.





Major Green Book Destination in Birmingham, AL
A.G. Gaston Motel

Phase 1:

Sidewalk renovation (art walk)
Street lights
Playground extension
Art Walls

Phase 2:

Implementation of the Market Maze and raised bed gardens for health disparities.





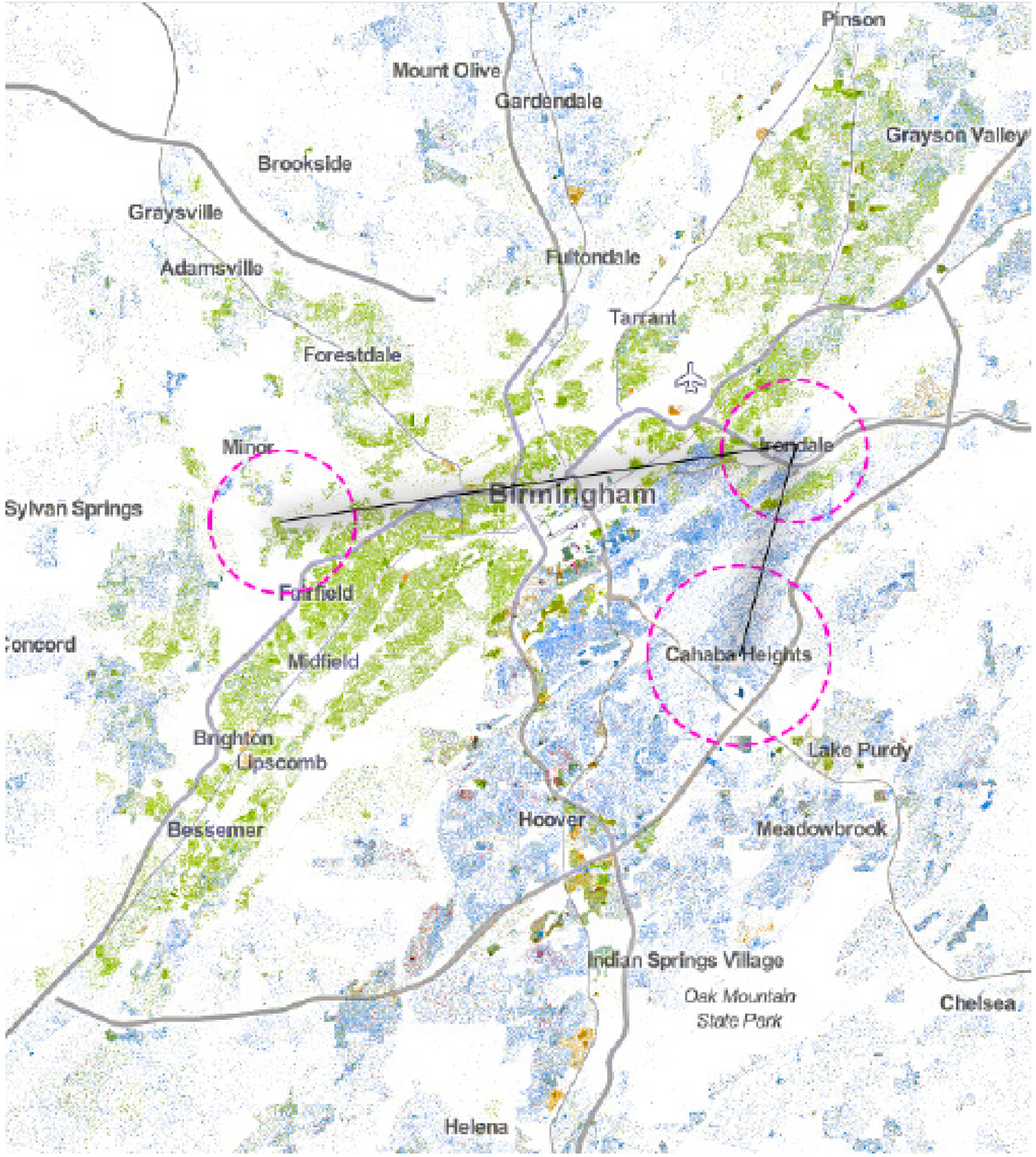
OUTCOMES

New sidewalks will lead to a better way of life. A new sidewalk design will include streetlights, well lit bus stops, street furniture, new building setbacks for safer walking paths, and bicycle lanes. The Maze Market will start a movement of growth for black businesses and farmers in the Birmingham area. It will include raised bed gardens for onsight growth and access, 25+ vendor spaces that all work together as one body, and our businesses to fill those spaces in. Kids and adults in the westside of Birmingham will be able to create their own story along the paths they create for themselves.

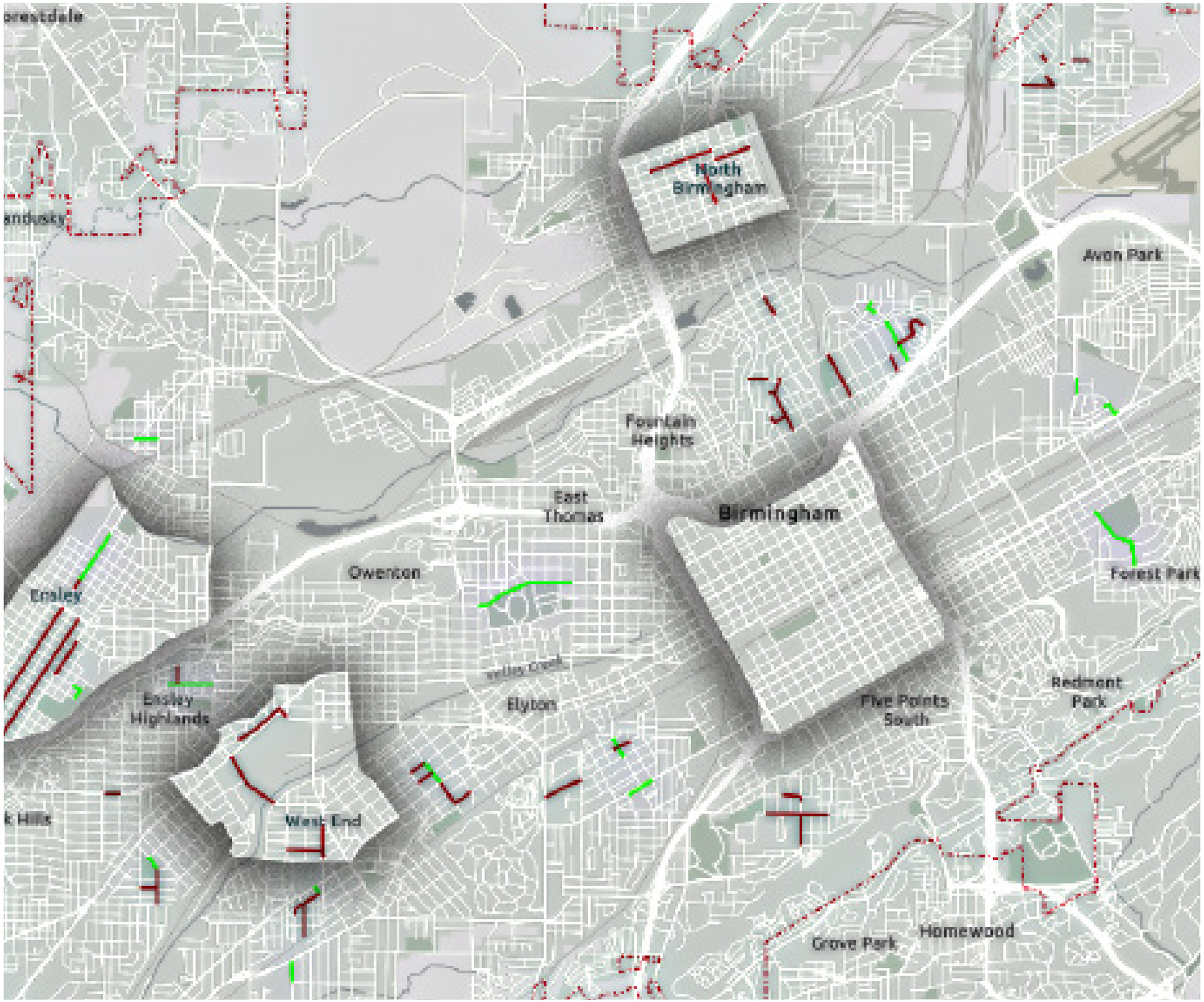


CONCLUSION

In conclusion, sidewalks are our way of living there the first step of a journey we call day-to-day. When they are dressed properly, they perform a whole lot better. People want to be around them, kids want to play with them so why not make them veasable for us. The Maze Market will create a safer way of foot traffic it will also attack the health disparities in the area as well as connecting black businesses in Birmingham, AL. All thanks to the little Green Book, we can bring our business a live and keep our children alive while doing it.



Racial Dot Map of the Birmingham Area
Green: African Americans
Blue: White




Sidewalks in North Birmingham


Central Park, Birmingham, AL


Birmingham CIty Hall Sidewalks


4th Court West, Birmingham, AL

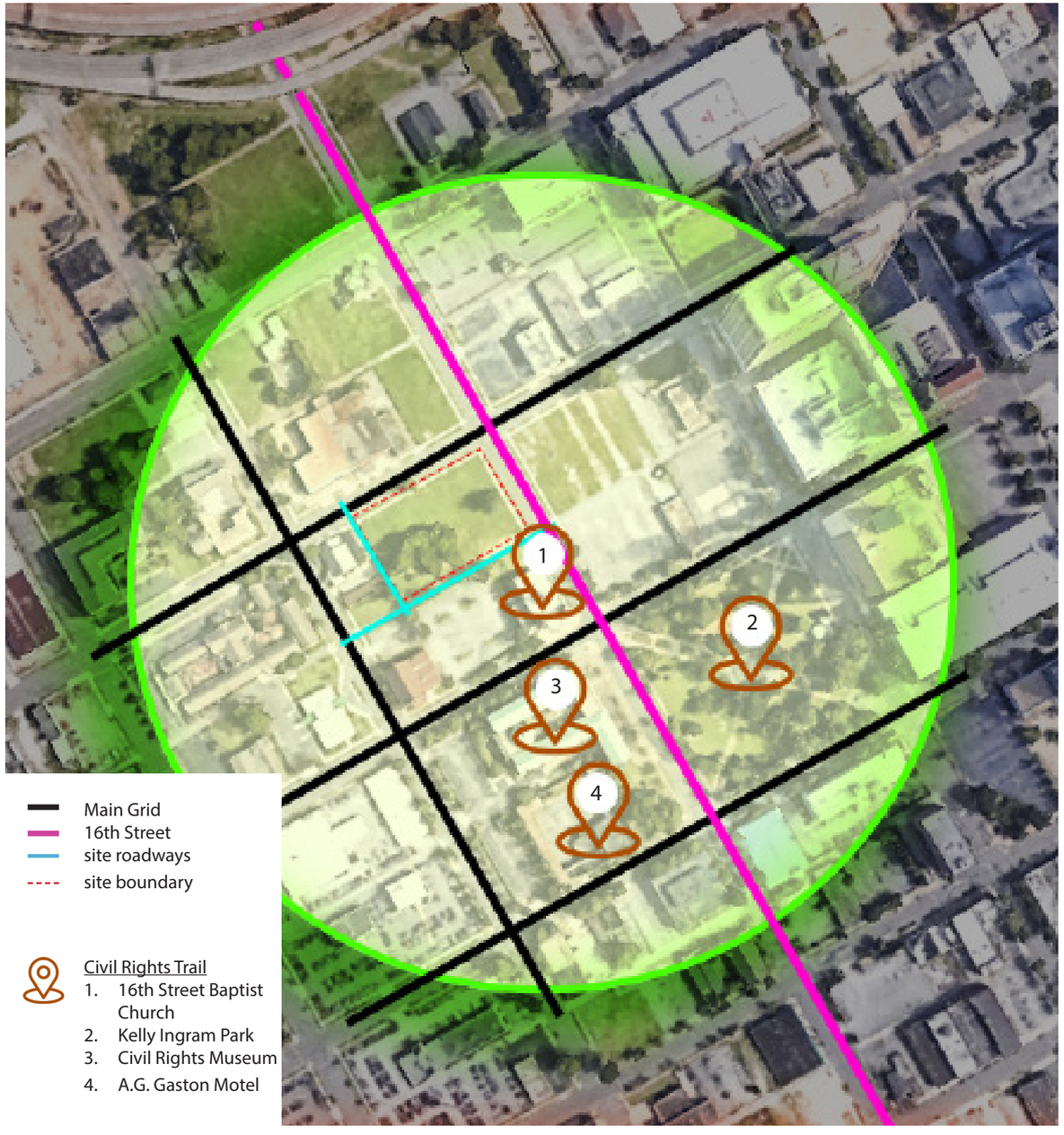


Image Caption: Broad Context Map - 16th Street Baptist Church, 6th Avenue North, Birmingham, AL
In the Civil Rights District in Downtown Birmingham sidewalks are noticeable and a good example of how they should be used. 16th Street south is a main road that needs to be well maintained because of the area of prominence that it is in. However, what about the other neighborhoods that lack proper sidewalks. They are a catalyst for violence and bad health which leads to frustration. The Civil Rights Trail should set an example of what an amplified sidewalk should look like.



Image Caption: Zoom In of Site - 16th Street Baptist Church, 6th Avenue North, Birmingham, AL
The extension of the Civil Rights Trail will serve as a safe haven for the Birmingham community. Shadowing 16th Street Baptist Church, the Market Maze will help all small business owners get their feet off the ground and benefit their community. Each vendor has a copper funnel shaped roof that collects rain water for future usage. The protection ramp gives way into the 2 level of the site which holds the raised beds where produce is grown on site.d

LIFE-CYCLE ANALYSIS

16-20OZ WATER BOTTLE & TOPS



Polythylene Terephthalate - is a clear, strong, and lightweight plastic that is widely used for packaging foods and beverages, especially convenience-sized soft drinks, juices and water.

The raw material causes disruptions in the ecosystem commonly, such as:

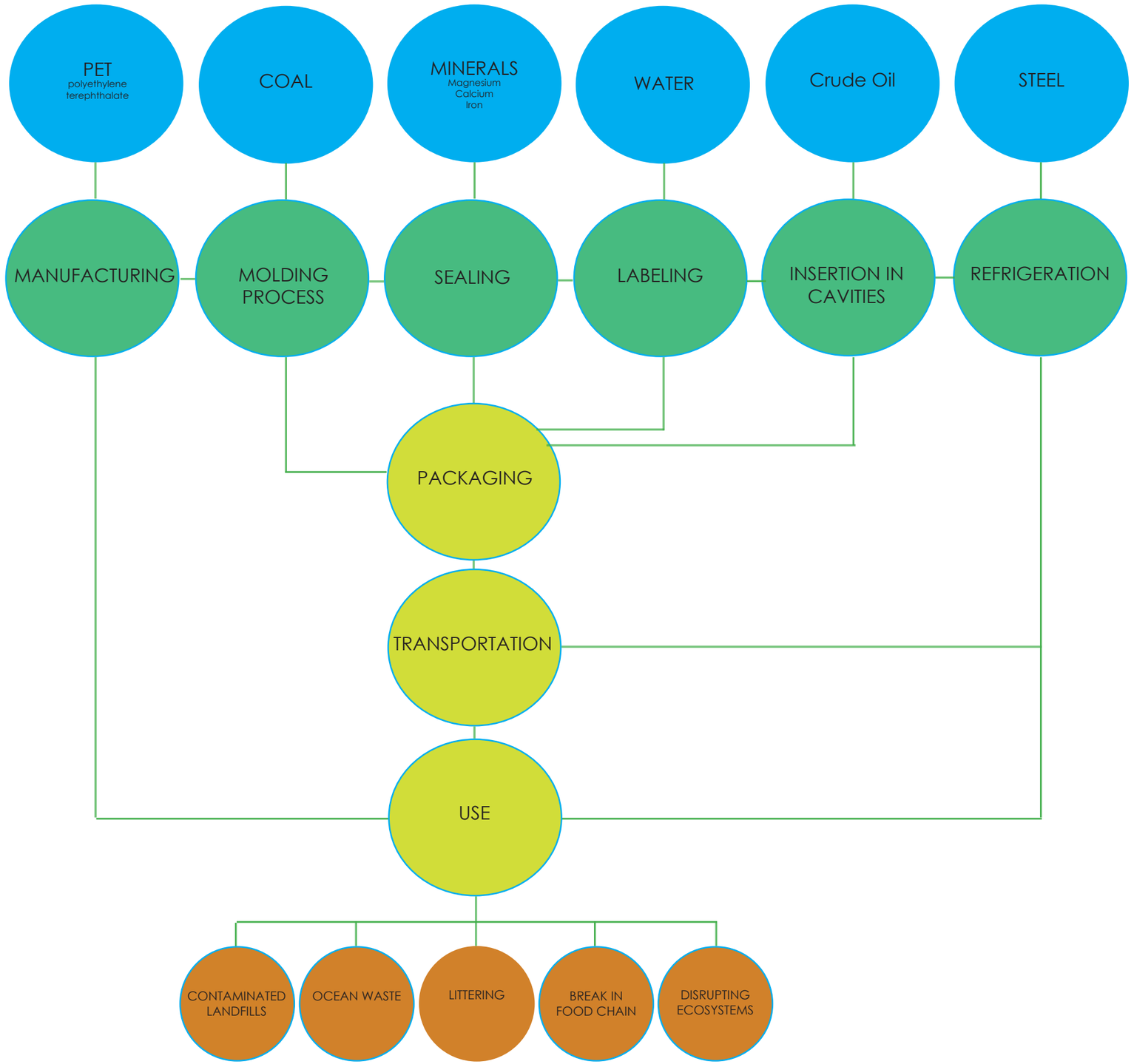
- leaky chemicals
- reproductive disabilites

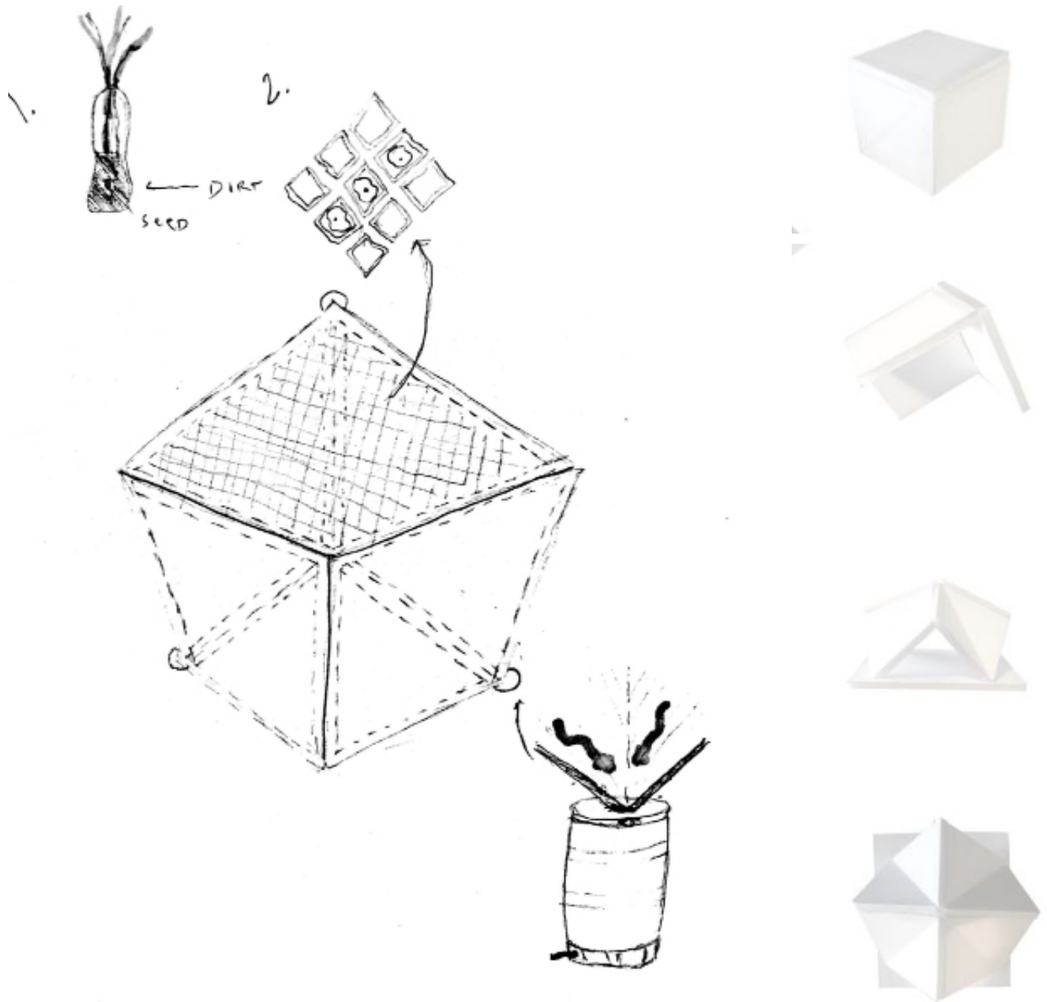
FUGITIVE EMISSIONS

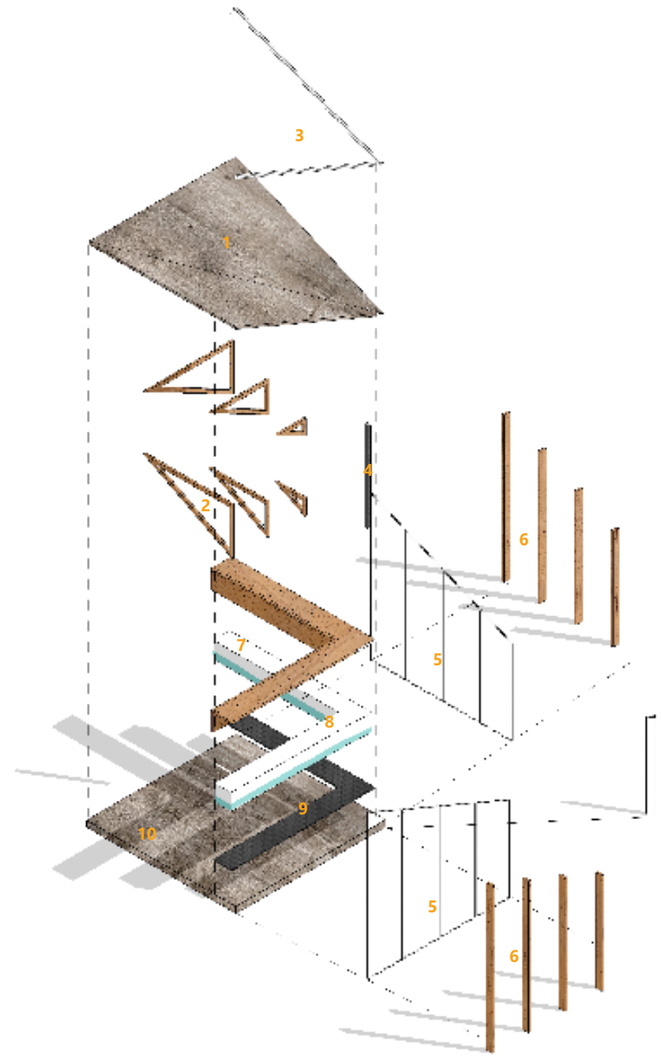
Over heating of water bottles can cause leakage of a substance which contains disrupted ecosystem.

This is usually caused by:

- overheating in a car
- malfunction in manufacturing process







AXONOMETRIC DIAGRAM

1. 2" thick Wooden Planks
2. Structural Support Wood
3. 2" thick Rain Diverter Metal
4. Water Drain Plastic
5 Water Bottle Fence
6. Vertical Support Wooden Planks
7. Outer shell Seating Wood
8. Water Container Plastic
9. Rubber Base
10. 6" Wooden Base

Image Caption: Process Analysis - The process begins with a **basic three side square**. The goal is to **fold the roof** to catch water in the cistern. While one surface gathers water, the other walls become a **living surface** where **plants grow from plastic bottles**.The **wire fence** is used as structure to hold each water bottle in place.

Retail and Festive Events - Friday Evening



Growth in a Bottle Pavilion Concept





Farmer's Market Saturday



Vegetable and Fruit Picking - Sunday

The Impact of I-65 and I-85 In Montgomery, Alabama

Kayla Heard

The Intersection of Racism and The Transportation Infastructure

How the I-65/I-85 Exchange Dismantled the Black Community

Kayla Heard



An image of Transportation Secretary, Pete Buttigeig depicting his views on the history of public transportation infastructure in the United States.

INTRODUCTION

On April 6th, 2021 in an interview with the Grio transportation secretary, Pete Buttigieg, succinctly stated," There is racism physically built into some of our highways". This statement ensued a huge debate amongst politicians and U.S. Citizens alike. Upon further investigation one can evidently see the validity in Buttigieg's statement.

Interstate and highways are a major part of our society, and take us from the west coast of California all the way to the east coast of Virginia. The history of mass interstate and highway construction in the United States began in 1956 when the Interstate Highway Act was passed under President Eisenhower's term. $26 billion dollars was used to build 41,000 miles of interstates and highways across America. The federal government funded 90% of the project while state governments paid the remaining 10% of the cost. According to President Eisenhower, the purpose of these new roadways was to eliminate dangerous and inefficient traveling routes and provide "speedy, safe, and transcontinental travel." The Interstate Highway Act is considered President Eisenhower's greatest domestic achievement.[1]

1 Deborah N Archer, "'White Men's Roads Through Black Men's Homes' : Advancing Racial Equity Through Highway Reconstruction," Vanderbilt Law Review 73, no. 5 (October 2020): pp. 1259-1330

However, this great achievement did not benefit all citizens. State governments were allowed to decide how and where they wanted the infrastructure to be built, and during a time of racial tension, some states used this act to further encourage segregation and racism. As a result many communities were divided and destroyed. Today we will be exploring how major public transportation infrastructure affected Black neighborhoods during prejudice and racist times in the Southern state of Alabama.

CONTEXT

One of the cities negatively affected by the interstate system is Montgomery, Alabama. As a whole, Alabama is recognized as the home-place of the Civil Rights Movement, but Montgomery played the most pivotal role. Montgomery is the place where in 1955 Rosa Parks started the Montgomery Bus Boycott movement after refusing to move from her spot on the bus for a white man. It is also the place where Dr. King ended the 54-mile Selma to Montgomery march. The march was organized to protest voting right injustices for Black people.[2]

The Black churches were the center of the movement. Not only was the church a meeting place for protesters, but it was also a place of refuge. It provided spiritual, emotional, and moral support. People could fully express their thoughts and feelings. The church was also the place were people found out information pertaining to protest and marches.[3] In Montgomery there were many churches that participated in the movement, including the Dexter Avenue King Memorial Baptist Church, Holt Street Baptist Church, and First Baptist Church.

According to a current Black resident of Montgomery, the Black community was truly unified during this era. Black people had everything they needed in their own communities, but they knew the importance of having the same political freedoms as White citizens. They would protest until they received them.

2 "Civil Rights Movement in Alabama." Encyclopedia of Alabama. Encyclopedia of Alabama. Accessed October 10, 2021. http://encyclopediaofalabama.org/article/s-121.
3 Smith, Maria. "Churches Pivotal to the Civil Rights Movement to Visit Today." Explore Georgia. Explore Georgia, October 2018. https://www.exploregeorgia.org/things-to-do/list/churches-pivotal-to-the-civil-rights-movement-to-visit-today.



Photo : Getty Images | Black people fought for the right to be equal citizens. This is an image of Rosa Parks, unlawfully at the time, sitting in front of a white man on the bus.



Photo : Bill Hudson/Associated Press | There was much police brutality occuring during peaceful protest. In this image a police dog attacks a black man.



Photo : Public Domain via Wikimedia Commons | The Civil Rights Movement was successful due to the strong sense of unity. This image depicts people of all walks of life young/old and black/white singing together in unison.

THE CAUSE : THE MAN WITH THE PLAN

State and local agencies had control of where the interstate and highways were placed. During the time the Interstate Highway Act was passed Sam Engelhardt was the Director of the Alabama State Highway Department. He held this position from 1959-1963. He was a prominent and respected Montgomery attorney and an Alabama State Senate from 1954-1958. According to some citizens of Montgomery, Alabama, Sam Engelhardt, "[Came] from an established family in Montgomery. Everyone [he was mentioned] to said that he is a person to be considered respectable and that he commands prestige in the community." However, these views were only held by a certain group of people. [4]Engelhardt was also a leader of the White Citizen's Council and had a known history of segregating communities.

In 1957, Engelhardt was instrumental in the creation of Law 140 which is also known as the Tuskegee Gerrymandering Act. Tuskegee, Alabama had around 4,600 Black citizens that represented around seventy percent of the city's population. Around 400 of the citizens were registered to vote. Engelhardt single-handedly redrew Tuskegee's city lines, and within the new city limits there were only twelve Black eligible voters.[5]

As a fierce pro segregationist, Engelhardt also used his position as director of the Highway Department to decimate the Black community in Montgomery, Alabama, when he planned I-65 and I-85. His strong racist views were his primary motivating factors to join politics. He had inherited plantations that were worked mostly by poor Black farmers, and wanted to ensure that they wouldn't "take his land". Engelhardt saw the unity within the Civil Rights Movement and the NAACP as a threat to the white citizen's lives. In his opinion Black people caused problems in "nice white towns", and need to be dealt with succinctly.

Engelhardt openly stated, " Damn niggers stink. They're unwashed. They have no morals; they're just animals. The nigger is depraved!" [6]Engelhardt certainly had no intentions separating his personal views from politics, and in 1965 the interstate construction began.

4 Burns, Stewart. Daybreak of Freedom: The Montgomery Bus Boycott. United States, North Carolina: The University of North Carolina Press, 2012.

5"A Right to Vote Vs. A Gerrymander." LIFE 43, no. 4, July 22, 1957.

6 Bagley, Joseph Mark. "School Desegregation, Law and Order, and Litigating Social Justice in Alabama, 1954-1973." Dissertation, ScholarWorks at Georgia State University, 2014.



"We will have segregation in the public schools or there will be no public schools."

"I STAND FOR WHITE SUPREMACY SEGREGATION."

Above is an image of Sam Engelhardt, and to the right are a few quotes of his. Engelhardt was a known pro-segregationist. "I stnad for white supermacy segregation" was printed on his campaign cards for state senate.

THE EFFECT : THE DESTRUCTION OF THE BLACK COMMUNITY

Construction would soon begin, but not without opposition. The people in the Black communities fought back to save their businesses and homes. In 1961, a prominent minister of the Black community, Reverend George Curry sent a petition containing 1,150 signatures to highway officials on all levels: federal, local, and state, protesting the pathway of the new interstate. At the time it was estimated the interstates would destroy 600 Black homes, so an alternate route through mostly vacant land was proposed. Reverend Curry argued that the purpose of the interstate was to uproot and dismantle communities with prominent Black leaders.

The church, which was a very important aspect of the Civil Rights Movement, was also a target. According to Reverend Curry, Sam Engelhardt stated his intentions to target Ralph Abernathy's church. Ralph Abernathy, who was a close friend of Dr. Martin Luther King Jr., also joined the efforts to stop interstate construction through predominantly Black neighborhoods. He sent a telegram to President John F. Kennedy in October of 1961. The Black opposition did help stall interstate construction, but ultimately it was unsuccessful. Rex Whitton, the Federal Highway Administrator, told Engelhardt to allow the Black citizens to calm down first, then proceed with the construction of the project.[7]

In total the interstate displaced around 1,700 citizens and many businesses. People were given so little money for their homes and properties that some were

7 Mohl, Raymond A. "The Interstates and the Cities: Highways, Housing, and the Freeway Revolt." PRRAC. Poverty & Race Research Council, 2002. https://www.prrac.org/pdf/mohl.pdf.



From left to right : Rev. Curry, Dr. King, and Albernathy



Photo : Public Domain

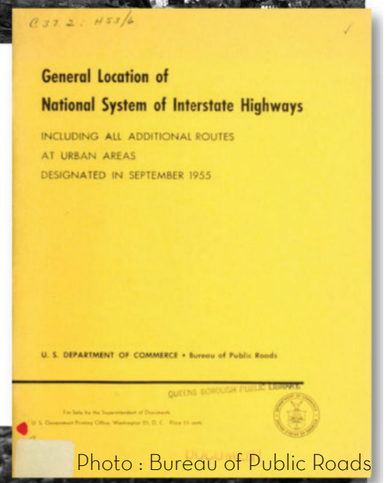


Photo : Bureau of Public Roads



Photo : courtesy Alabama Department of Archives and History

The images above show the start of consrtuction of interstate 85 in Montgomery. Large areas of land have been cleared out, and one can clearly see the destruction of the community. The yellow book depicted above was created in 1955. In the book an alternate route, disturbing less communities, is proposed, but ultimately ignored.



Photo : Taken by Kayla Heard



Photo : Taken by Kayla Heard



Photo : Provided by Google Earth



Photo : Provided by Google Earth

left homeless.

THE ONGOING ISSUES

Today this is what some of the Black communities look like. Aside from the historical homes (like the Dexter Parsonage House or the Dr. Richard Harris house, which sits a few blocks away) many of the homes are dilapidated.

The striking images to the left show the current status of the surrounding neighborhoods.

The caption of the sign on the white house: "To the youth: A brief moment of our history was in chains, that is not your future. Don't give your life away to the prison system. Stop the unnecessary shooting, killing, and robbing. No excuses, there's always another way."

Although there are many other causes of the destruction of the Black communities, the interstate was one of the first major steps.

Walking down the streets, as they are now, it is hard to imagine a lively community.

According to residents of the area, the community was beautiful and bustling. There were many spaces of leisure created by Black people, specifically for Black people. Today parts of the community is barren. Large lots



Photo : courtesy Alabama Department of Archives and History

The magnitude of the interstate exchange is vast. Many homes and businesses were displaced due to the infastructure being placed directly through existing neighborhoods that consisted of poor black families.

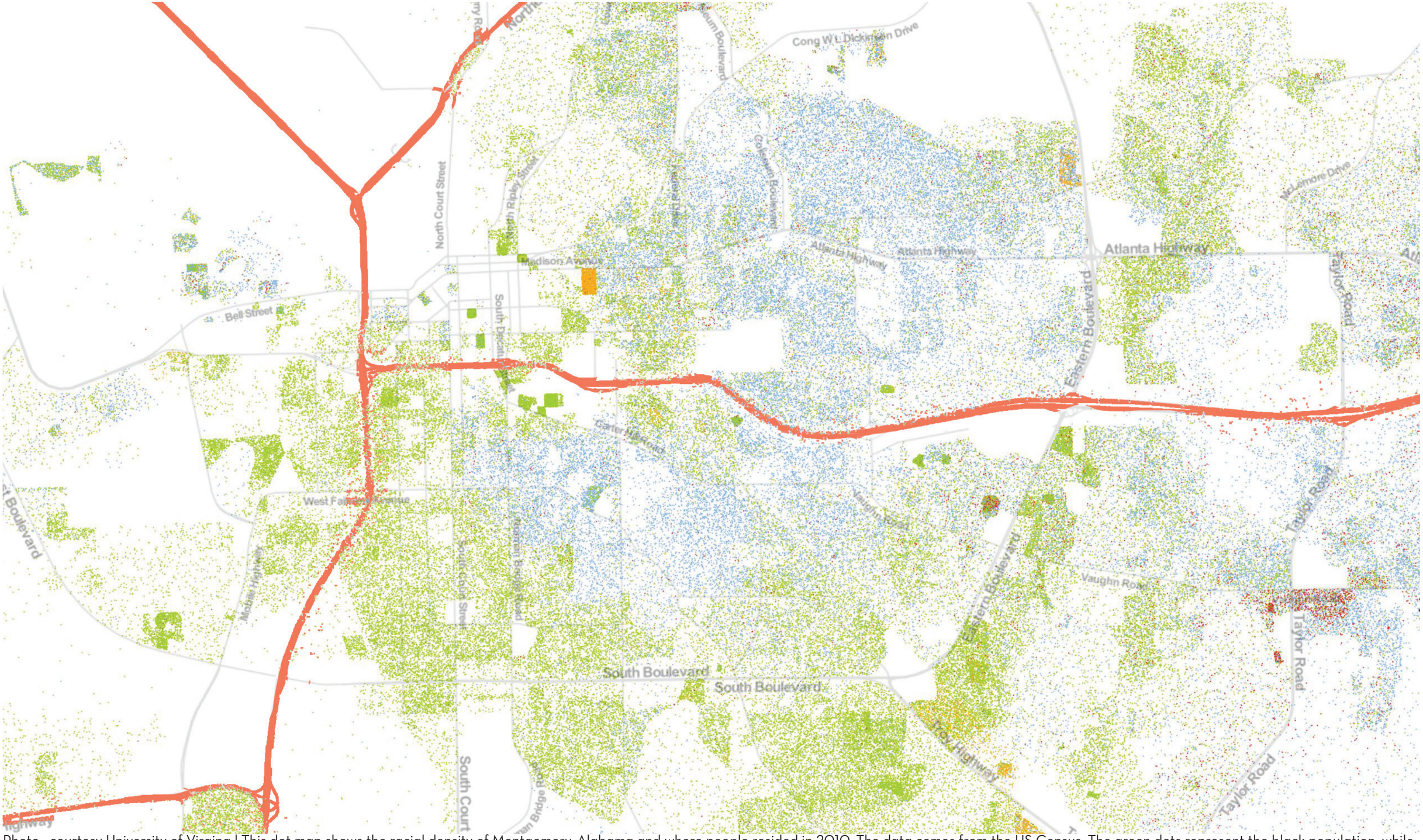


Photo : courtesy University of Virgina | This dot map shows the racial density of Montgomery, Alabama and where people resided in 2010. The data comes from the US Census. The green dots represent the black population, while the blue dots represent the White population. The red line depicts the interstates (I-65 and I-85) that go through the city. The interstate exchange, which is extremely large and disruptive, interupts the majority black communities.



Photo : Taken by Kayla Heard





Photo : Taken by Kayla Heard

sit vacantly.

CONCLUSION

At the edge of these neighborhoods you can see the dead ends. These “dead end” streets is where the death of the community occurred. Beyond the overgrown plant-filled wall is the busy and bustling interstate system. The bushes and trees do not block much of the sound. The loud cars pass through all day and night. Even after all these years, there is still little solace.

Engelhardt changed the face of Montgomery and ultimately the lives of many Black families that lived there. This was truly a “dead end” for the community.

Today, these roadways are still being heavily used. According to the Alabama Department of Transportation, in Montgomery, Alabama approximately 180,000 cars a day drive on I-65 and I-85. [8] There are many historically significant areas nearby. As more attention is placed on the Civil Rights Movement, more spaces are created to recognize the fight for equal rights.

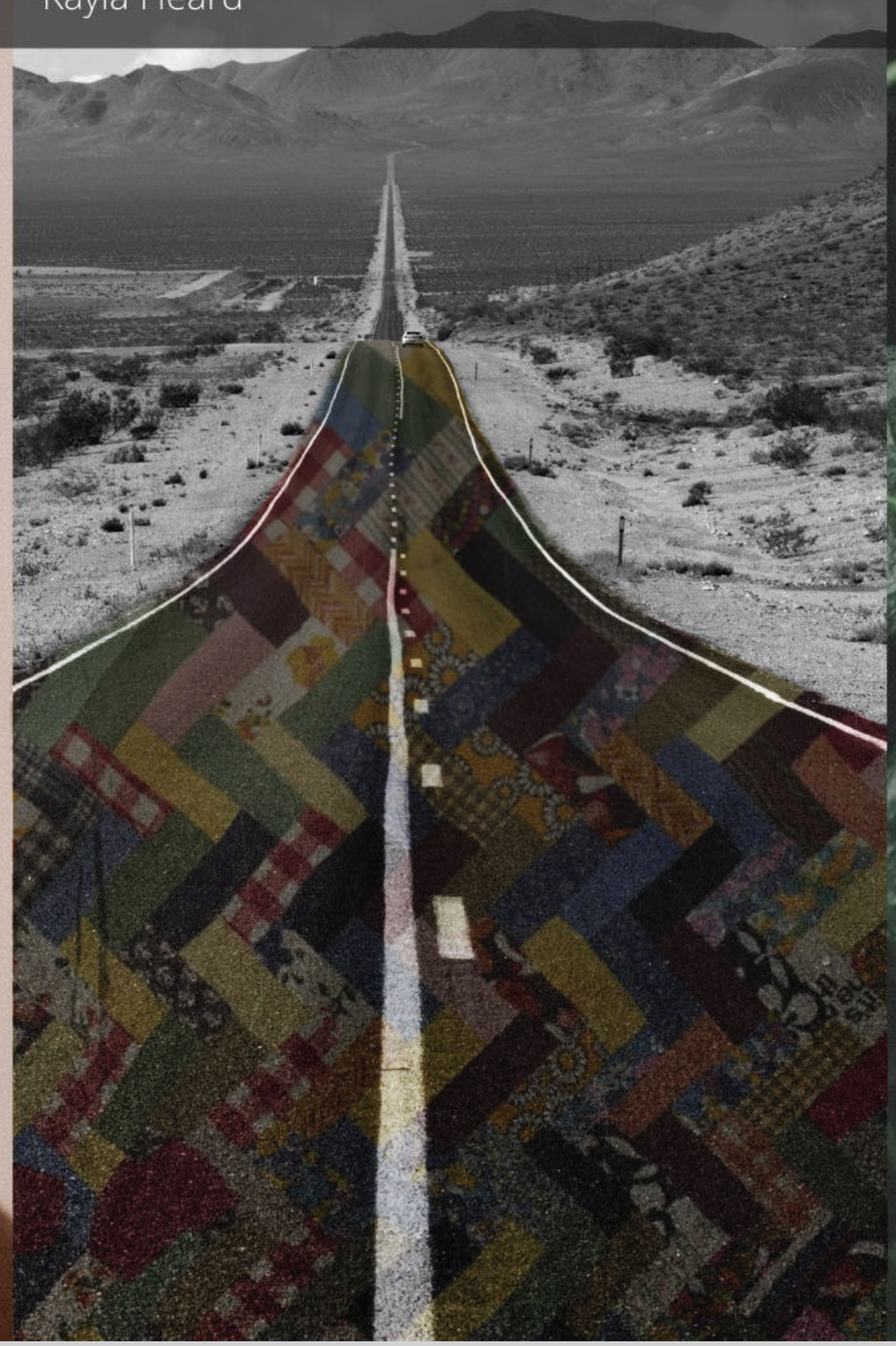
The past can not be change, but it can certainly be acknowledged and embraced.

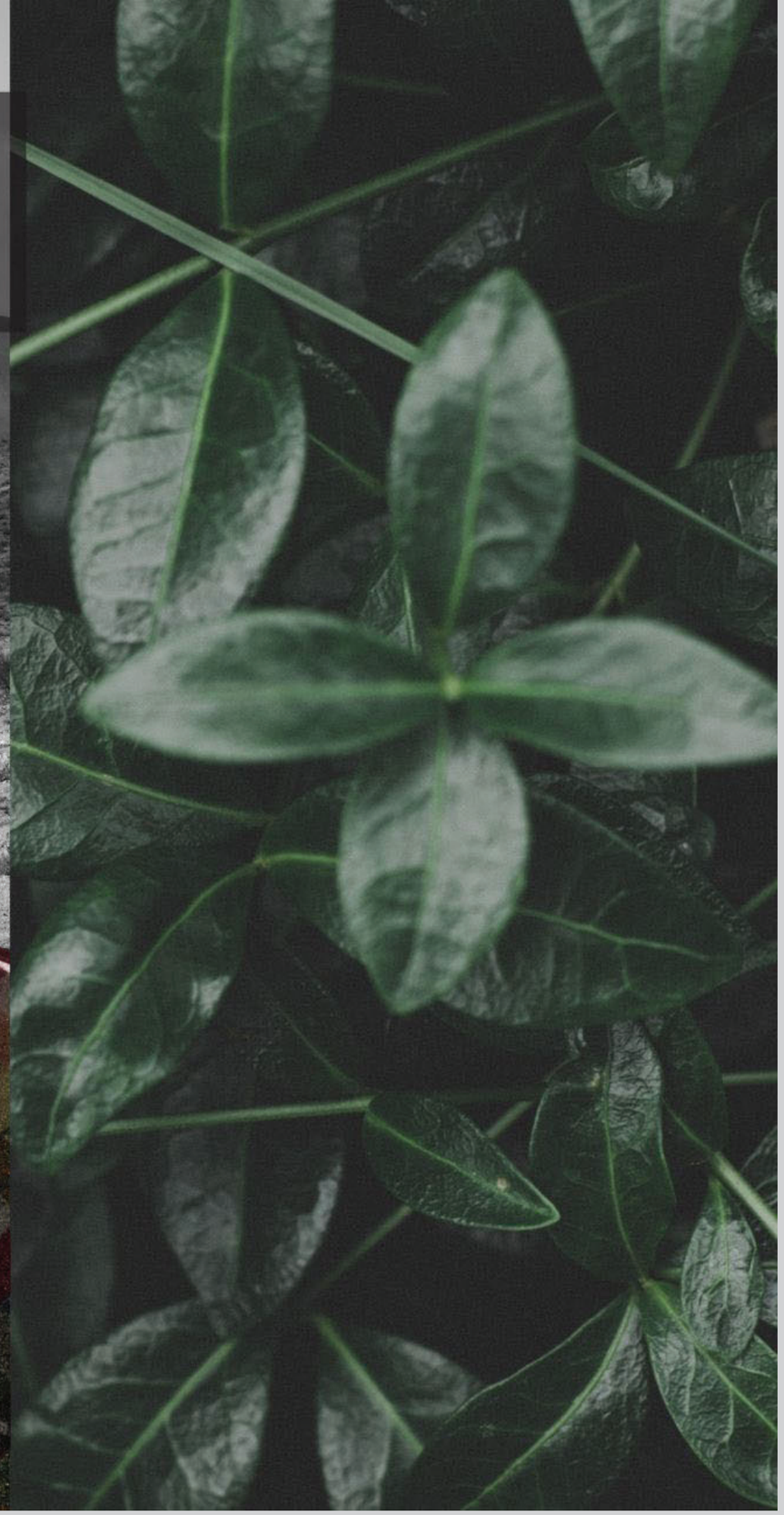
8 Yawn, Andrew J. “Neighborhoods Cleaved by Montgomery’s Interstates.” The Washington Times. The Washington Times, March 17, 2018. https://m.washingtontimes.com/news/2018/mar/17/neighborhoods-cleaved-by-montgomerys-interstates/.

Making Undesired Black Spaces Desirable Again

Kayla Heard

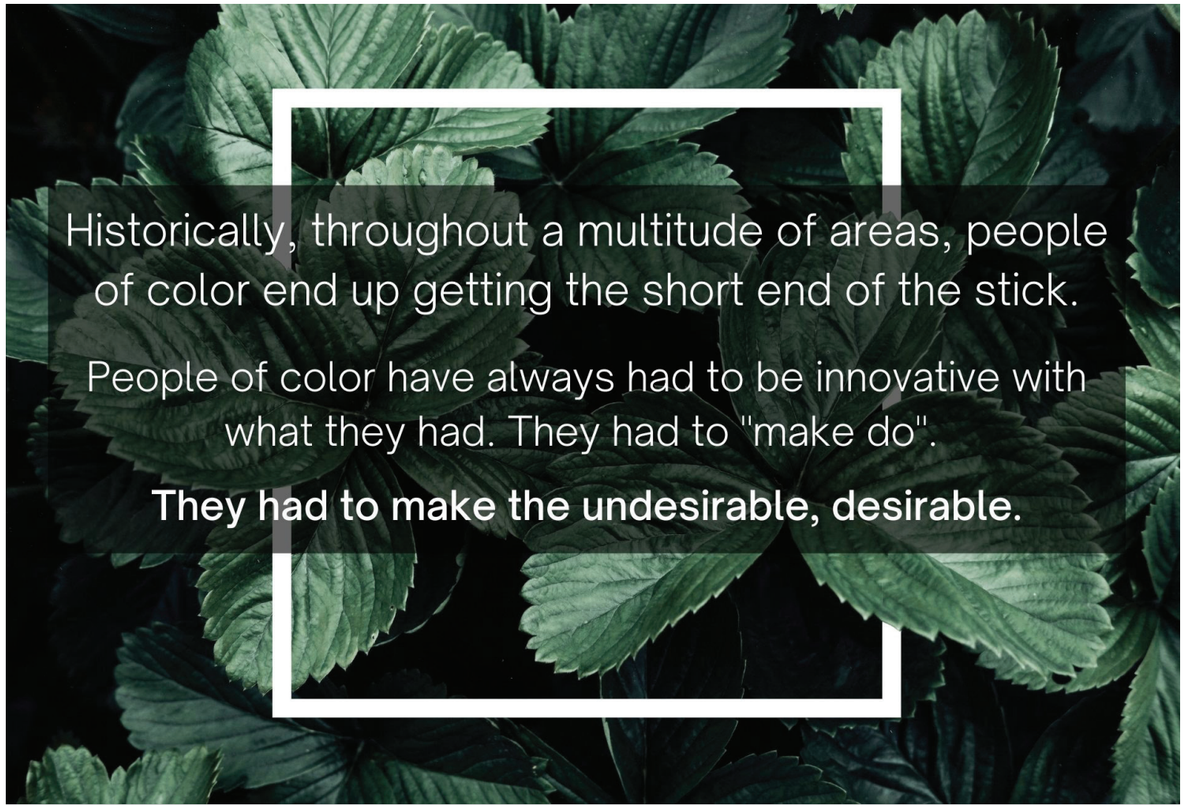






THE DESIGN

Making the Undesirable, Desirable



INTRODUCTION

Throughout American history black people have been abused, neglected, and ignored a countless amount of times throughout multiple areas of life. This is extremely evident with the building of both Interstate 65 and 85, and it's intersection in Montgomery, Alabama. The interstate was built during the height of the Civil Rights Movement by a staunch self-proclaimed segregationist and racist named Sam Engelhardt. The interstate ripped through the heart of the black community with the sole purpose of destruction. Over a thousand people had to relocate. Some families who were already poorer weren't even paid what their land was worth. Without any decent compensation many were left without homes. Today the damage can still be seen, heard, and felt. The community is littered with dead ends. You can hear the cars racing on the adjacent interstate. One can imagine the high amounts of pollution residents experience. There is a feeling of bleakness. This is the plight of black people in America.

The goal of this design project is to revive and re-energize this once lovely community through community-building spaces. The City of Montgomery is currently planning a Civil Rights Trail that passes right under the interstate intersection. This is not only a perfect opportunity to reconnect the community, but also a great opportunity to show the resiliency of black people to those who visit from around the world, thus making this project nationally and globally significant. The proposed project will include activated underpass spaces (equipped for walking and riding bikes, a small eatery, a tourist stop gift shop, and a community park.



Image depicting quilt made by African American. It is consisted of unique patterns and a variety of colors.

A quilt is such a beautiful and magnificent thing. It is a creation made with love from all the scraps of fabric that were left out. All of the misfits come together to create a functioning whole. To make a quilt is to take the undesirable and make it desirable. This is what black people in America have always had to do. During slavery black people were given the scraps of everything including food, building materials, and fabric. Although they were given the worst pieces that wouldn't stop them from creating beauty. Talented black seamstresses would make clothes for their owners. Then they would take the scraps home and with pure talent sew them together to create blankets to stay warm during the cold winters.[1]

1 Breneman, J. A. (n.d.). African American quilting: A long rich heritage. Women Folk. Retrieved December 1, 2021, from http://www.womenfolk.com/quilting_history/afam.htm.

The chosen concept of this project is the magnificent quilt which is the symbol of sustainability, functionality, and resiliency. It is a symbol of hope that represents the progress and future success of the neglected black community. Activated and lovely spaces will thread through the destructive interstate to create a sense of unity once again.



Image of Harriet Powers "Bible Quilt"

PRECEDENT STUDY



This precednt study is a perfect representation of what spaces need to be included in the underpass design. Lush plants, places to sit, sidewalks, arnt/information boards, and places for people to play need to be incorporated. The spaces needs to be beautiful for those passing through, but they also need to be helpful to the surrounding neighboorhoods.

CURRENT CONDITIONS



Image of the current surroundings of the interstate exchange. It is a blank canvas waiting for design intervention.


Image of the current surroundings of the interstate exchange. There are a few trees, but more landscaping is needed to beautify the area.



Image of unused buildings that currently sit on the proposed commercial area. Space is designated for a small eatery and a gift shoft.



Image of unused land for the propsed community park. The plot of land used to be a sport's field for the former Loveless School, which sits to the right.

PROPOSED SITE PLAN



Commercial Zone With
Small Eatery and Gift Shop

Landscape For Buffer
FromThe Interstate



Yellow active area for
walking or riding bikes



I-85

2

1

Future Civil Rights Trail



New Community Park
With Playground



I-65

This plan reconnects the neighboorhoods with lively community spaces.

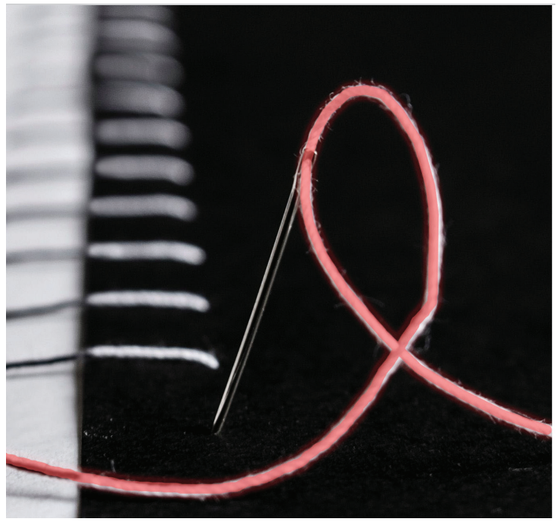
1. Location of Future Welcome Sign
2. Location of Current Informational Marker



Red is the commercial zone, green is the proposed landscaping, yellow is the "active area" for walking and riding bikes.



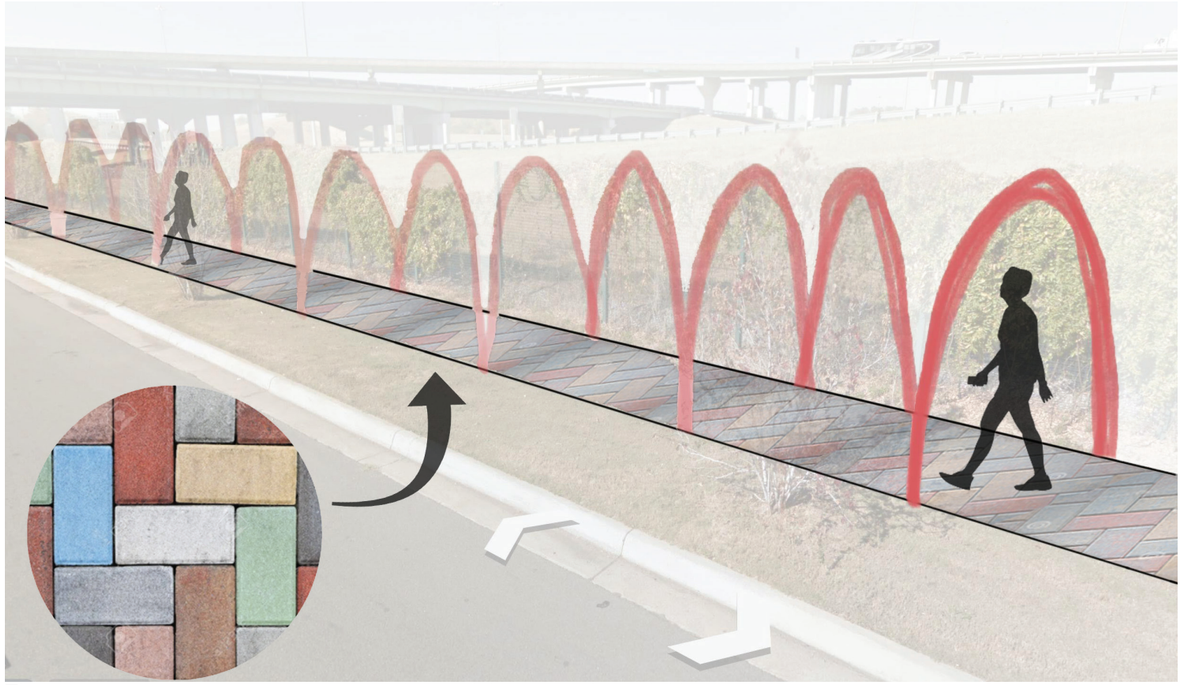
Image of a quilt made from scrap fabric pieces.



Color pavers line the pathway that sits under decorative curvacious structure depicted below. This structure is inspired by the image at the top most right of the page. The needle and thread and represents the sewing of the black community back together, while the pavers represent a quilt.



The quilt is a beautiful collage of different patterned fabrics. Artwork featured on the columns of the underpass are of quilt patterns. This artwork represents the desire for beautiful spaces through creativity and innovation.



The structure appears to weave in and out of the ground, much like a sewing motion.

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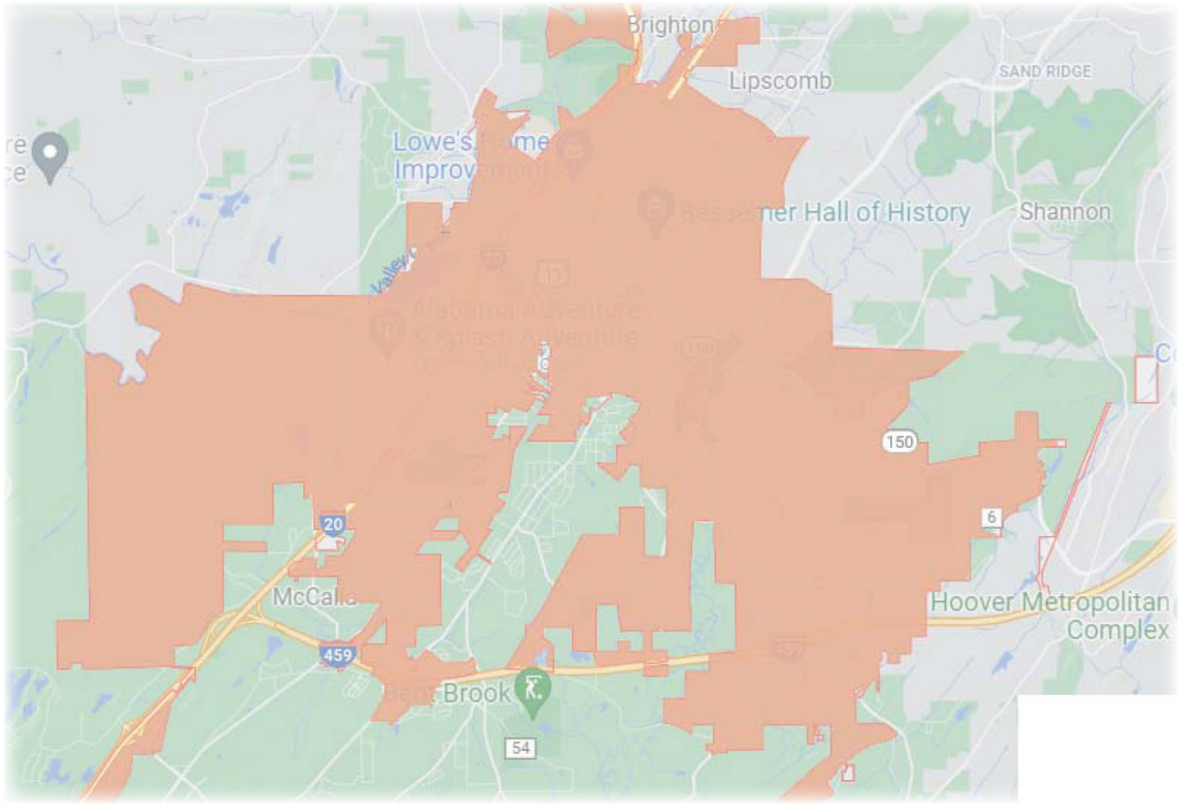
FINAL PROJECTS

HISTORIC DISTRICT

THE HISTORIC DISTRICT OF DOWNTOWN BESSEMER

An Urban Market Concept

Rikeya Wallace | Fourth Year Architecture Student | Tuskegee University



Map of Bessemer, AL Present Day

INTRODUCTION

What factors qualify a neighborhood to be worthy of a decent set of living conditions? Are these factors racially motivated? Is it based on income, land value or the type of job opportunities in the area?

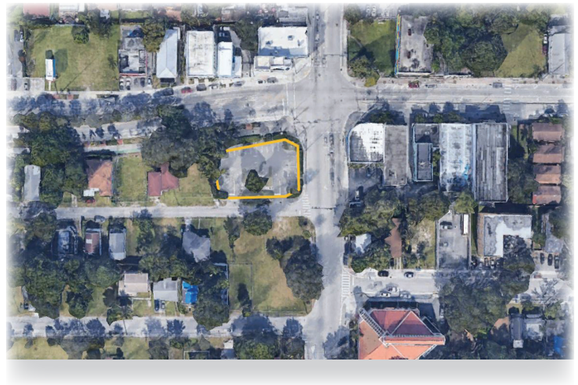
In 1866, the city currently known as Bessemer, Alabama was founded on the back of the steel industry. With just 4,000 acres, this city was able to bloom into a historic district that it is today, even though it has not been treated as such lately. As stated earlier, Bessemer's income has been based on manufacturing and mining jobs. Besides mining and manufacturing jobs there were also truck farming and iron smelting. The people who mostly worked these jobs were African Americans, poor whites and other races who wanted to provide a better lifestyle for themselves and their families. Since the steel factory closed and the recession that took place in 1907, many people moved out of Bessemer, but the remaining population around that time consisted of 69 percent and has now turned to 72.39 percent today. The downtown area was designed to provide government buildings, educational buildings and others to support the basic needs of survival.

CONTEXT

To give a brief context on this area, Bessemer has grown from 4,000 acres to 25,958.4 acres from 1866 to present day. In the northeast region of the city is where the downtown district is located. This is also the same portion of Bessemer where my family and I were born and raised. The current state of the district can be described as half functioning while the other half is filled with open lots and abandoned properties. Although there are still some functioning government buildings, grocery stores and retail stores, citizens are still driving to surrounding cities such as Birmingham and McCalla to access a better quality product because the quality of meats, produce and other necessity products are not up to par.

ISSUES

Many accessible resources are on the outskirts of Bessemer for example grocery stores like ALDI, Publix, Sprouts Market or any other healthy supermarket or restaurants are 30 minute drives minimum away from Bessemer. What's accessible are some mom and pop shop grocery stores that barely have quality produce and when they are up to par, there isn't enough to last. There are many different fast food restaurants mainly serving fried chicken or other greasy foods that people should not eat on a daily basis. With our shopping also not being esthetically pleasing and have gained the reputation of being unsafe, it has been hard to maintain a steady income within our own city and we tend to outsource to "better" quality communities. Some attempts have been made to keep the income within Bessemer with the Bessemer Flea Market but the problem is that it was only opened on the weekends and the establishment has been closed down ever since the pandemic started. At this flea market citizens were able to purchase affordable fresh produce and other foods, personal hygiene products, etc. while feeling comfortable in a shopping outlet. Since this establishment has been closed down people had to start selling items on the side of the road out of their trucks which led to some possible concerns of "stranger danger", car accidents and a lack of economic boost for the entire city. I intend to create a possible solution that would allow the downtown district to rehabilitate itself and start a ripple effect causing people to want to invest back into Bessemer.



Site map and context



Current view of the site



Current context of the downtown district to show how the district is half way functioning.

DESIGN

For this project, I plan to design an updated urban market to reflect the current Bessemer Flea Market. This new urban market would be located in the downtown district between DeBardeleben Park and Bessemer Hall of History to allow as much walkable access through the market as possible and also allow pedestrians to want to be curious about the entire downtown area. I hope the design will be taken slowly into a two phase process to be able to conduct a mini observation to conclude if this is the right approach to begin economical growth for Bessemer.

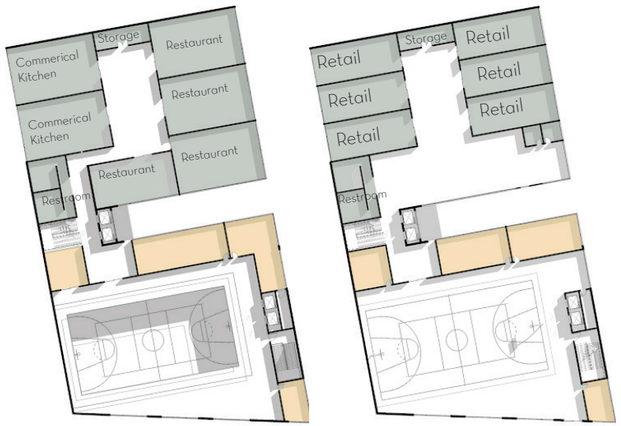
Phase one will consist of three to seven affordable rental kiosk spaces that can be booked day to day so that the process of set up can run smoothly and business owners would not be worried with the troubles of being stuck in a lease that they cannot afford due to business or other financial reasons. To see how this process would run I'd survey and list pros and cons of rental kiosks by the citizens to see how the users are adjusting to this style of market. The survey would last approximately 18 months. With a good success rate I hope to develop the market further in phase two.

In addition to the kiosks developed in phase one, phase two would consist of a more stable building that would allow more rental (or permanently owned) spaces, restaurants and a courtyard area where citizens can relax and enjoy the views. Food trucks would also be able to access this area to promote their businesses as well.

OUTCOME

With this newly designed urban market in Bessemer it would allow access to an affordable market area 7 days a week that will be able to consist of both healthier food options and products for one's household. This marketspace would also allow for the local blackowned businesses to gain a platform to grow. Finally, my last hope for this market is to contribute to a ripple effect of starting a new self-sufficient economy.







These images show the possible outcome and design esethic that I would like to achieve within this marketplace. Precedent Study: Eastville Marketplace



CONCLUSION

To conclude my counter-story, it is seen in too many predominantly populated African American cities that they are being deprived of basic necessities to survive properly. It's blamed on crime rates, our income or other biases that make absolutely no sense but it is our reality. While discovering myself within this project, I know that my hometown has a long way to go, but I hope I can start with an idea to help elevate us as a people as far as I can. Restoring the downtown district to the Black Wall Street my parents and grandparents once knew could be a start.

Why?



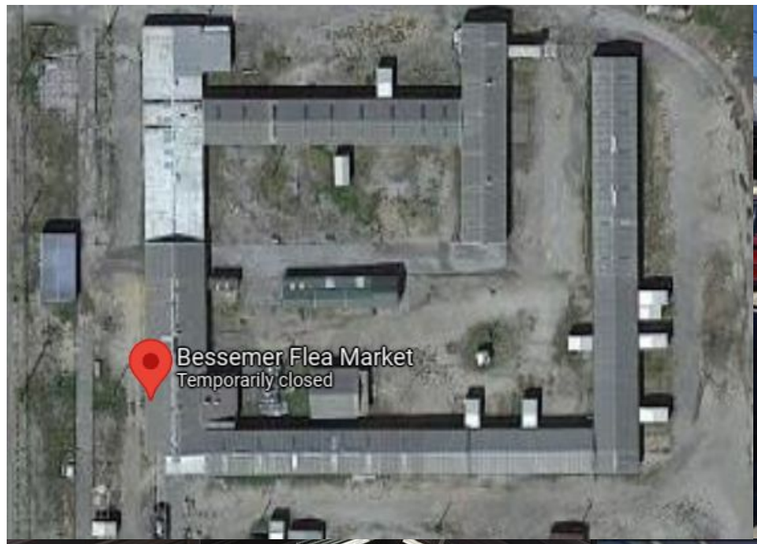
Many accessible resources are on the outskirts of Bessemer for example grocery stores like ALDI, Publix, Sprouts Market or any other healthy supermarket or restaurants are 30 minute drives minimum away from Bessemer. What's accessible are some mom and pop shop grocery stores that barely have quality produce and when they are up to par, there isn't enough to last. There are many different fast food restaurants mainly serving fried chicken or other greasy foods that people should not eat on a daily basis. With our shopping also not being esthetically pleasing and have gained the reputation of being unsafe, it has been hard to maintain a steady income within our own city and we tend to outsource to "better" quality communities. Some attempts have been made to keep the income within Bessemer with the Bessemer Flea Market but the problem is that it was only opened on the weekends and the establishment has been closed down ever since the pandemic started. At this flea market citizens were able to purchase affordable fresh produce and other foods, personal hygiene products, etc. while feeling comfortable in a shopping outlet. Since this establishment has been closed down people had to start selling items on the side of the road out of their trucks which led to some possible concerns of "stranger danger", car accidents and a lack of economic boost for the entire city. I intend to create a possible solution that would allow the downtown district to rehabilitate itself and start a ripple effect causing people to want to invest back into Bessemer.

Precedent Studies

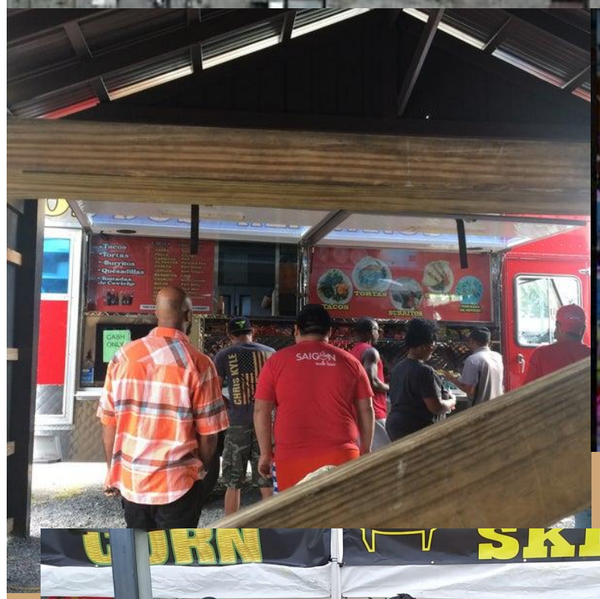
1. Bessemer Flea market

- Location: Bessemer, AL
- Approx: 1.5 miles from the site
- Only opened on Saturdays and Sundays

This is a local flea market utilized during the weekends to promote and sell foods, clothing and other miniature necessities at extremely low prices.

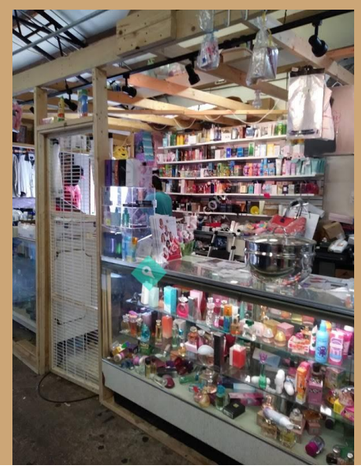












Concept Statement







For this project, I plan to design an updated urban market to reflect the current Bessemer Flea Market. This new urban market would be located in the downtown district between DeBardeleben Park and Bessemer Hall of History to allow as much walkable access through the market as possible and also allow pedestrians to want to be curious about the entire downtown area. I hope the design will be taken slowly into a two phase process to be able to conduct a mini observation to conclude if this is the right approach to begin economical growth for Bessemer.

Scheme 1: Indoor/Outdoor combination

Wish List Program:

Retail Kiosks

Food Kiosks

Restrooms

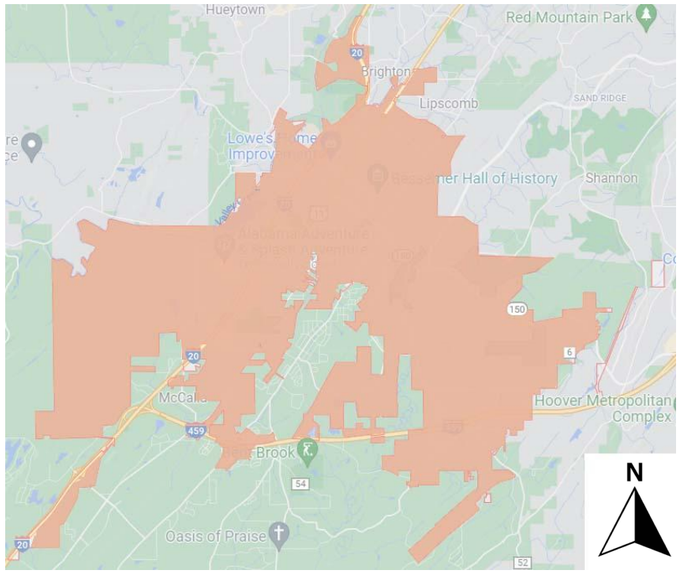
Outdoor seating

Possibly a garden(s)



Phase One

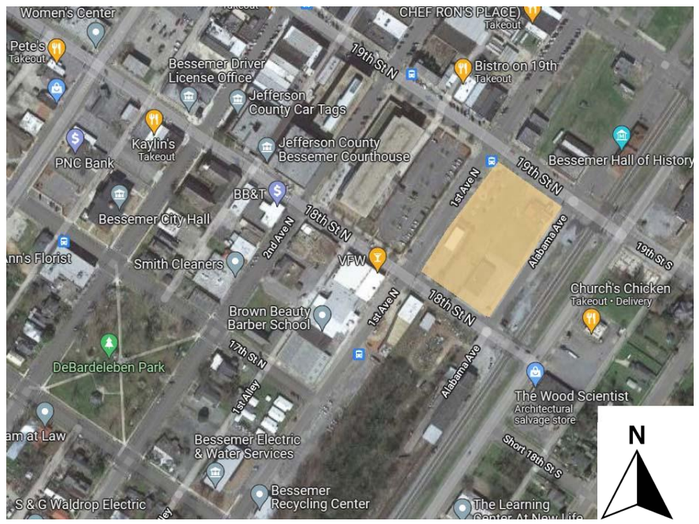
Phase one will consist of three to seven affordable rental kiosk spaces that can be booked day to day so that the process of set up can run smoothly and business owners would not be worried with the troubles of being stuck in a lease that they cannot afford due to business or other financial reasons. To see how this process would run I'd survey and list pros and cons of rental kiosks by the citizens to see how the users are adjusting to this style of market. The survey would last approximately 18 months. With a good success rate I hope to develop the market further in phase two.



Context map: Bessemer, AL



Kiosk Design one



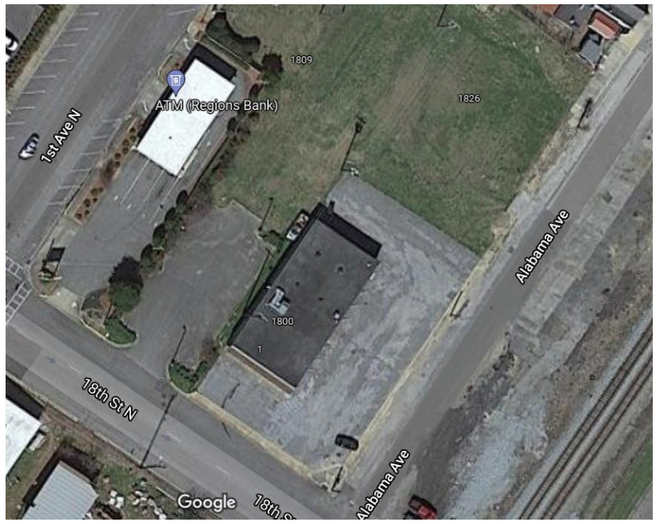
Site Map: Downtown Bessemer, AL



Kiosk Design two

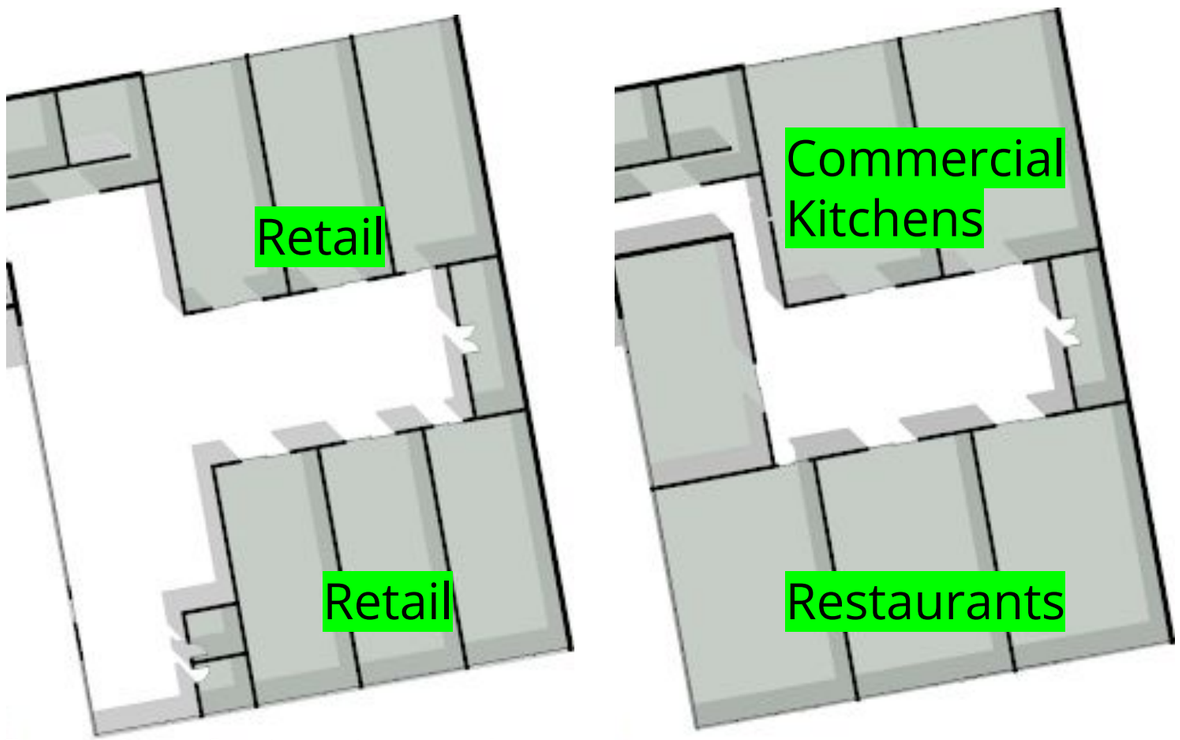
Phase two

In addition to the kiosks developed in phase one, phase two would consist of a more stable building that would allow more rental (or permanently owned) spaces, restaurants and a courtyard area where citizens can relax and enjoy the views. Food trucks would also be able to access this area to promote their businesses as well.





Site context



Artificial floor plans for interior marketspace

FINAL PROJECTS

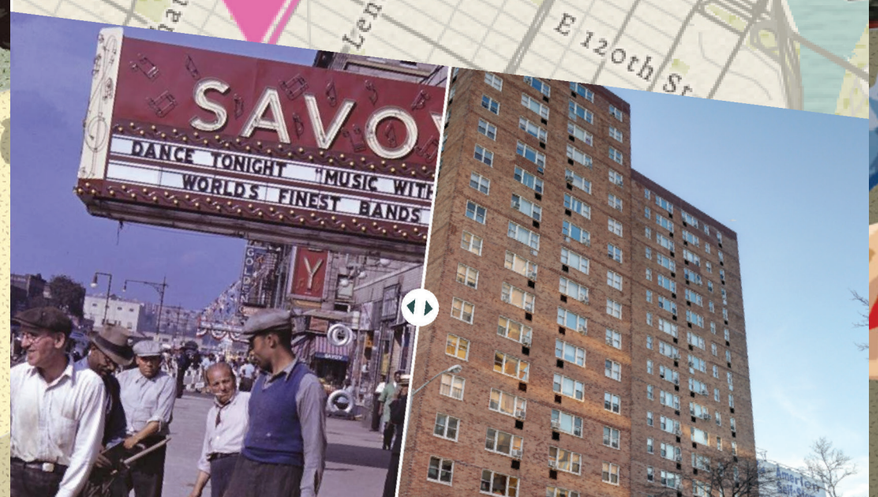
GENTRIFICATION

Disappearing Queer Spaces in Harlem

Abriannah Aiken









DISAPPEARING QUEER SPACES

Analyzing Spaces and People from the Queer Harlem Renaissance

Abriannah Aiken



This plan identifies all of the queer spaces from the Harlem Renaissance that are disappearing/have been demolished. The darker markers identify spaces that have recently emerged as new queer spaces within Harlem.

INTRODUCTION

As noted in my Counter Story, there are a plethora of queer spaces from the Harlem Renaissance that have recently been demolished, with their memories slowly disappearing from common knowledge The following research and project is a way of maintaining this common memory through the use of digital mechanisms and physical space creation.

In order to remember these spaces, there must be a system in place of collecting stories and then sharing them with the larger community in a public manner. The following proposal begins with a digital archive of information that can be shared with the community. There will be opportunities for interaction and submission of stories by the viewer. This will eventually make it's way into the physical project: a renovation of a demolished queer space with a site of rememberance.

QUEER HARLEM RENAISSANCE

The Harlem Renaissance was an important moment for the Harlem community within the 1920s and 1930s. Within this community of artists, writers, and performaers, there was a large queer community who found inclusion and acceptance.

Unfortunately, these stories are being lost to time and the spaces that this community found acceptance within are also being forgotten and demolished. For this reason, there is an urgency to archive, distribute, and distribute knowledge about this history and these spaces.

For example, Drag Balls were an integral part of queer culture during the Harlem Renaissance. The theatres and palaces that these took place in, as well as the Drag Balls existence, are being forgotten and lost to time with an urgency to remember them.

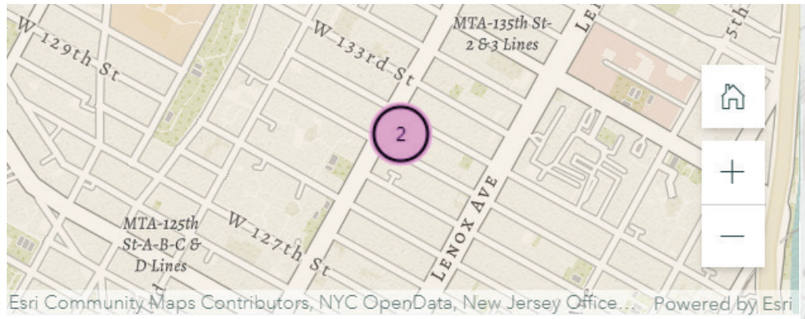
DIGITAL ARCHIVE

In order to remember these disappearing queer spaces, it is important to create an easily accessible archive. A digital website seems to be the best way of accomplishing this feat. ARCGIS Story Maps allows the history of these spaces to be digitally mapped, as well as archived through various story telling methods.

The most important interface of the website is shown below. On the top left, there is a map that identifies all of the various spaces. The map can be zoomed in and out and you can move from point to point, as well as seen a walking trail path that connects all of these spaces (more on that later). Below that is a small explanation of what the space is. And, below that is a button that will link to a google form. If an individual reads about this space and remembers their experiences within it, they can click the "Add your story" button to be brought to a google form to fill out to let the administraters know more information. On the right side it a document with images, as well as facts about the space. As individuals share more stories about the spaces, this portion will continue to be updated over time.

Shown below is #2. If the user scrolls upwards or downwards on their screen or device, the map will change to the correct building, the story google form will change to the corresponding project submission form, and the information on the left side will also change.

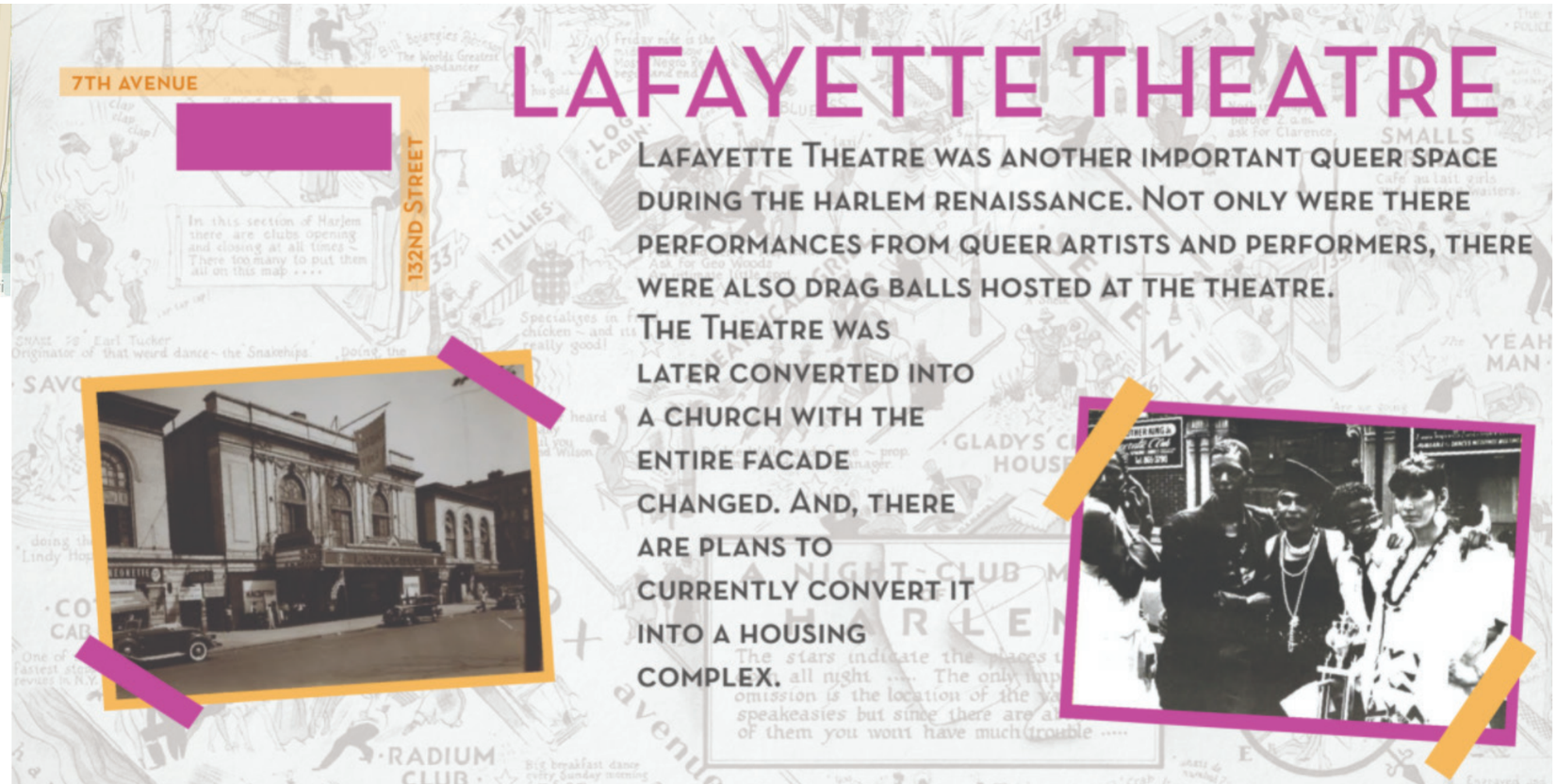
In this way, the stories, histories and memories of these disappearing queer spaces can be remembered and distributed through a digital archive. A website is the most easily accessible and distributable mode of archival research and this interactivity gives the project further depth.



2 **LAFAYETTE THEATRE**

Lafayette Theatre hosted Drag Balls throughout the Harlem Renaissance and was a significant queer space.

Add your story!



ARCGIS Story Map of the Disappearing Queer Spaces: https://arcg.is/zPv1S

WEBSITE INTERACTIVITY

The ARCGIS Story Map Website makes user interactivity very easily accesible and creates an engaging learning environment for all individuals. The most important aspect of the digitial archival website is the mapping (as seen on the left). All queer spaces (of the past and present) can be mapped in the same space. The map becomes interactive as users can zoom in and out, as well as click on the various icons to learn more about the spaces.

Another interactive feature is the slider. The sliding elements (as seen on the right), help us to understand the changing of urban landscape over time and how this has specifically impacted disappearing queer spaces. The first slider allows individuals to see how the urban fabric has changed over 100 years. The largest changes can be the introduction of NYCHA and other larger housing projects. This is important as many of the demolished queer spaces were replaced with housing. The second slider looks specifically at Savoy Ballroom. The slider helps you to understand how the same space can look completely different and hold different functions over time. The sliding function allows you to illuminate and erase the future or past in a metaphorically relevatory action.

Overall, the website's interactivity helps to understand and engage with the history of these disappearing queer spaces.

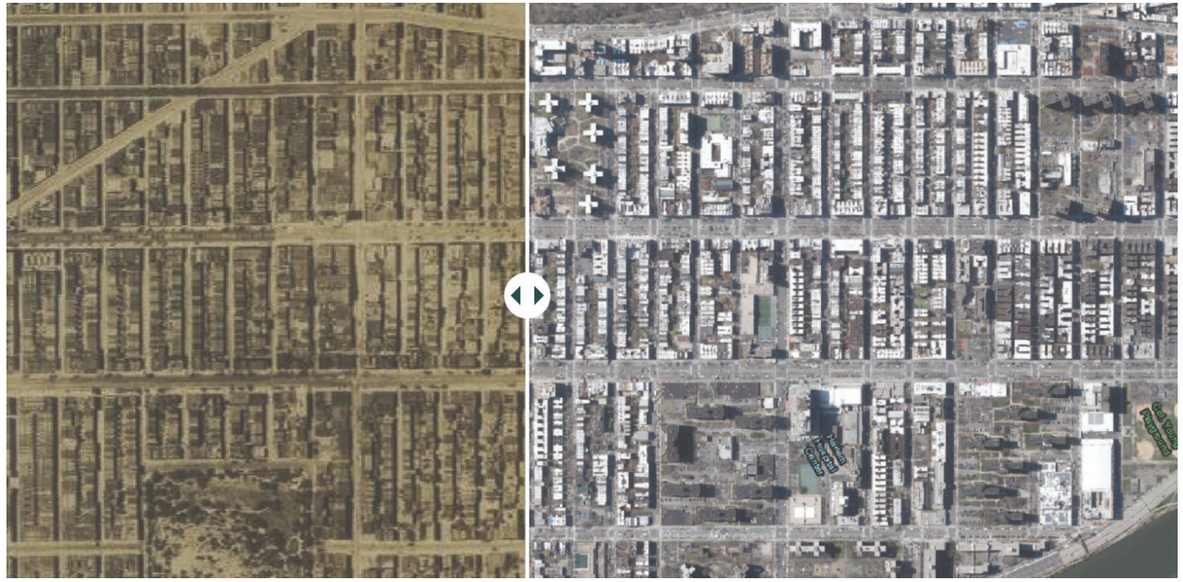
QUEER HARLEM WALKING TRAIL

The website digital archive can be used on a desktop, but it can also be used on other devices like phones and tablets. One additional goal of the digital archive is to create an experience of the history of these queer spaces. Within the map (to the left), the pink line can serve as a walking trail for users to take. The goal would be for users to walk along the pink line trail, clicking on the various spaces when they encounter them. They can see historical photos and read about the buildings history and, in this way, they can see with their own eyes how the buildings have been lost to time through demolition.

The walking trail will be engaging, as well, with the grey triangles. These will be queer spaces that have emerged or still exist within Harlem. So, not only will the walking trail engage with history, but also the present and future of queer Harlem culture.



ARCGIC Story Map Walking Trail Map: The Pink Line is the Walking Trail one could walk along, while the Pink Triangles are demolished queer spaces. The Grey Triangles are current queer spaces.



ARCGIS Story Map Slider between Aerial 1920 and Aerial 2021: The slider helps the user see how the urban landscape has changed over time, especially in terms of blocks that have been converted into public housing / NYCHA.



ARCGIS Story Map Slider between Savoy Ballroom circa 1920 and NYCHA circa 2021: The slider helps the user understand how the same space has transformed over the course of 100 years. Savoy Ballroom specifically was a true central hub for jazz and ballroom dance culture, as well as a space that hosted Drag Balls. The slider helps one understand the erasure of this history, culture, and communal space.



An example of the Walking Trail. An individual can use their phone to walk along the path and encounter these spaces in their current forms while reading about their rich, queer histories. This individual is standing in front of where Hotel Olga used to stand.

SHARING YOUR STORY

Within the interactive website, there is the ability to submit your interactions with the space under the button: “Add your story.” In this way, the website becomes a space to collect and share new archival information regarding these spaces. If someone knows or has encountered these spaces, they can click the button and be redirected to a google form for them to share this information.

The questions are open ended and welcome individuals to provide as much information as they can remember or would like to share. Not only does it ask about the architectural space itself, but also how it was used, what happened inside, and who was there. Lastly, it asks “what does the space mean to you.” This information may be subjective, but really helps future readers piece together and understand these spaces in a new way. And, the last question acknoweldges the importance of remembering these spaces for their importance of queer Harlem culture.

The information collected will be used to update the digital archive website, as well as for future installations and permanet projects. Through this addition of story collection, this project and archive becomes living and breathing: forever able to be updated and forever changing as new memories, stories, and histories are accumulated.



Disappearing Queer Spaces - Share Your Story

Have you experienced any of these spaces? Please tell us more about your experience! We would love to add it to the Queer Harlem Memorial Project!

aea2191@columbia.edu (not shared) Switch account

When did you visit the site? Or, was this a regular spot that you visited?

Your answer

Why did you visit the site? Was something significant happening when you visited?

Your answer

Who did you visit the site with? Or, who did you encounter at the space?

Your answer

Can you tell us more about the experience? How did the space play a role in that experience?

Your answer

What does this space mean to you?

Your answer

Submit Clear form

Story Collection Sheet: https://forms.gle/e72CicEqf89Vm4nG8



Civil Rights Foundation NYC and SHOP Architects Proposal for the Museum of Civil Rights on 145th and Malcolm X Blvd. The corner skyscraper is where Hotel Olga used to be.

HOTEL OLGA VERSUS MUSEUM OF CIVIL RIGHTS PROJECT

In 2019, SHOP Architects announced the design for a Museum of Civil Rights that will be built in Central Harlem (https://civilrightsfoundationnyc.org/). The actual museum will be accompanied by a plethora of housing in two skyscrapers on either side on the corner of Malcolm X Blvd and 145th. The area where the larger of the two housing skyscrapers will be placed is where Hotel Olga used to be (and is currently an empty lot).

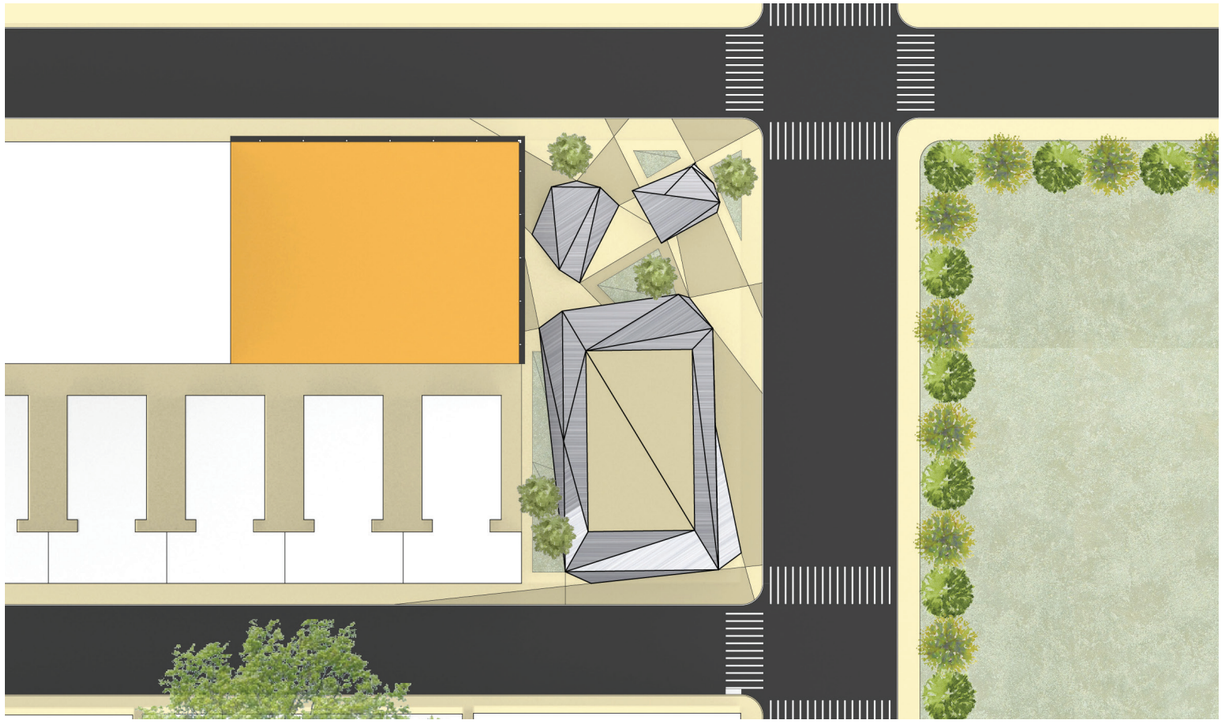
Seeing as the Museum of Civil Rights places “The Campaign for LGBTQIA” as one of their main goals, I believe there is an opportunity for the space of that skyscraper to be utilized more respectfully in rememberance of the queer history that existed on that land before.

The site plan to the right is a proposal for a more activated use of the land for a Space of Queer Rememberance. It will host three triangulated abstractions of the past historical spaces for individuals to interact with and within. There will also be seating and shading to create a safe and comfortable space of learning, sharing, and remembering.

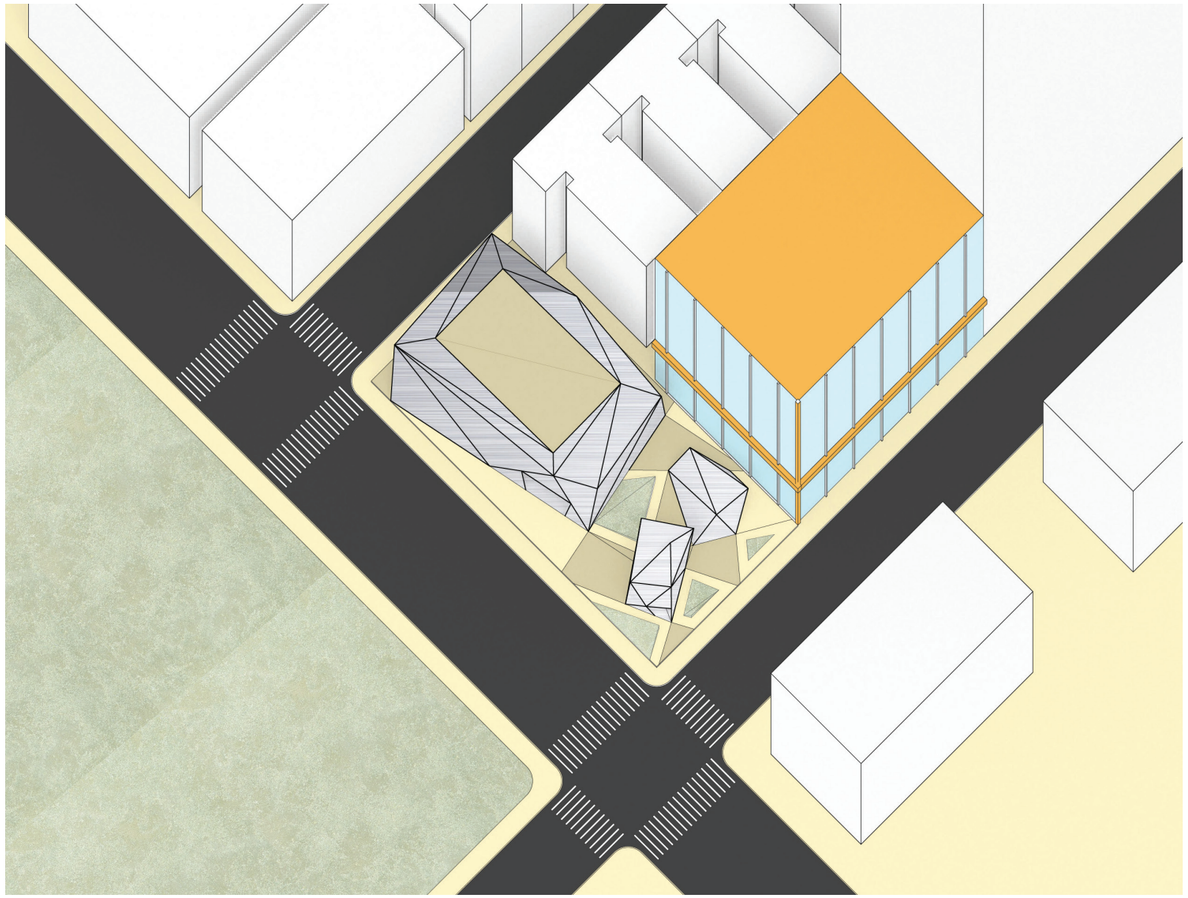
The project will be in direct conversation with the Museum of Civil Rights. The glass facade facing 145th will turn the corner and also become an enterance through the Space of Queer Rememberance. In this way, the museums’ goals of sharing and advocating for LGBTQIA+ rights will be spatalized.



New proposal for the Museum of Civil Rights and adjacent Space of Queer Rememberance.



New site plan for the Museum of Civil Rights and adjacent Space of Queer Rememberance.



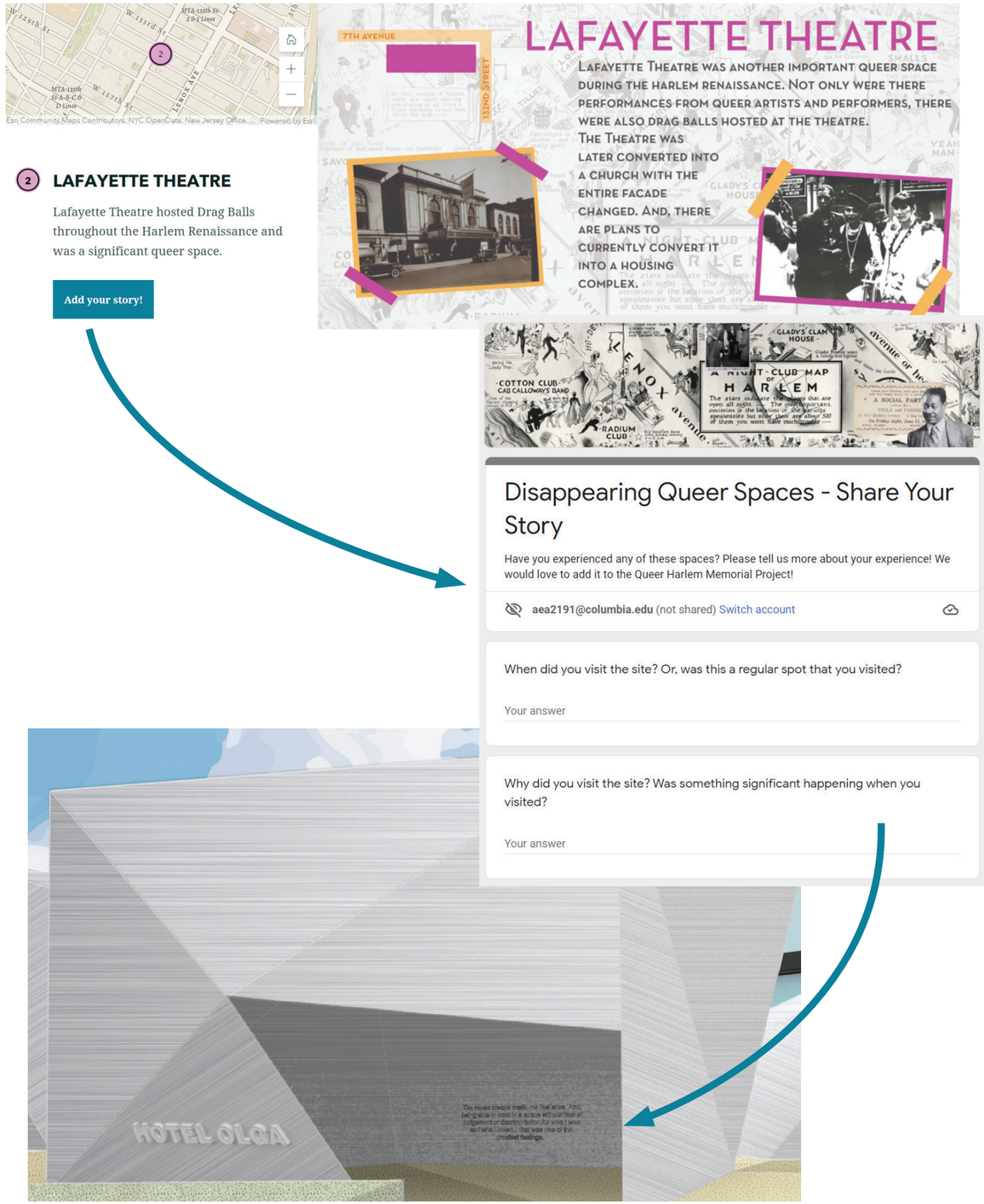
New axonometric for the Museum of Civil Rights and adjacent Space of Queer Rememberance.

DESIGNING THE SPACE OF QUEER REMEMBERANCE

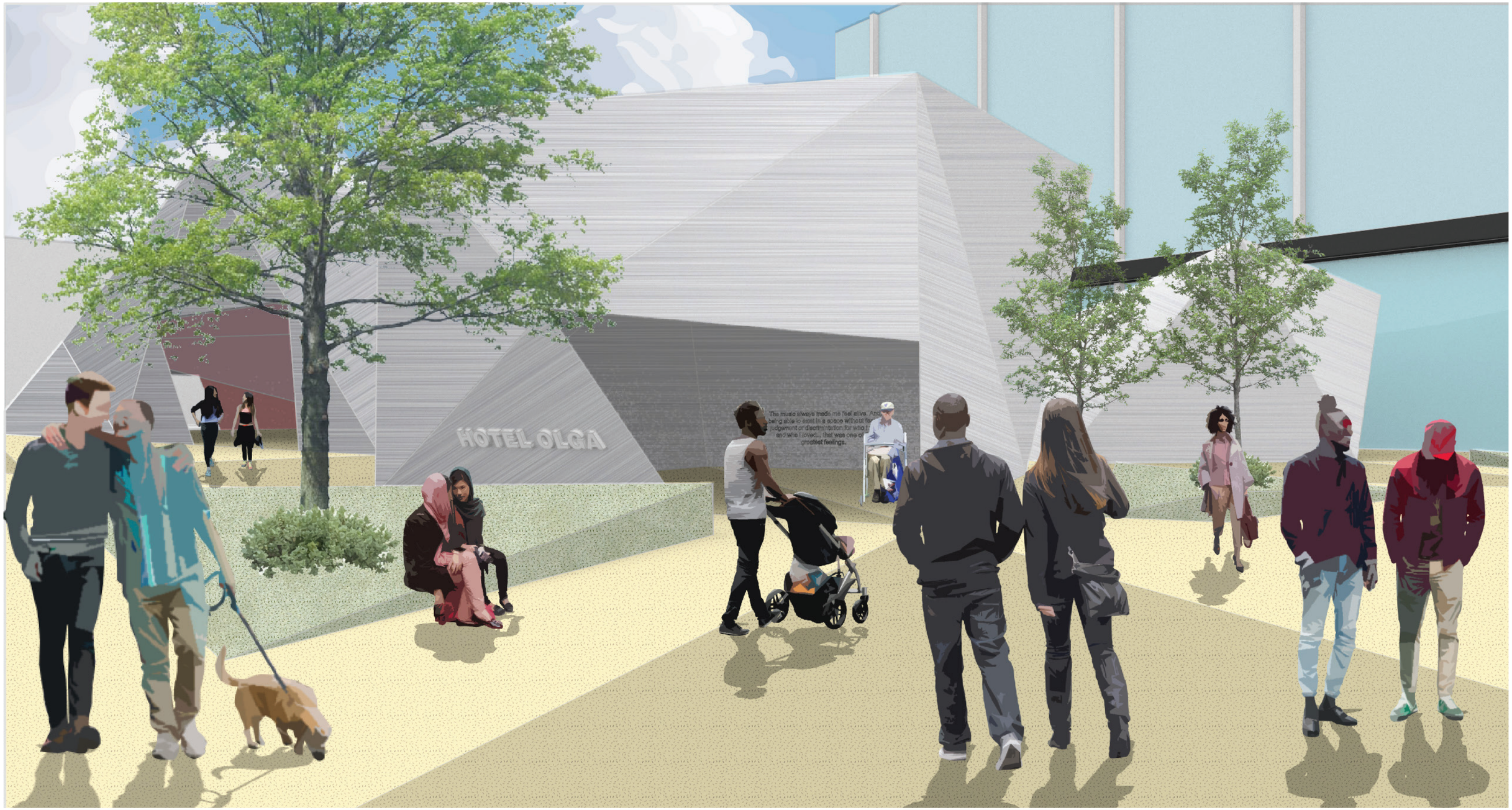
The site will be made up of three triangulated abstractions of disappearing queer spaces: Savoy Ballroom, Hotel Olga Lobby, and N-word-atti Apartment. The spaces will be sized to the approximation of what they truly were for later projections. And, they are triangulated as to not mimic/recreate the past, but understand the history in the context of the present.

The spaces will have openings into their interior. Based on the stories, histories, and memories submitted on the Story Collection Form, these architectures will be living and constantly updated alongside the Digital Archive. As new memories emerge, new information will be etched into the objects interiors and exteriors.

And, the Ballroom structure can be utilized both on the interior and rooftop for future Drag Balls to fully commemorate the past of the Queer Harlem Renaissance. The landscaping will follow the triangulation of the new infrastructure with new moments of greenery introduced within those triangulations. And, as mentioned before, the Museum of Civil Rights will be in direct conversation with the Space of Queer Remberance.



Relationship between Digital Archive, Story Collection Form, and Story Telling Etchment into the Space of Queer Rememberance



The Space of Queer Rememberance will become a community space for the Harlem Community, as well as the Queer Community. Not only is it a space of learning, reflection and rememberance, it is also an open space for the community to connect, interact, and grow together. The trees and green landscaping allow for the community to enjoy the space year round. And, there is plenty of open space for performances and larger community interactions like parties.

The openings into the structures will be facing the street so as to welcome the community to interact with the structures and learn more about the histories. The structures and overall park space will be easily accessible and inclusive so as to attract the largest group of individuals. Rather than a somber space of rememberance, the Space of Queer Rememberance will be a space of reflection, as well as celebration of the queer histories of the past, present and future. Queer organizations will also host events and programming within the site as well to keep this almost-forgotten memories alove!



The interior of the structures will allow for an interactive experience. The stories from the individuals who experienced the spaces will be etched into the walls, allowing for an engaging, ever-growing way to learn about the histories of these queer spaces. But, there will also be moments that allow for further sensory stimulation. Projections will be used on the walls to recreate the spaces (here, the Savoy Ballroom). Music and other noises like individuals talking the bar will be utilized to allow users to be fully immersed.

And, there will also be projected inviduals helping to fully encapsualte the memories of these spaces. As seen in the Savoy Ballroom projection, there will be individuals dancing, as well as recreations of the infamous Drag Balls. In this way, users will be fully immersed in the stories, sights, and sounds of the past. This will hopefully engage individuals of all ages to learn, reflect and remember the almost forgotten histories of these disappearing queer spaces. A hopeful future of this space will also include the introduction of new Drag Balls so as to celebrate the past and look to the future of queer culture in Harlem.

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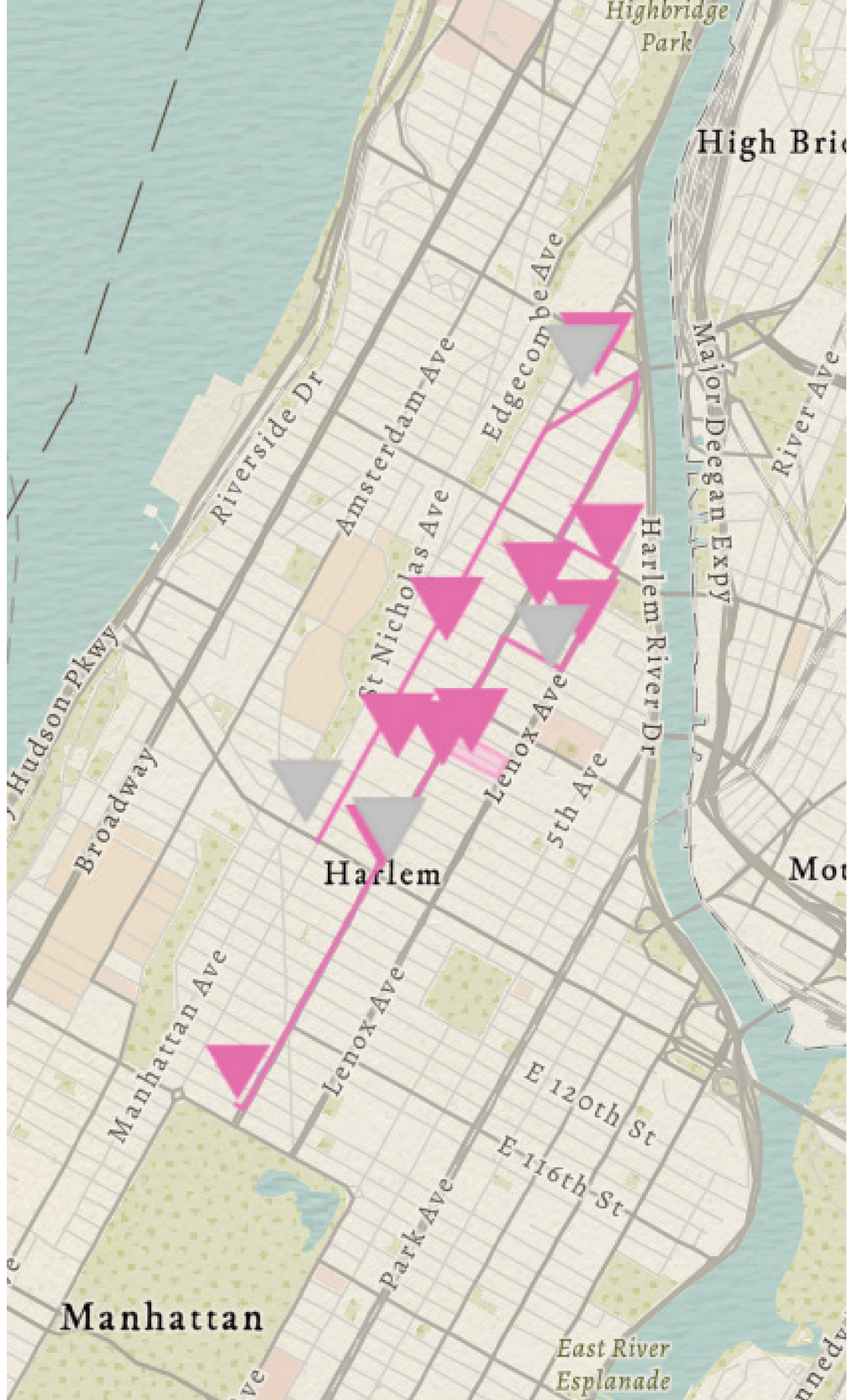

On Community Engagement for Civic Space Design Projects

A Mobile App Solution to Unequal Participation and Incomplete Feedback Loop

Candice Ji

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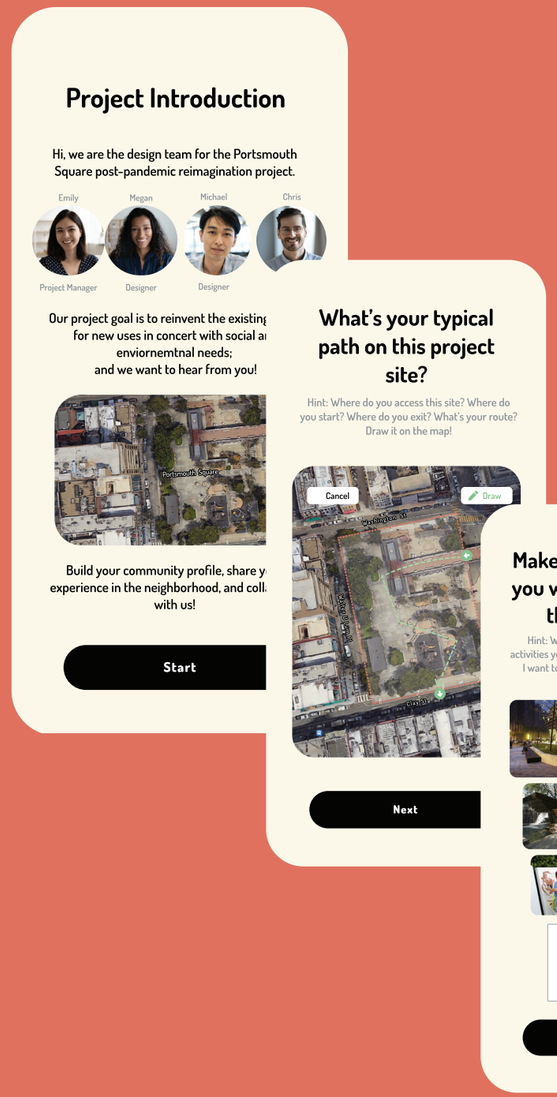


On Community Engagement for Civic Space Design Projects

A Mobile App Solution to Unequal Participation and Incomplete Feedback Loop

Candice Ji



Civic Space Design. Dancing in Congress Square, Portland, Maine. Source: Corey Templeton

INTRODUCTION

In the spectrum of public participation designed by the International Association for Public Participation (IAP2), current practice for public engagement in design projects has typically been limited to "consulting" and "involving" the public. Existing researches have demonstrated that the higher is the level of engagement, the higher is the requirement of physical time or digital knowledge, and therefore, the less accessible the method is for underrepresented communities.

The goal of this project is to create a learning model for civic space design and planning projects to achieve public participation on the higher end of the spectrum and facilitate a two-way "collabrating" and "empowering" engagement process.

The design outcome of this project is a mobile app that addresses existing challenges such as unequal representation, digital literacy gaps, and incomplete feedback loops. It is my hope that this project provides a two-way learning facilitation model to serve the underrepresented population, and to ultimately enhance inclusivity and equity in planning and design projects.

CONTEXT

Through literature review and interviewing practitioners in planning and design, the author highlighted and examined a few existing guidelines and digital tools that are often used for public engagement.

Existing Guidelines

Neighborhood Planning Playbook, Housing New York

A set of people-oriented guidelines for neighborhood planning process across New York City agencies with four core elements: governance, planning framework. Neighborhood analysis, and transparency.

Existing Tools

Miro

virtual whiteboard, often used for live note-taking, workshop facilitation

Mentimeter

live polling with instant feedback, often used along side large virtual meetings, generate simultaneous results

SocialPinPoint

live platform for collecting locational and topic specific input

Konevio

online portal to collect crowdsourced feedback, often used for collecting input on documents

Rose Bud, Thron

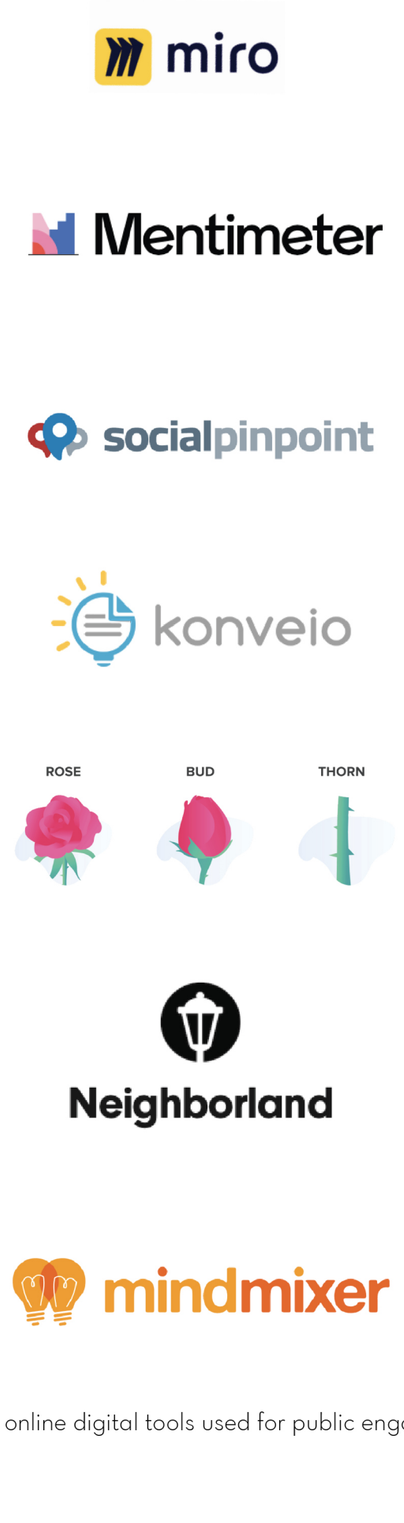
an accessible design thinking exercise consisting of three phases of questioning

Neighborland

an online platform that allows organizations to start projects by asking questions to public to collect ideas.

MindMixer

an web-based platform for community members to engage in an online public process.



Existing online digital tools used for public engagement.

INCREASING IMPACT ON THE DECISION

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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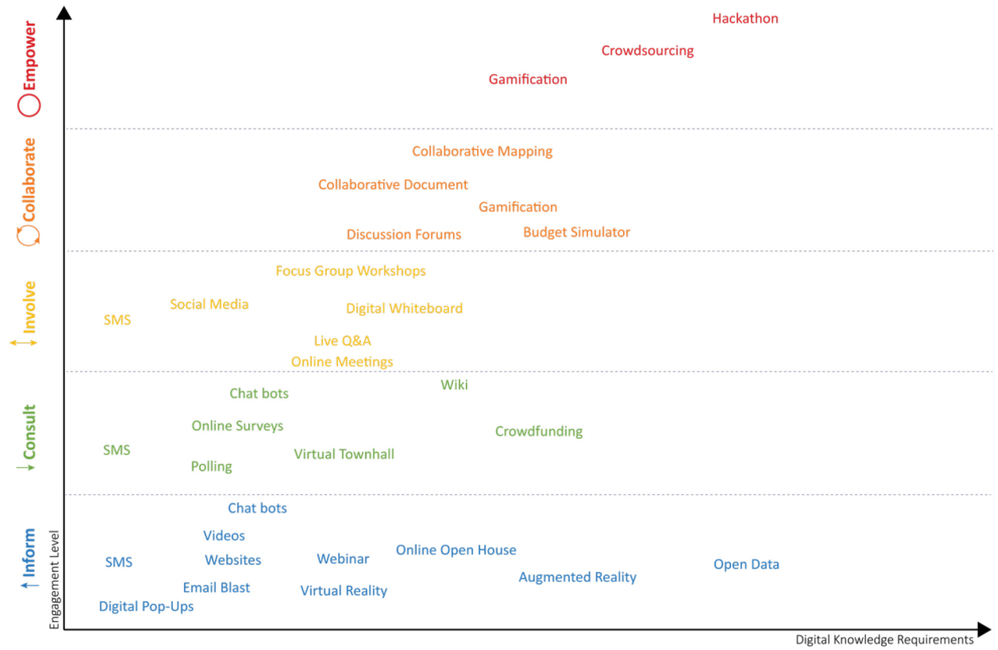
IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. Source: IAP2.



Matrix of Online Public Participation. This matrix shows that the current practices of digital engagement are perpetuating relations of exclusion and power. Source: Ali Estefam, 2021.

ISSUES

Unequal Participation

One major issue with existing engagement methods, both in-person and online, is unequal participation, culminating in a divide between both access and representation.

In-person engagement requires schedule coordination and time management. Not all stakeholders have time to participate in a public meeting or workshop, even when planned for multiple times with a long drop-in hours option.

Online engagement requires digital fluency and access. Disparities in aspects such as quality of equipment, the autonomy of use, presence of support networks, experience, and online skills can all result in partial public participation, in which only those with technological and social access can participate and give their opinion.

Furthermore, there is a gap between people who participate and those who do not in both engagement methods. The level of public participation is influenced by personality, cultural differences, community context, age, gender, level of ability, professional status, access to digital infrastructure, policies, regulations, and many other factors (Estefam 2021). These underrepresented communities risk further marginalization and exclusion.

Incomplete Feedback Loop

During interviews with multiple practitioners, practitioners all emphasized the importance of the iterative feedback loop process in transforming community inputs into helpful feedback that informs planning and design decisions. The translation from community inputs to how they inform decisions is often not entirely transparent in the design and planning processes.

OPPORTUNITIES

To mitigate the impact of unequal participation, an accessible tool to engage the underrepresented community should be developed. To define underrepresented, this project focused on youth and working-age populations that generally do not have the ability to participate in existing engagement activities due to lack of time commitment and social incentive.

An opportunity exists to engage these populations via a mobile app platform. According to American phone usage statistics, most mobile phone users check their phones up to 63 times daily, and 13% of millennials spend over 12 hours on their phones daily (Deyan 2021). Furthermore, today, 30% of the world's youth have been active online for at least five years; it is expected that within the next 5 years the digital native population in the developing world will double (ITU 2013).

In many cases, working-age and youth are actively involved in an online participatory culture with relatively low barriers to civic engagement, strong support for creating and sharing one's creations (Lenhardt & Madden, 2005). The online medium has helped them to mobilize and collaborate, and it has given them a voice.

In leveraging medium and accessibility, there are great opportunities in empowering youth and working-age populations to participate in the engagement process for planning and design projects.

GOALS

The scope and goals of this project are:

- To empower community engagement for civic space design projects
- To facilitate two-way learning dialogues between practitioners and community
- To encourage the participation of often underrepresented in conventional community engagement activities
- To supplement in-person offline engagement activities
- To bridge the gap between listening, learning, and informing design decisions

METHODOLOGY

This project's method to address the issue and achieve the goals illustrated above is an accessible mobile app.

To create the mobile app, the author first explored existing tools and researches that discusses digital engagement tools. In addition, the author interviewed four practitioners to gain a full picture of the challenges faced in the industry today and what would be the most helpful solution. The interview participants were

Ali Estefam, Vice-President/Practice Lead – Planning & Design at Melissa Johnson Associates

Dave Javid, AICP, LEED AP, Founder + Principal at Plan to Place, Engagement and Facilitation Specialist

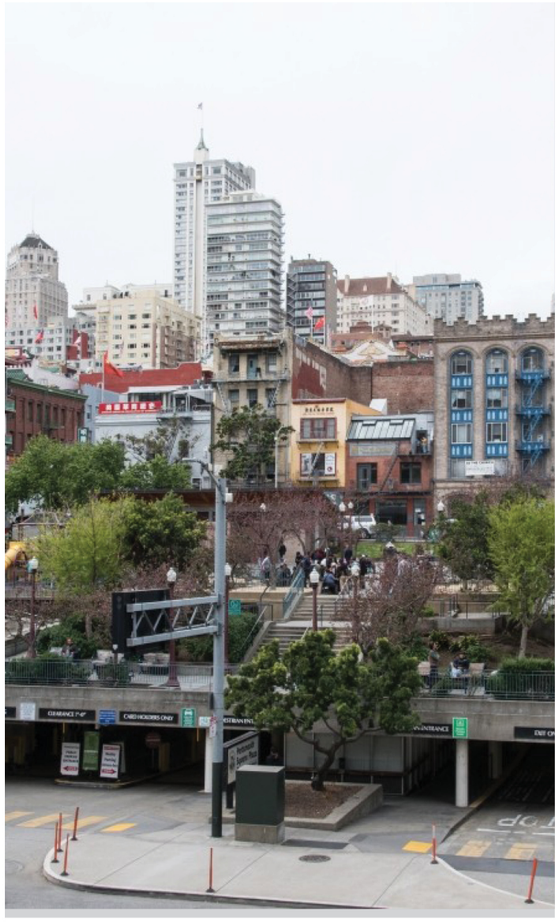
Stefan Pellegrini, Principal at Opticos Design, Urban Design and Architecture Firm.

Al-Tariq Shabazz, Former Director of the Office of Affordable Housing, City of Newark.

Building off of existing research and digital engagement tools, this app is designed to be used, modified, and reused throughout a planning and design project to collaborate and empower a high level of public participation.

The audience of this project are practitioners, including planners and designers, for civic space projects. They will have the ability to adapt the questions and activities to their respective projects. The promotion of this app usage in a project will depend on the project's physical outreach (QR codes on site, mailers) and online stimulation (email blast, social media, spread the word through community partners).

Centering on community engagement for civic space design projects, the author chose Portsmouth Square in San Francisco Chinatown as an imaginary project site; and created a fictional post-COVID-19 pandemic redesign project.

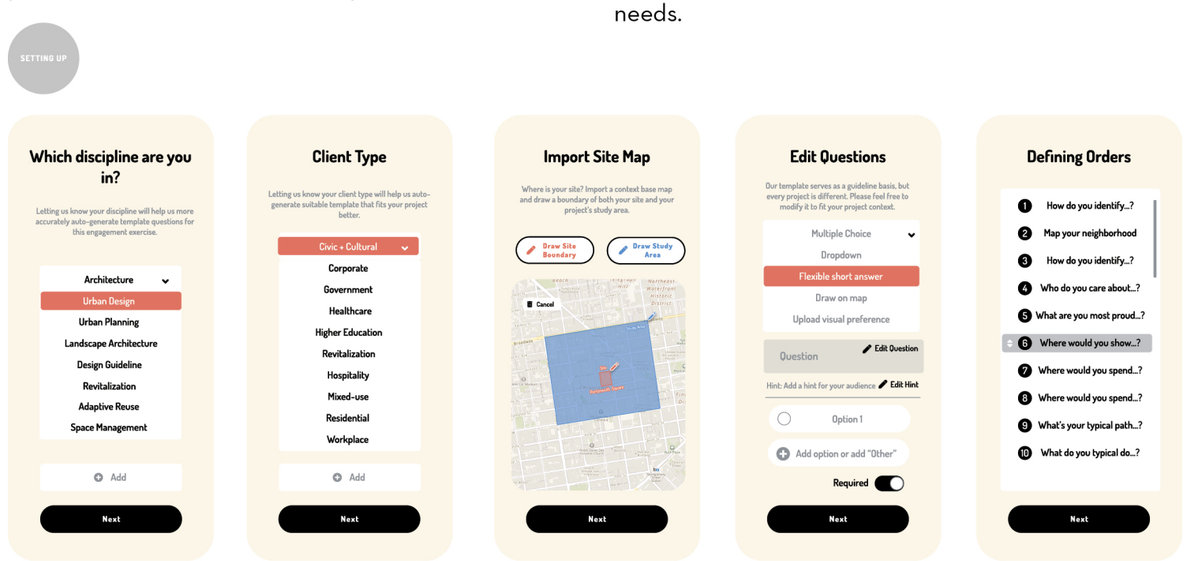


Imaginary Project Site: Portsmouth Square in San Francisco Chinatown. Source: SFMTA Photography Department

DESIGN

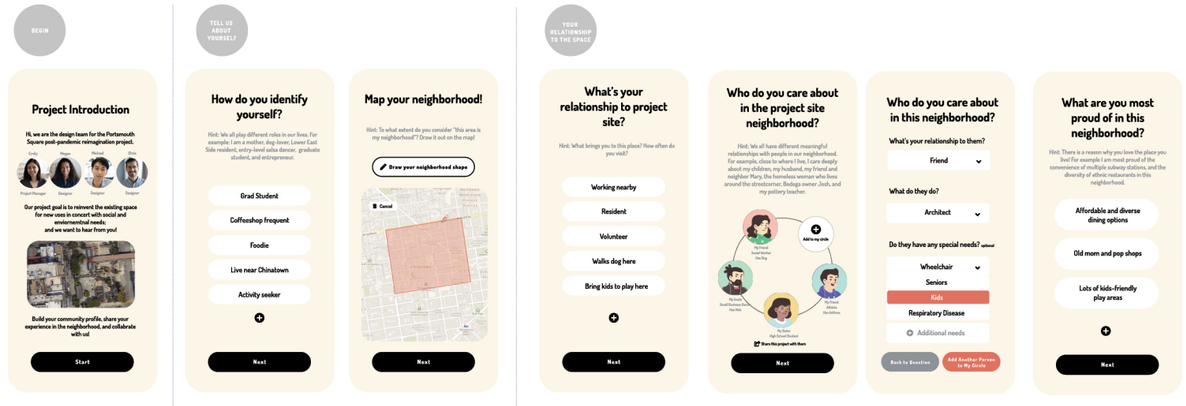
This app starts with a practitioners setup section. Practitioners will be asked to select basic project information and upload a site context map. Then, the practioner can continue to edit questions.

This section will set up the framework for the rest of the questions when in completion. The app will provide the following templates as guidelines, and the practitioners can edit each feature to adapt to their needs.



To start the engagement process, the public user will first use their own words to identify themselves, draw boundaries of their neighborhood, and demonstrate their relationship to the space by identifying key people and features they are most proud of.

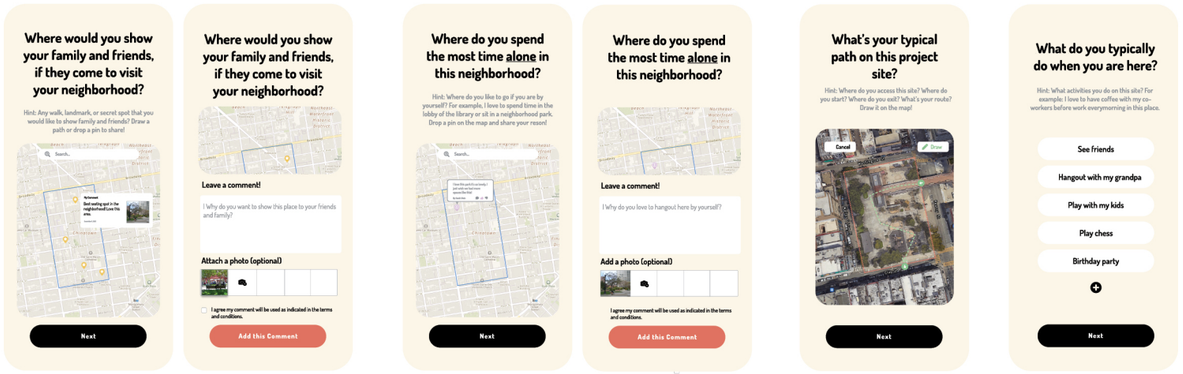
This section will inform practitioners who the responders are and how they relate to the places. Identifying people they care about can potentially generate a snowball effect to reach broader participants.



The public user will then show how they use the existing space by pin-dropping the places they would show their family and friends, places they would like to visit alone, draw their typical path through the site, and list the activities they do there currently.

These approaches will provide practitioners with valuable spatial and contextual information of the existing site's qualitative condition.

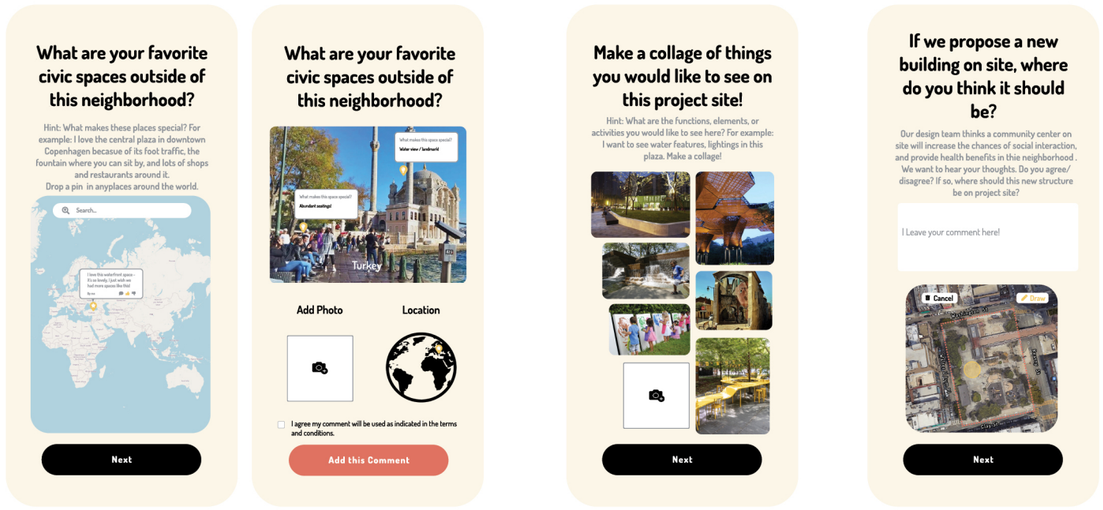
HOW DO YOU USE THE SPACE CURRENTLY



Following the previous section, the public user will now show what they would like to see on site. This section includes exercises guiding the user to explain their favorite civic spaces and make a collection of things they would like to see on the project site.

This critical participatory section empowers the public user to brainstorm with the practitioners and inform decisions.

WHAT WOULD YOU WANT TO SEE HERE?



Lastly, the user will explain places that need improvement on the project site. They will also have the opportunity to add additional information and ask questions directly to the project team.

This final section completes the feedback loop and provides a base for further discussion amongst the practitioners and the public.

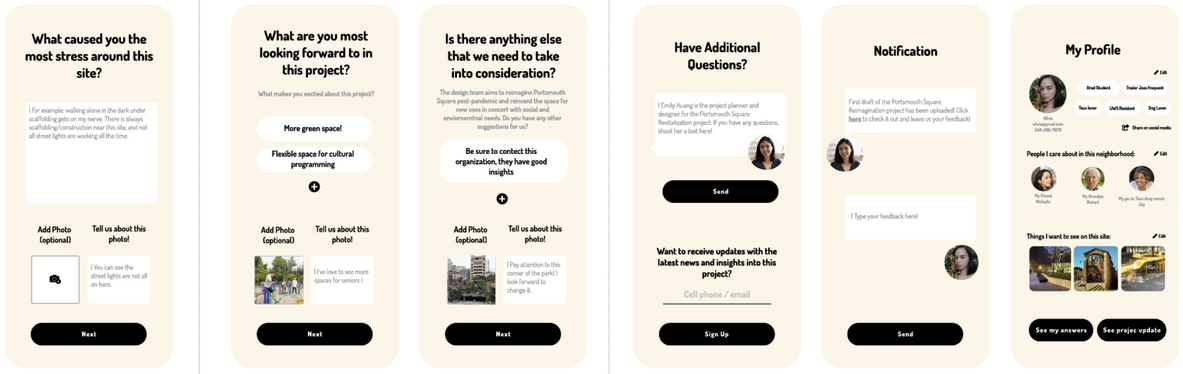
WHAT BOTHERS YOU HERE?

WHAT ARE YOU MOST LOOKING FORWARD TO?

QUESTIONS

NOTIFICATION

PROFILE AFTER COMPLETION



RECOMMENDATION FOR NEXT STEPS

This project's final app design is not a catch-all product. The app is intended for youth and working-age populations that are deemed underrepresented in conventional engagement methods.

While a mobile app for engagement provides greater access to a broader audience, disparities in digital access and literacy should not be ignored. As a next step, a "convert to SMS (Short Message Service)" option from this app would be beneficial to reach audiences unfamiliar with mobile app platforms.

To build on this app, below are a few recommendations from the author:

1. Plan and execute a feedback loop to build trust with the engaged population.
    - What is the objective of this engagement exercise?
    - What are the anticipated outcomes?
    - What did practitioners do with the public inputs from the engagement exercise?
2. Use simple messaging and authentic facilitation questions to attract and retain community interest.

It's also worthwhile to emphasize that depending on each project context, an inclusive and equitable, and high-participatory-level engagement process that captures all different profiles of stakeholders, will require the usage of multiple avenues of tools, both in-person and online. This project aims to add to existing engagement tools and provide insights into engaging with underrepresented populations. It is the author's hope that this design project-based public engagement tool will empower high-level public particiaption and help bridge the gap between listening, learning, and informing design decisions

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Imaginary Project Site: Portsmouth Square in San Francisco Chinatown. Source: SE GATE

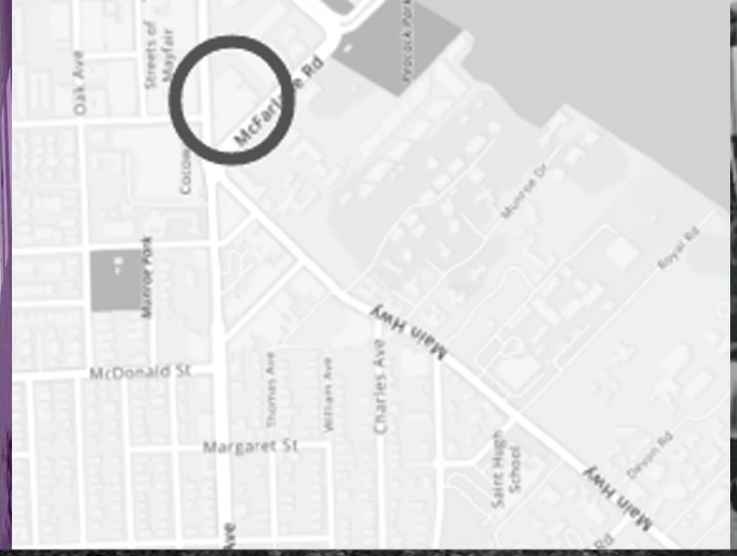
GENTRIFICATION IN WEST COCONUT GROVE

Kherby Jean











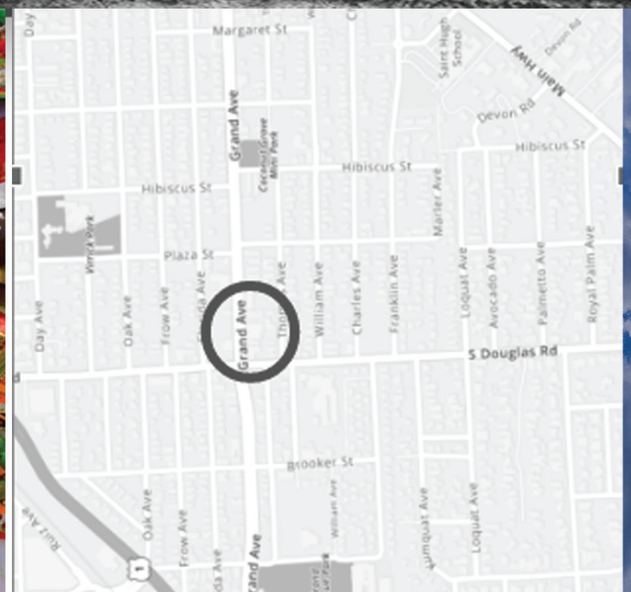
STREETS THAT TELLS STORIES

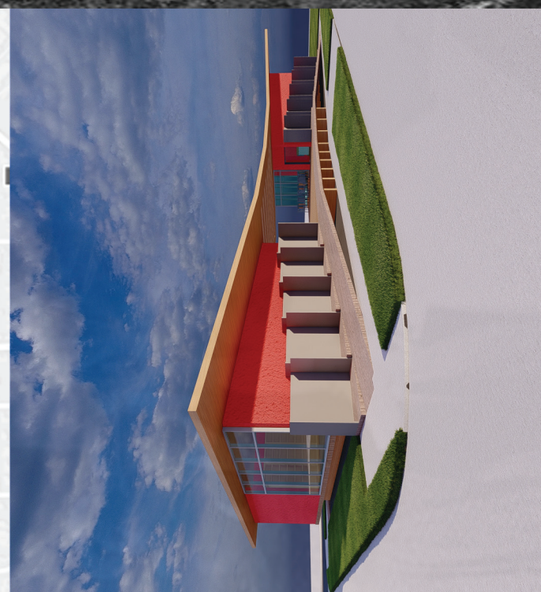
THRESHOLDS











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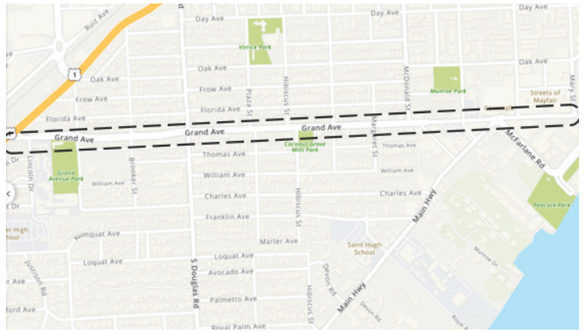
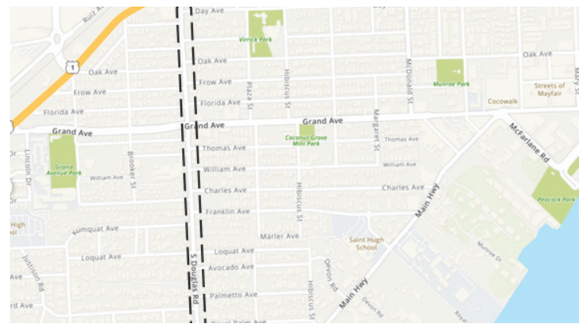
Early Bahamian settlers in Coconut Grove





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INTRODUCTION

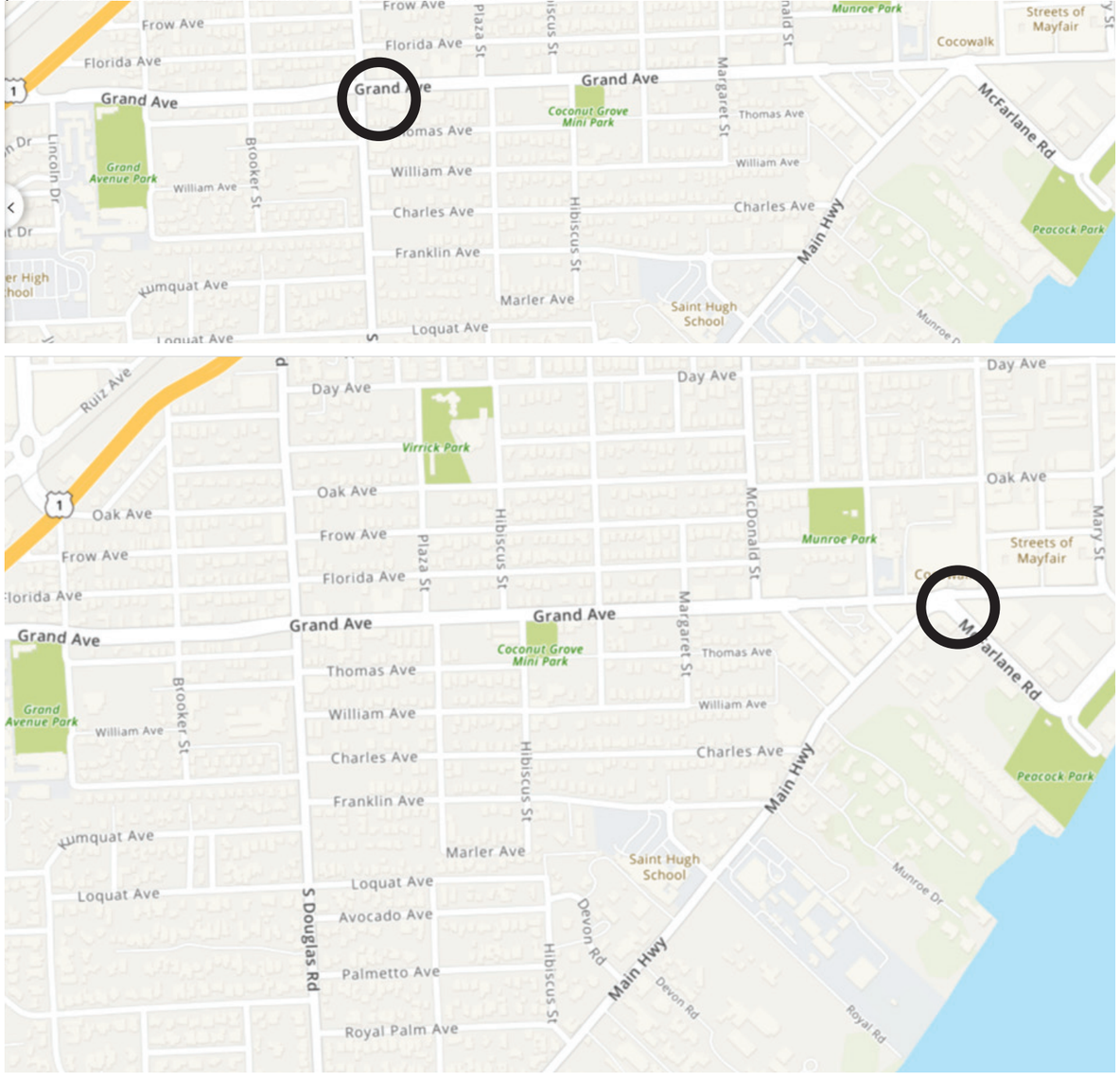
In the site analysis Coconut Grove is divided into sections. There is East Coconut Grove, west Coconut Grove and south Coconut Grove. All these locations are alike and different in many ways. The biggest difference is classism based on attention. This is referring to east Coconut Grove as the tourist area. West Coconut Grove is where the city started and that's where most people first built. This reason is because it was close to the water. This would allow expensive tourist areas that would generate revenue. South Coconut Grove is also well treated. It is where the higher class of Coconut Grove lives. This area includes all types of homes including mansions. West Coconut Grove is the opposite of both directions, West Coconut Grove it is seen as the lesser of the two. In its history it was built the latest in comparison to the other two directions. West Coconut Grove is found of diverse cultures from the Caribbean. Additionally, one aspect that affects Coconut Grove is gentrification. Gentrification is more like invasion but in the term of building types. It is when people build buildings that are not of the cultural standard of the area. Many other cities such as little Haiti have faced gentrification and west Coconut Grove is next. Also, this is more likely to happen because it is by coral gables and owned by coral gables. This means as the population in coral gables increase the city will be forced to push the boundaries into Coconut Grove. The effects of this situation would be many of the historical structures such as the shotguns house would have to be moved and the diverse cultures that are presented would also be removed. Classism is seen everywhere throughout Coconut Grove. From the figure ground plan, one can see the change in vegetation. This shows that in the high-class neighborhoods, the streets are more taken care of. My mental map is based on the threshold from poor to rich and rich to poor. As one can see in google street view the distance of the threshold can be one street. This means that one street shows the difference between the rich and poor and the popular and the unpopular. This example can be seen throughout the rest of Coconut Grove by seeing different types of houses right next to each other. An example of this maybe an old generic house right next to a modern and futuristic home. These are all examples of how classism is



Row of shotgun houses in Coconut Grove

THRESHOLD 1 (Grand Ave) West vs East Coconut Grove

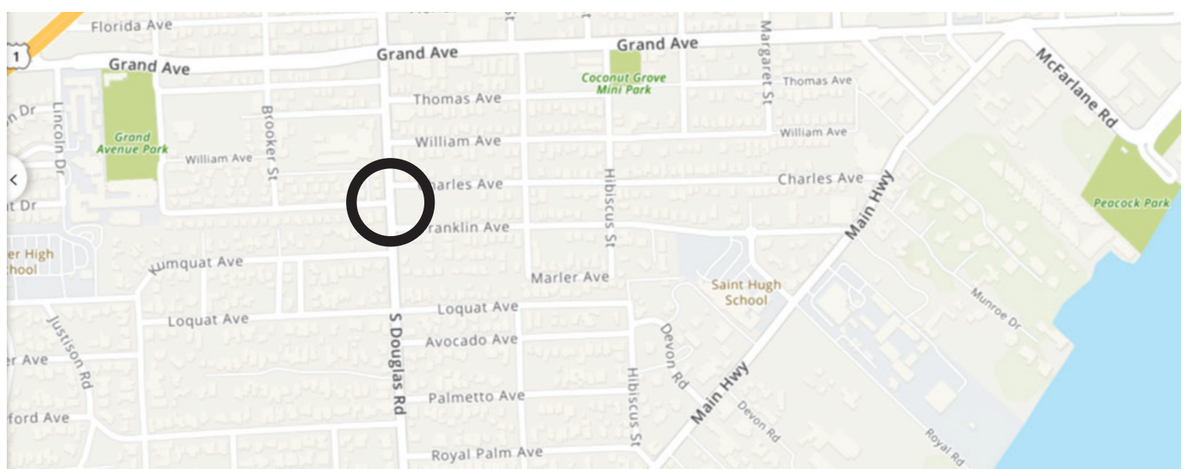
The first road that we will be looking at is Grand Avenue where we will analyze the difference between East vs West Coconut Grove. East Coconut Grove is where the big developments and new constructions are. In 2018 I visited the site and I spoke to the many incredible individuals in West coconut grove. While I was there I so many luxurious cars passing by going to East coconut grove. I then wondered how would I feel if I lived in a place where my side of the town is not taken care of and the other side was, and these cars were evidence. I also thought of another perspectives what if it also showed the anticipation of gentrification. At the time I was there, many individuals started leaving the area already and the prices were increasing. Gentrification was already upon the community, and I could see the residences saying those same people in those cars are the same people that will be taking our homes in the future. This is truly a great parallel, the parallel of the rich and the poor and all of this can be seen on Grand Avenue





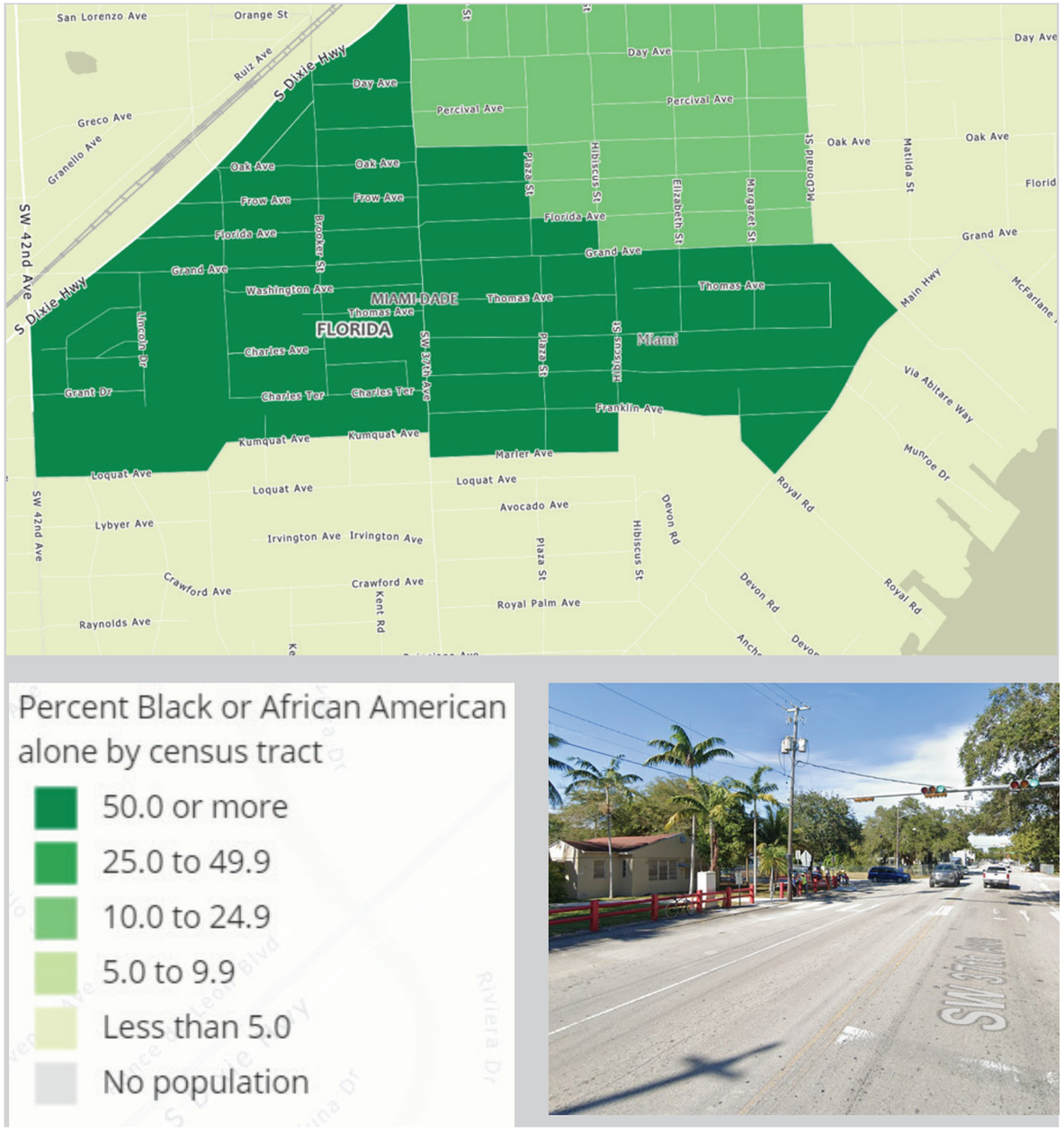
THREshold 2 (S DOUGLAS RD) NORTH vs SOUTH Coconut Grove

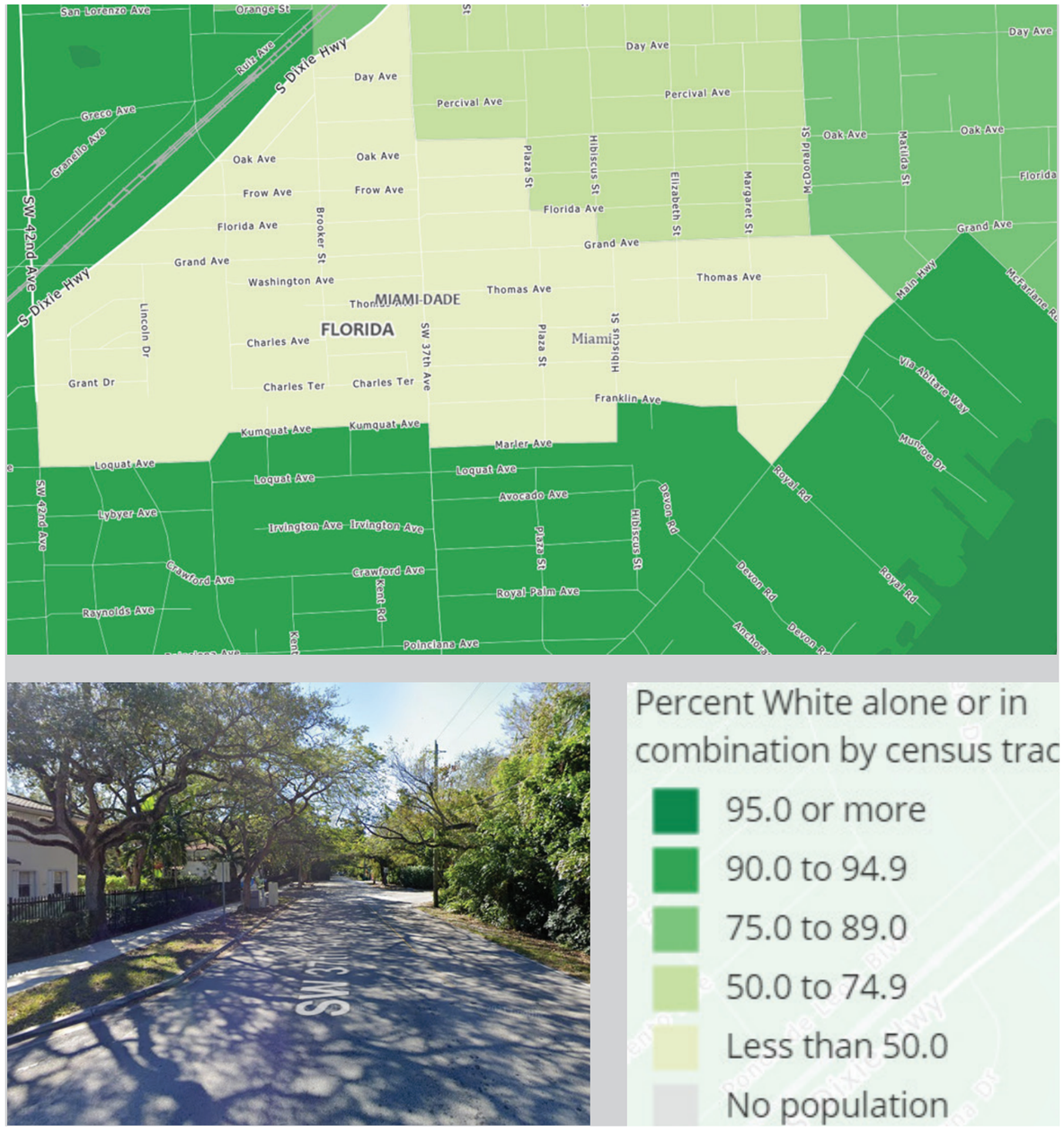
A similar story can be told on S Douglas Road, you won't see super expensive cars but you will see a big different in environment. As you can see in the pictures there are more trees in South coconut grove in comparison to north coconut grove. This truly shows the comparison of a place being taken care more than the other. I am











Next, we move into on of the real reasons why this difference is happening. In these two diagrams we can see the percentage of whites and blacks in Coconut grove. We can see that majority of the black people in the area live in north coconut grove while the majority of the white people in the area live in Coconut Grove Through this information, we can draw the conclusion that the people that live in the white side of the town is more taken care then the people that live in the black side of the town.



Man in Goombay Festival



ACE Theatre

This affects the community in a powerful way, many of the lots are now vacant when the area used to be a thriving area, where there would be a lot of people walking and a lot of community gatherings. Things such as the goombay festival was stopped for a period of time because of the lack of funding of the organizations that funded the festival.

COCONUT GROVE (A MEMOIR)

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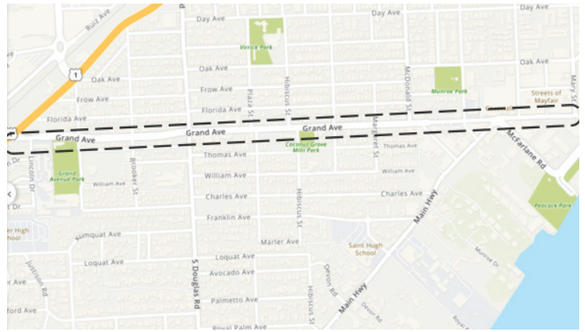
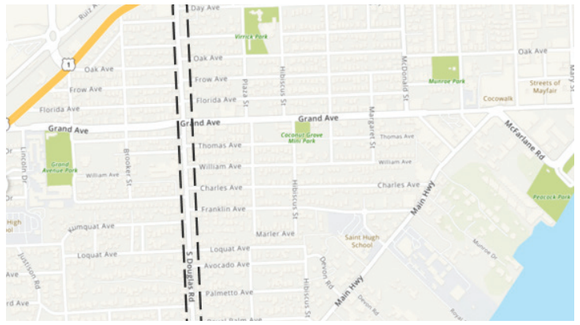
Early Bahamian settlers in Coconut Grove





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GOOMBAY FESTIVAL HISTORY

Kherby Jean





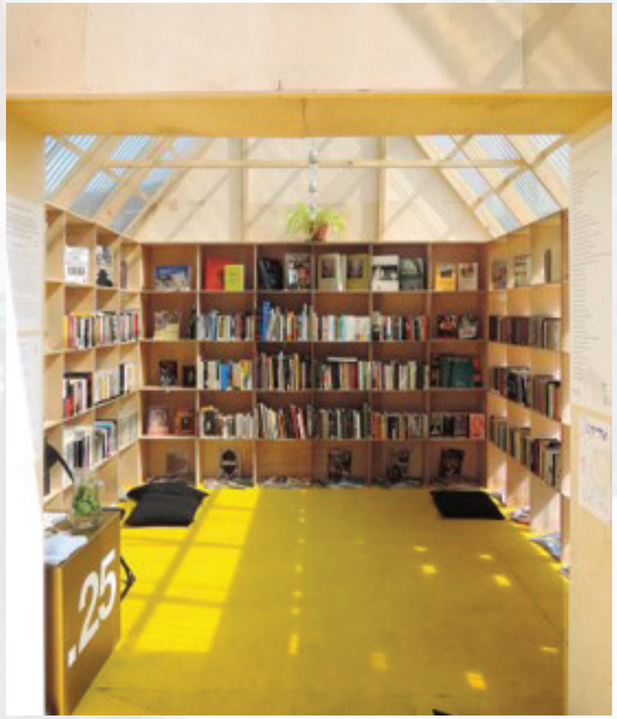
GOOMBAY INSTRUMENT

The goombay festival is an event that happens every year in Coconut Grove and has been around for about 37 years, one of the people who first contributed to it was Charles Major Jr, he was an even organizer. The essence of the goombay festival is that it is about the community, it is about the Bahamian culture, food, and music. I first started on a street called Whitehead Street then moved to Grand Avenue. The original founders included Charles's father Charles Major Sr, and Fred Scholl. Both were a part of the Neighborhood Improvement Association.



PRECEDENT STUDY

The FkZ quarter is located on Dajwor Street on an empty lot at the back of a synagogue designed by BudCud. It is for the 25th anniversary of the Jewish culture festival in Cracow in Poland. BudCub designed this temporary space for people participating on the festival. The purpose of the project was to bring social to the site. The quarter has a yellow floor which makes the space look brighter and it all has transparent corrugated plastic as the roof which brings in a lot of light. In addition, it is also wood framed and has thick plywood plates for the flooring. Some of the programs include a library, a café, a graphic studio, and a stage in the middle connecting all three spaces together.









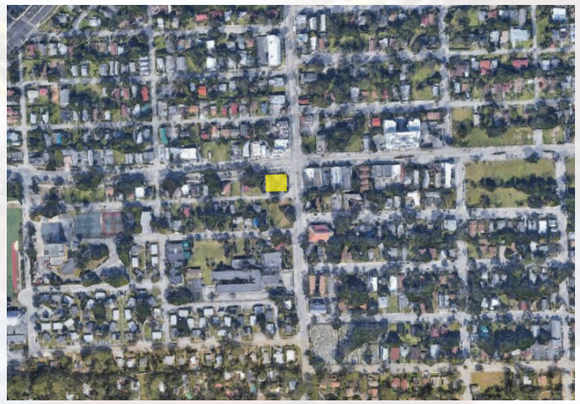
SITE MAP

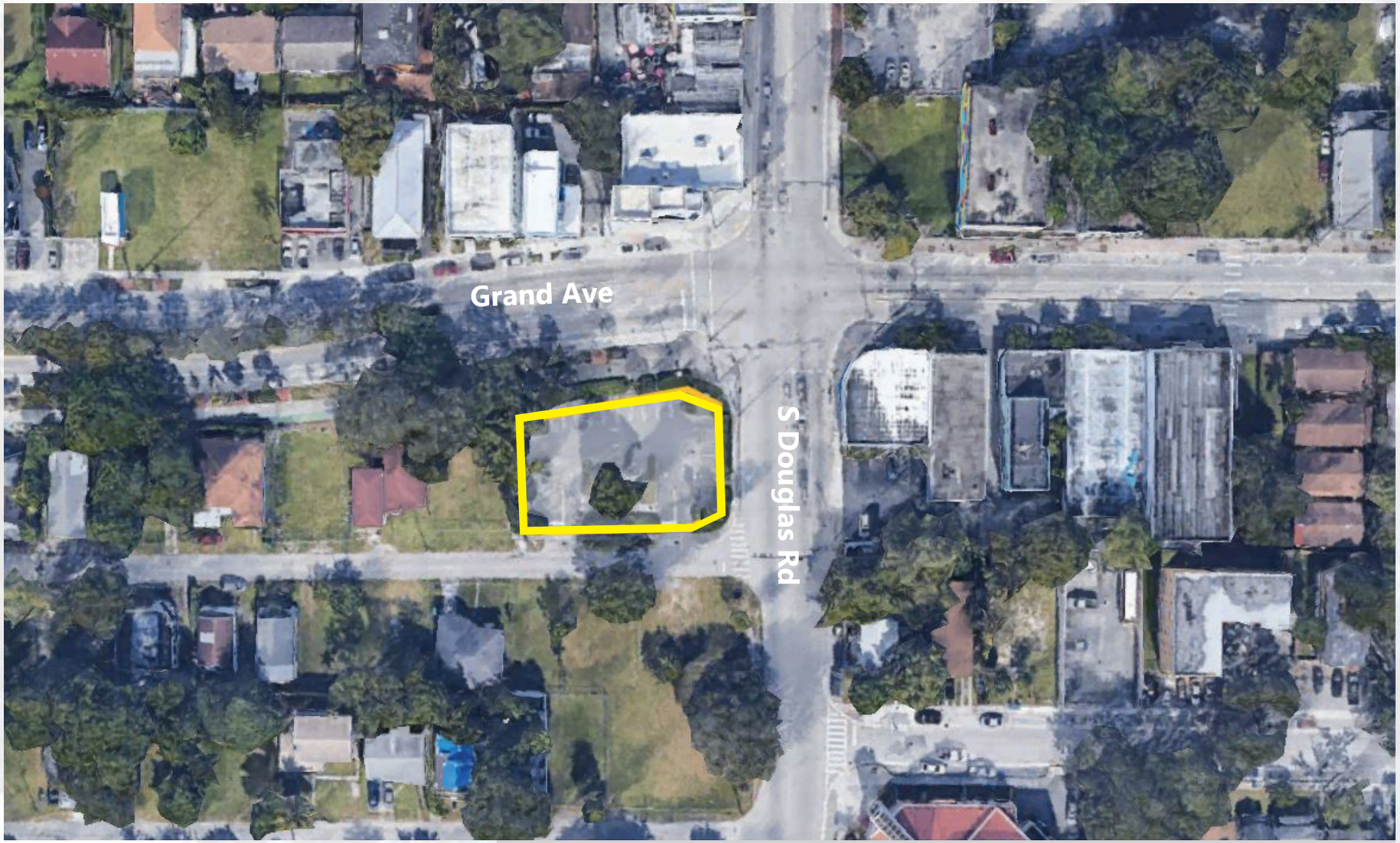
Grand Ave and S Douglas Rd

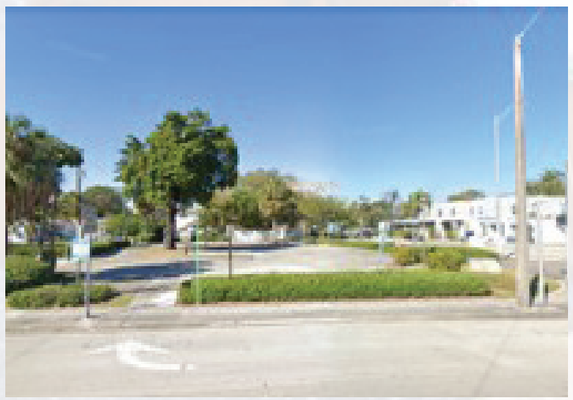
Area: 11,071

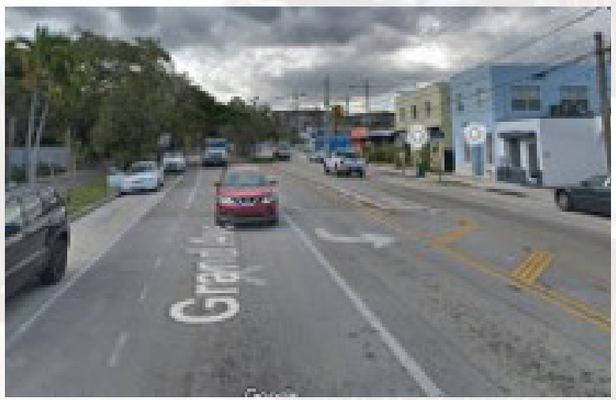
Site Detail: Vacant parking Lot with tree in the middle

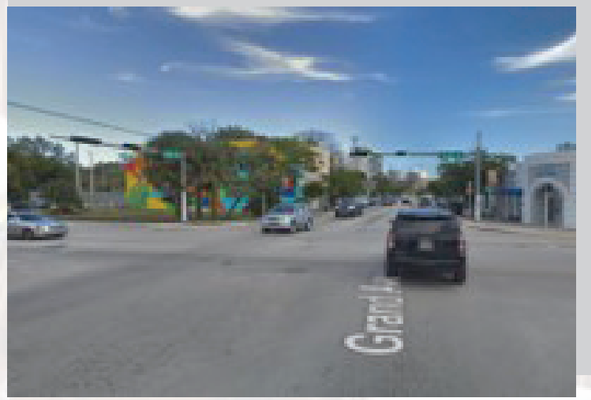






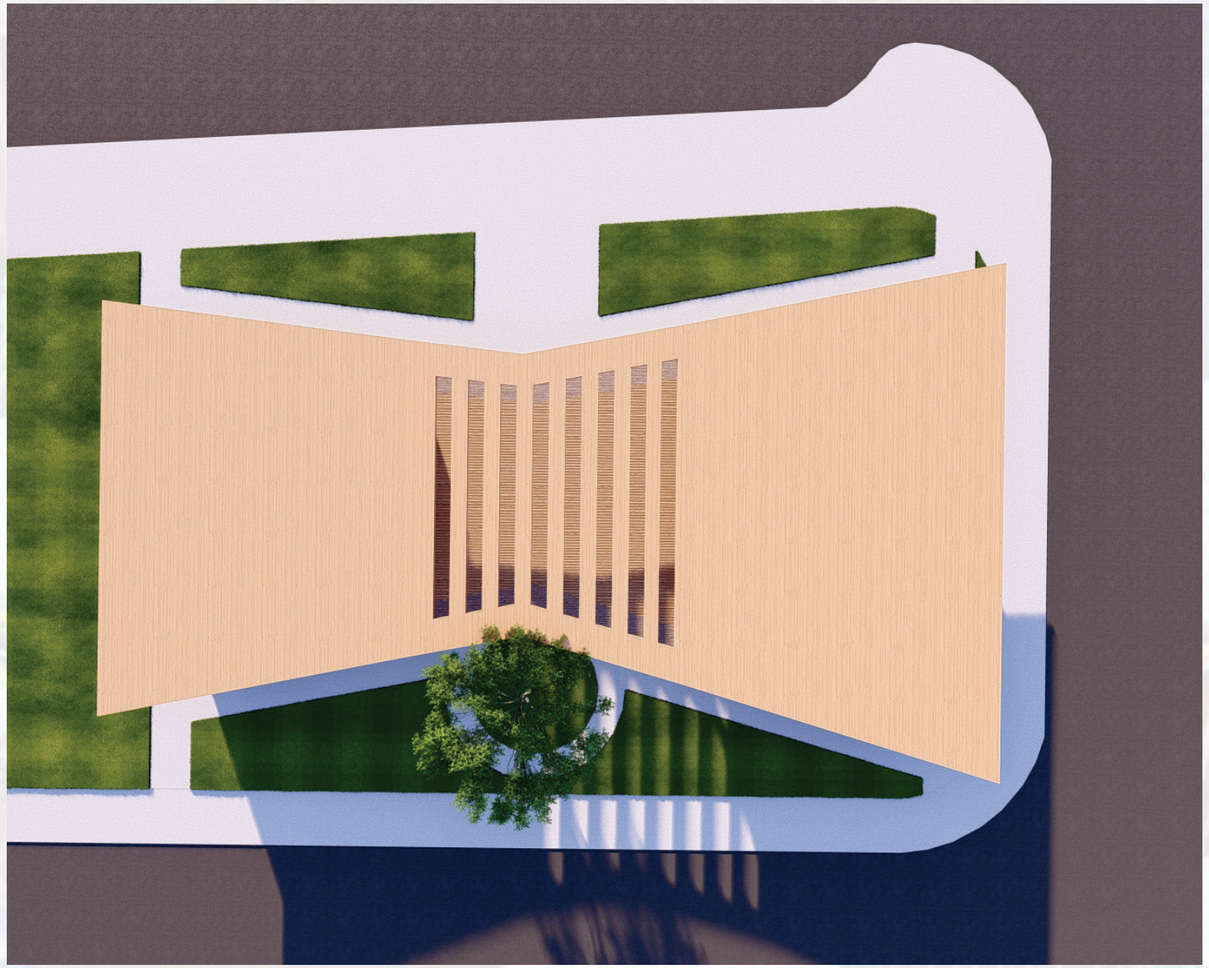




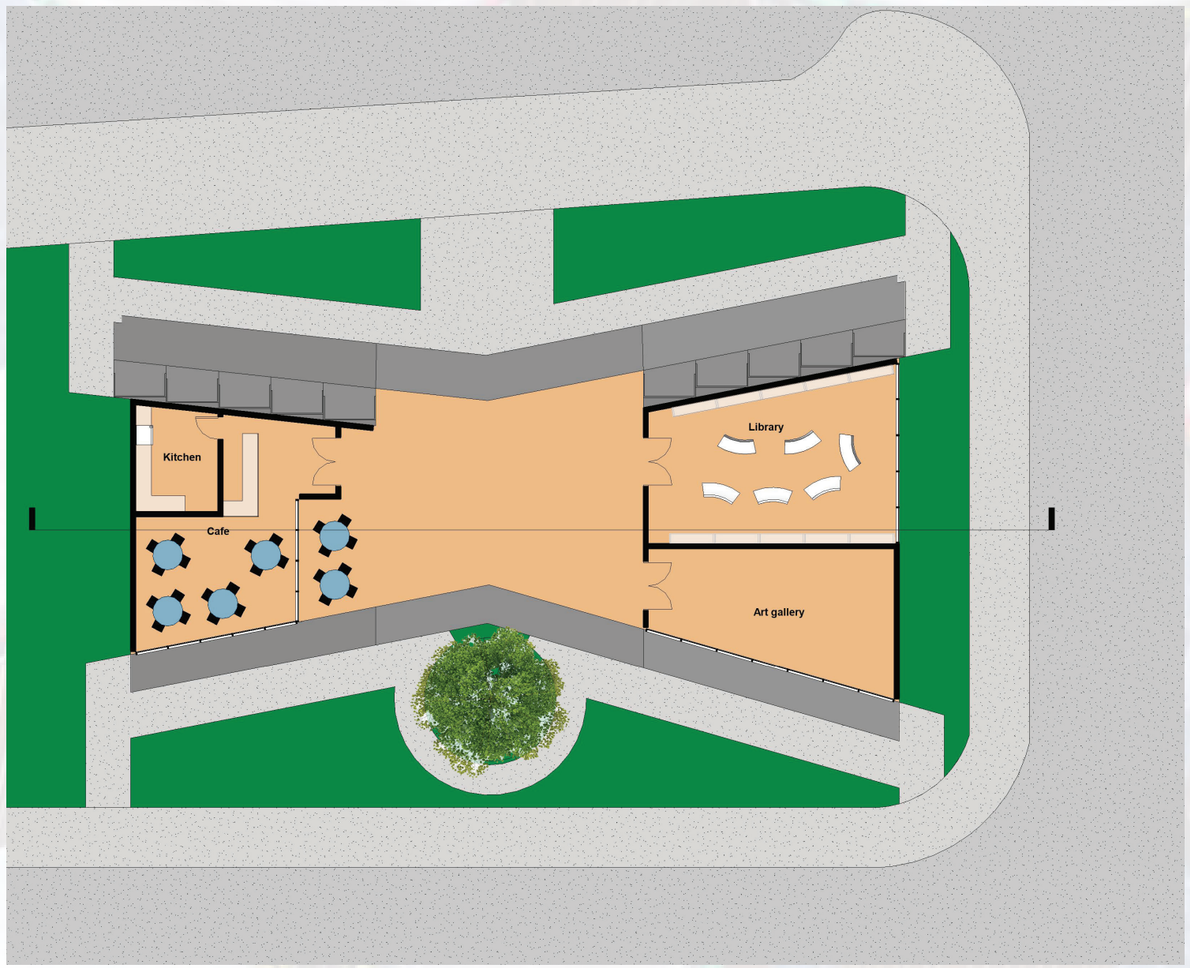




DRAWINGS



SITE PLAN

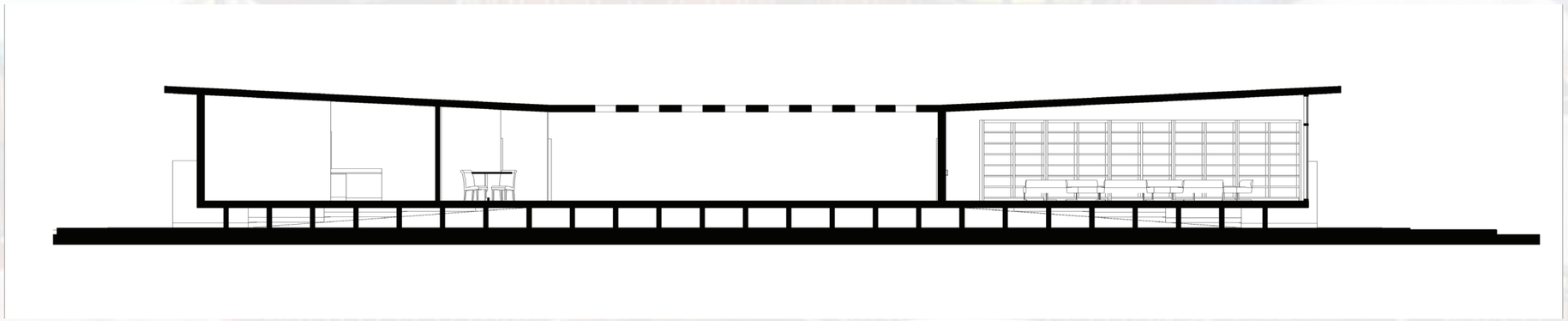


FLOOR PLAN

MATERIAL

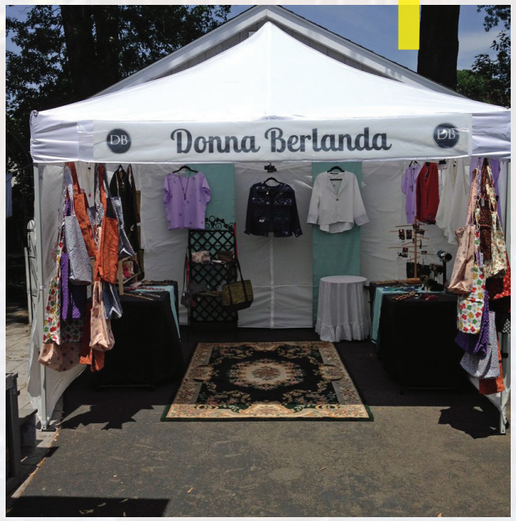
WOOD













The Goombay Festival is a vehicle for showcasing the contributions of Bahamians to the city of Miami.



Man in Goombay Festival



ACE Theatre

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Atlantic Station Influencing Gentrification of Other Communityies?

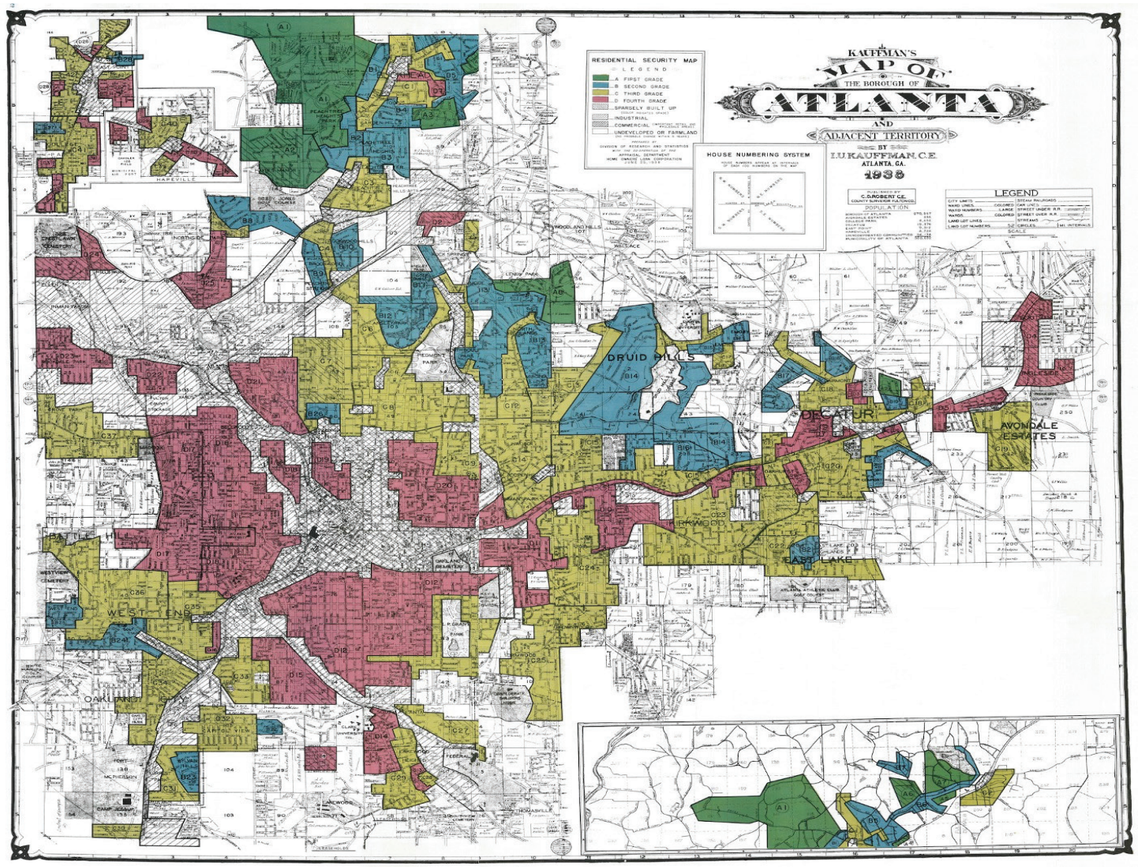
Analyzing Effects of Upscale Mixed-Use Neighborhoods in Metro Atlanta Areas

Jalen Carlyle

Atlantic Station Influencing Gentrification of Other Communities?

Analyzing Affects of Upscale Mixed-Use Neighborhoods in Metro Atlanta Areas

Jalen Carlyle



Map of the City of Atlanta (1938) color-coded to represent the grades for neighborhoods.
Source: Home Owners Loan Corporation

INTRODUCTION

The history of African Americans in Atlanta is synonymous with the history of Atlanta itself, "From the early days of slaveholding until today, when the last five mayors of Atlanta have been African Americans, the story of the largest southern city can be told through the experiences of its largest ethnic minority," (NPS). For decades African Americans have made up a majority of the Atlanta population; however, (as pictured above), there have been numerous attempts to gentrify heavily populated Black areas. This map identifies different neighborhoods and their "grade" based upon residential security. "The red swaths identify each area with large African-American populations as being a "hazardous place to underwrite mortgages." This is what was known as redlining, and it was perfectly legal for many years," (Darin Givens). These maps listed the percentage of black residents in each neighborhood, and of all of the neighborhoods classified as "best" or "still desirable," the population was 0%; and right above the epicenter of this map, is what is known today as Midtown's "Atlantic Station."

CONTEXT

Even before desegregation took place African Americans created their own opportunities in businesses, publications, and sports. "Evidence of successful businesses was most noticeable in Sweet Auburn, now known as the Sweet Auburn Historic District, a one-mile corridor that served as the downtown of Atlanta's black community," (NPS). Businesses flourished throughout the 1930s and 1940s, including restaurants, hotels, and nightclubs where Cab Calloway and Duke Ellington performed. The city of Atlanta has always been a place where African-Americans could thrive, financially, socially, and even politically. However due to recent developments these aspects of our lives are now coming into question.

ATLANTA'S POPULATION SHIFT

"Although gentrification has expanded the city's tax base and weeded out blight, it has had an unintended effect on Atlanta, long a lure to African-Americans and a symbol of black success. For the first time since the 1920's," (Shaila Dewen). The black percentage of the city of Atlanta's population is declining and the white percentage is on the rise."There could be a time in the not-too-distant future when the black population is below half of the city population, if this trend continues," said William Frey, a demographer at the Brookings Institution, a Washington research group. Mr. Frey did not know how correct he was, In the year of 2020 the percentage of the Black population dropped to 47%. This is versus about 62% in the year 2000, 5 years before this statement was made.

Atlanta, Georgia - Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Change	Percentages
Total Population	420,003	100.00%	417,936	100.00%	2,067	0.49%
Population by Race						
American Indian and Alaska native alone	988	0.24%	765	0.18%	223	29.15%
Asian alone	13,188	3.14%	8,045	1.92%	5,143	63.93%
Black or African American alone	226,894	54.02%	257,223	61.55%	-30,329	-11.79%
Native Hawaiian and Other Pacific native alone	132	0.03%	172	0.04%	-40	-23.26%
Some other race alone	9,317	2.22%	8,257	1.98%	1,060	12.84%
Two or more races	8,369	1.99%	5,193	1.24%	3,176	61.16%
White alone	161,115	38.36%	138,281	33.09%	22,834	16.51%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	398,188	94.81%	399,231	95.52%	-1,043	-0.26%
Persons of Hispanic or Latino Origin	21,815	5.19%	18,705	4.48%	3,110	16.63%
Population by Gender						
Female	211,035	50.25%	210,552	50.38%	483	0.23%
Male	208,968	49.75%	207,384	49.62%	1,584	0.76%
Population by Age						
Persons 0 to 4 years	26,789	6.38%	26,783	6.41%	6	0.02%
Persons 5 to 17 years	54,621	13.00%	66,636	15.94%	-12,015	-18.03%
Persons 18 to 64 years	297,254	70.77%	283,863	67.92%	13,391	4.72%
Persons 65 years and over	41,339	9.84%	40,654	9.73%	685	1.68%

Census for the City of Atlanta 2000-2010.
Source: US Census Bureau

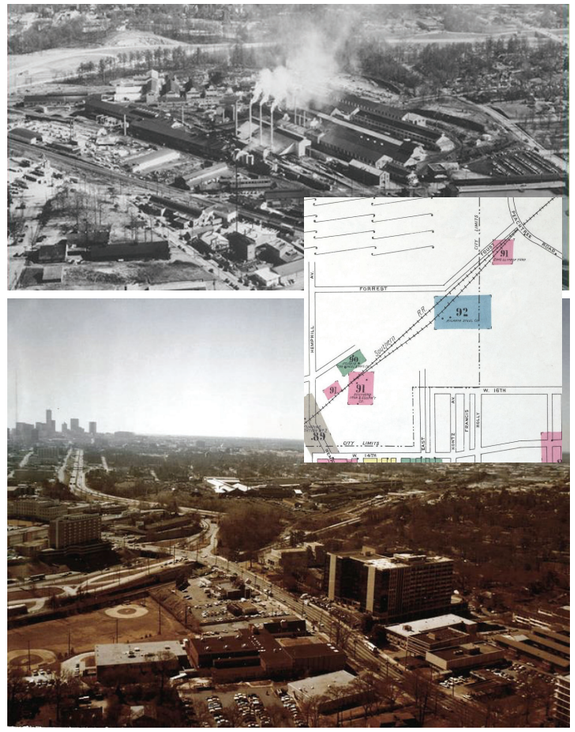
The AJC analysis said Atlanta's population grew by more than 71,000 since 2010:

- New white residents accounted for just over 50% of them
- 23% were Hispanic or Asian
- Only 9% of the city's new residents were African American (11alive).

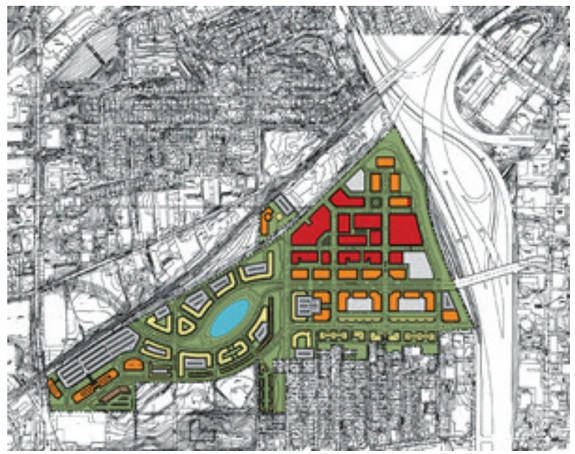
The change has introduced an element of uncertainty into local politics, which has been dominated by blacks since 1973, when Atlanta became the first major Southern city to elect a black mayor. "It's certainly affecting local politics," said Billy Linville, a political consultant who has worked for Ms. Franklin. "More white politicians are focusing on possibly becoming mayor and positioning themselves accordingly, whereas in the past they would not have. The next mayor of Atlanta, I believe, will be African-American, but after that it may get very interesting." (NY Times).

ATLANTIC STATION

Atlantic Station was originally a steel company with a large steel mill, dating back to 1901 when it was founded as the Atlanta Hoop Company with 120 employees, and which produced cotton bale ties and barrel hoops. In 1998, Jacoby Development purchased the complex for about 76 million USD, tore down the complex, cleaned up the site and built Atlantic Station in its place.



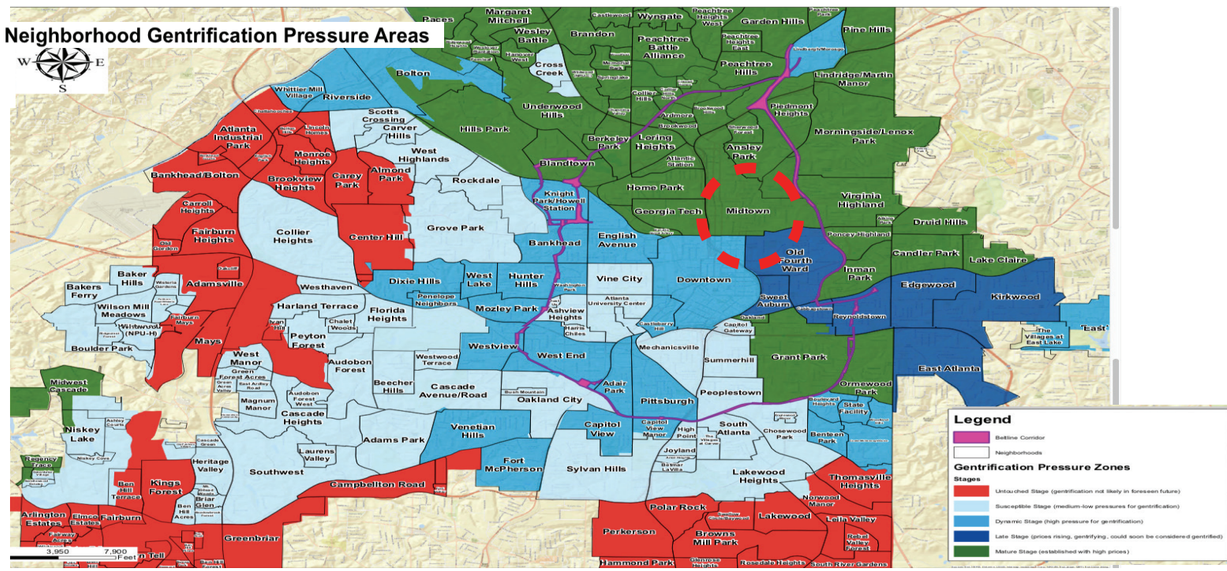
Atlantic Steel Mill
Source: Atlantic Station



Atlantic Station Master Plan
Source: Buildings

Atlantic Station's original design of the space was intended to include 15 million square feet of retail, office, residential space as well as 11 acres of public parks.

"Housing has also mushroomed in places where it had not previously existed. The most ambitious project, Atlantic Station, a shopping and residential district on the site of a former steel mill near downtown, will have more than 2,000 units. Loft prices start at $160,000," (Shaila Dewen). Housing developments such as these are impacting communities throughout the city. Even the Old Fourth Ward, the once elegant black neighborhood where Martin Luther King Jr. was born, is now less than 75 percent black, down from 94 percent in 1990, as houses have skyrocketed in value and low-rent apartments have been replaced by new developments. There are displacements being caused by these intended "problem *solutions*" that are not being addressed. Another Midtown development, The Atlanta Beltline is also a factor.



Atlanta Gentrification Pressure Map
Source: AtlantaGov

Atlanta Beltline has triggered property value increases. "Median sales prices in Beltline neighborhoods such as Adair Park and Westview ballooned by 68 percent between 2011 and 2015, per the study." Dan Immergluck also sounded the alarm in an interview with CityLab, asserting that the Beltline's current trajectory could lead to the "economic and possibly racial resegregation of the city." (Atlanta Curbed). The effects these projects have had on the community is unquestionable, however the true problem lies in what these developments are doing to those outside of the city, in neighboring communities. Half a decade ago, news spread of the next Atlantic Station coming to South Metro-Atlanta (Henry County), in a development that would become known as ***Jodeco Crossings***.

THE INFLUENCE

Jeff Grant and his partners have owned over 150 acres of land in south Henry County since 1985. At one point, one of the partners lived on it, but other than that, the land acres has remained untouched. Grant is a Henry County native and plans on turning this into the same type of intensive mixed-use projects seen commonly in Atlanta, less than 30 miles north. “That piece was bought more for the beauty of it. It wasn't really bought or true speculation,” Grant said. “Now that things have evolved the way they have, I guess we were lucky in a good sense.” After Jodeco Crossings was first proposed there was a halt on the project. “County commissioners denied the annexation request earlier this month, and stated that they wanted to keep the development under the county’s control instead of the city,” (Henry Herald). Several Henry County residents spoke against it expressing concerns about having infrastructure and transportation fixes in place before proceeding with the development. When the project was originally proposed in 2015, a development of regional impact review was completed by Georgia DCA and the Atlanta Regional Commission. Though the concept site plan and proposes uses have undergone revisions since then, the recommendations from the project’s traffic impact study should still be valued and local governments look for funding to implement the recommendations. “The traffic study estimated that 34,317 new daily vehicle trips will be generated by the development,” (Moving Henry Forward). The study recommended several road improvements and intersection projects to support the additional traffic on surrounding roadways.



Atlantic Jodeco Crossings Sketch Rendering
Source: Because We Care Atlanta South

BRIDGES AT JODECO

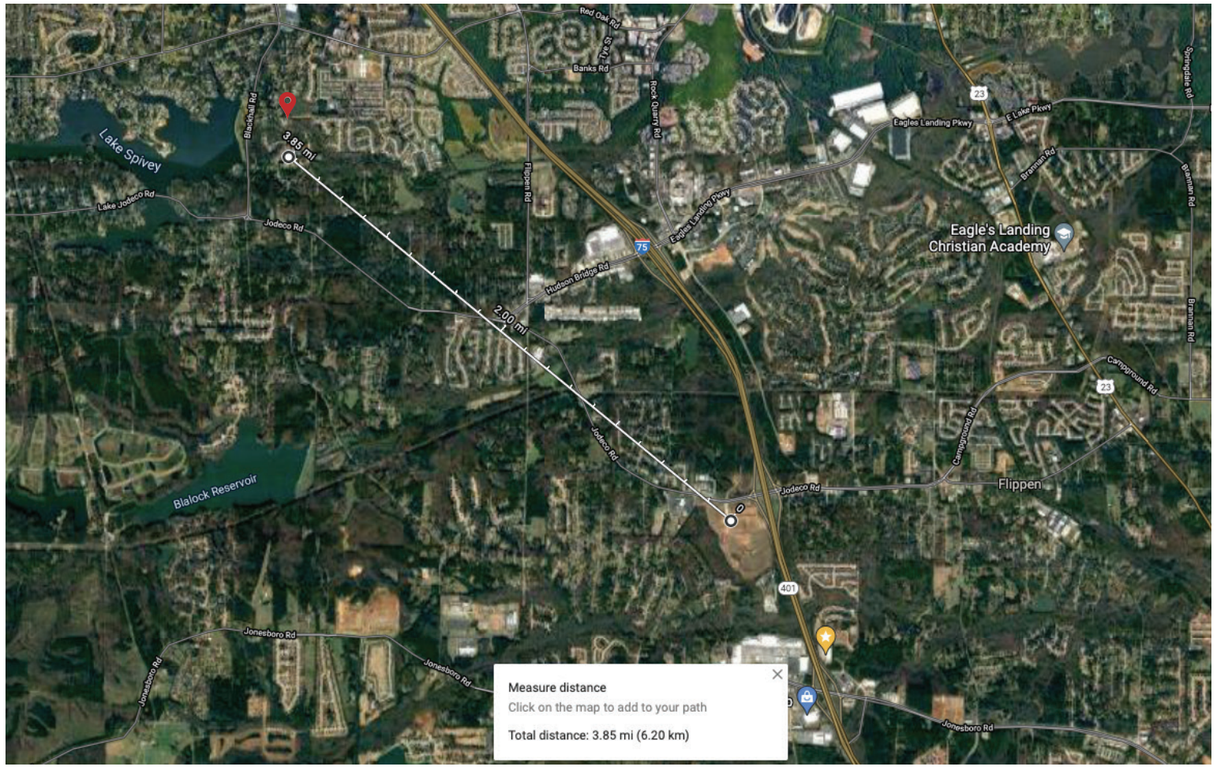
Now entitled Bridges at Jodeco, the project’s residential components are expected to include: 300 apartment units, 176 single-family lots, 90 townhouses, as well as 52.4 acres of commercial space. Jodeco 158 is not the only firm planning mixed-use in the Metro Atlanta area. Other developers are eyeing mixed-use as well.



Bridges at Jodeco Site Map
Source: LPC Retail



Bridges at Jodeco Site Plan
Source:Moving Henry Forward



Distance From Bridges at Jodeco to my Home
Source: Google Maps

CLOSE TO HOME

The intended site for Bridges at Jodeco is actually less than 4 miles from my home, and is only 5,000 feet from my former high school. Because of the close proximity this project has to myself, my family, and my friends, I am witnessing first hand the effect of a high-end development project within a community. A number of former classmates, as well as their families, have had to move due to increases in costs of living, as well as fear of Henry County becoming a second Atlanta.

"I chose to live in Henry County because of the peace and quiet that it offered, but still the short commute it provided to downtown. If I wanted to live downtown, I would have moved downtown." Lil Patterson (former neighbor) states. Ms. Lil had been a member of our community since before I was born, and now with this new development in progress, she felt she had no choice but to leave. It is not just people who are being forced out of the community either, it's businesses as well.

Prior to the construction phase of the mixed-use development beginning, there were several road improvements and intersection projects conducted to support the additional future traffic on surrounding roadways. These "road improvements" however, created extreme problems for certain business/ customer relationships. For example, a locally owned gas station located along Jodeco Road, that originally you would have driven directly into, now required an additional 1,000 feet of road to access. This of course led to a decline in business because on the other side of I-75 were gas stations not requiring this additional effort. The local store lasted for less than a year after the road construction before closing down. "BIG GOVERNMENT WINS, SMALL BUSINESSES LOSE" read a banner which they hung over the front of the store.

INTERSECTION SOLUTIONS

Intersection improvements recommend by the project included the following:

- Install a traffic signal, with appropriate turn lanes, at Jodeco Road and the western parallel connector
- Install a traffic signal, with appropriate turn lanes, at Jodeco Road and Chambers Road
- Add turn lanes at Chambers Road and Mt. Olive Road (west)

(Moving Henry Forward).



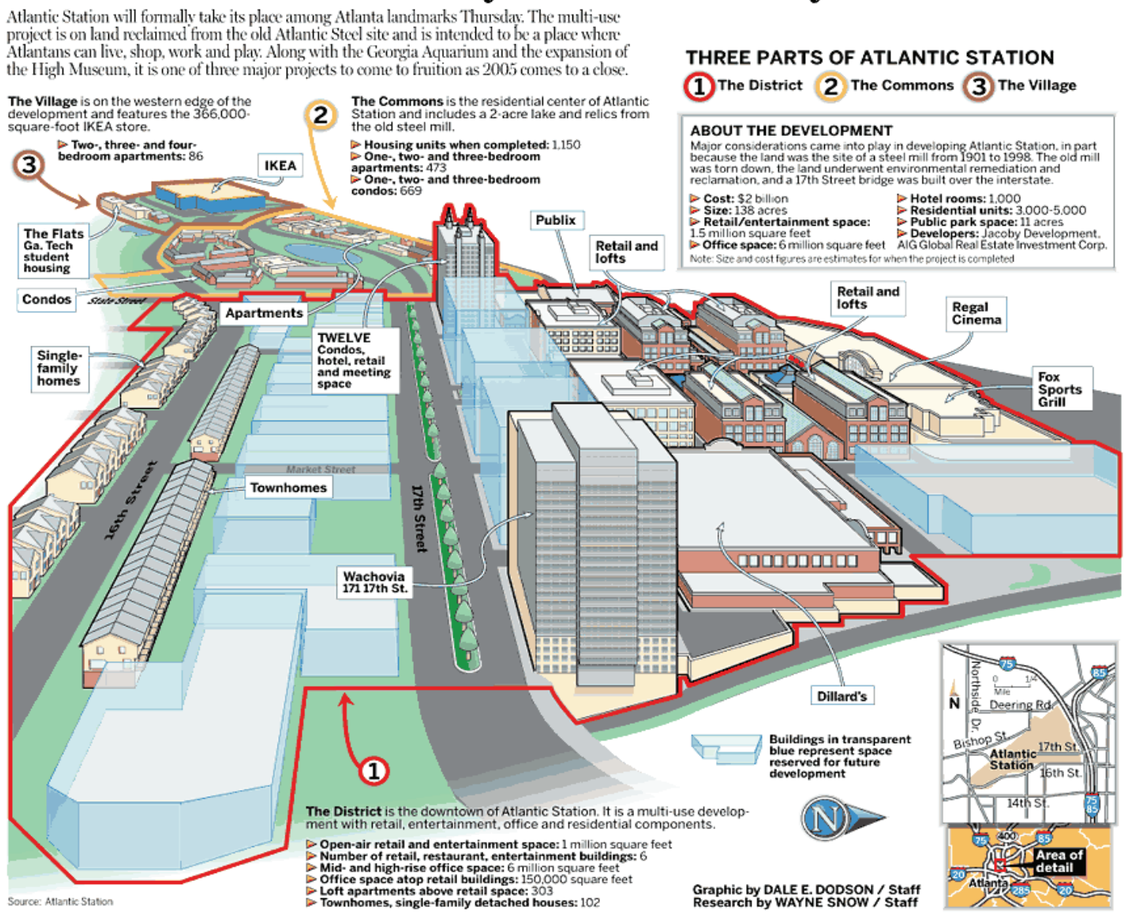
Chevron Gas Station Oct. 2012
Source: Google Maps



Chevron Gas Station Oct. 2015
Source: Google Maps



Chevron Gas Station Feb. 2021
Source: Google Maps



Atlantic Station Plans
Source: ScholarBlogs



Atlantic Station Courtyard
Source: The Connor Group



Atlantic Station Green-roofs
Source: Curbed Atlanta

MOVING FORWARD

Moving forward, the most important factor in the design of mixed-use developments will be the extent to which the resultant environment supports walking, bicycling, and mass transit as viable choices for travel within a 100-mile radius of home. "The question you should be asking every time a new mixed-use project is evaluated is this: "Can the people who live and work here sustain their lifestyles for travel between home, work, and leisure destinations within 100 to 500 miles either by walking, biking, taking the bus or train, or using a shared car?" (Buildings). Most large American cities provide this opportunity through pre-existing urban patterns and transportation infrastructure; however, while a city-like pattern of development can be replicated in the suburbs and in greenfield sites, construction of new mass-transportation infrastructure is expensive and cannot be afforded by most privately financed mixed-use development projects. Today's mixed-use centers need to focus on links to the larger urban core and nearby neighborhoods. Transit needs to be a major component of mixed-use plans, in addition to neighborhood-focused offerings, such as dry cleaners, cafés, and grocery stores, all located within a few-block radius.

"Perhaps one of the most notable factors fueling the trend toward redevelopment of urban sites is the realization that more makes the city better, while less of everything is better in suburbia," (Buildings). Developers are realizing that it's easier to get economically sustainable, mixed-use projects approved in existing cities than in automobile-oriented suburbs. More restaurants, shops, residents, and jobs make urban environments more dynamic and attractive. "More importantly, density increases the viability of mass-transportation systems and innovative transportation models, such as car sharing - all of which reduce dependency on personal automobiles for daily needs," (Buildings).

CONCLUSION

Although these solutions are considerate toward the residents of the *new* community, what about those who lived there before? These developmental phases are bringing uprooting and unemployment to communities. Instead of exploring methods to benefit the new neighbors, and businesses, let's propose some solutions for the existing businesses.

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“Just Green Enough” Pocket Park

CONTEXT

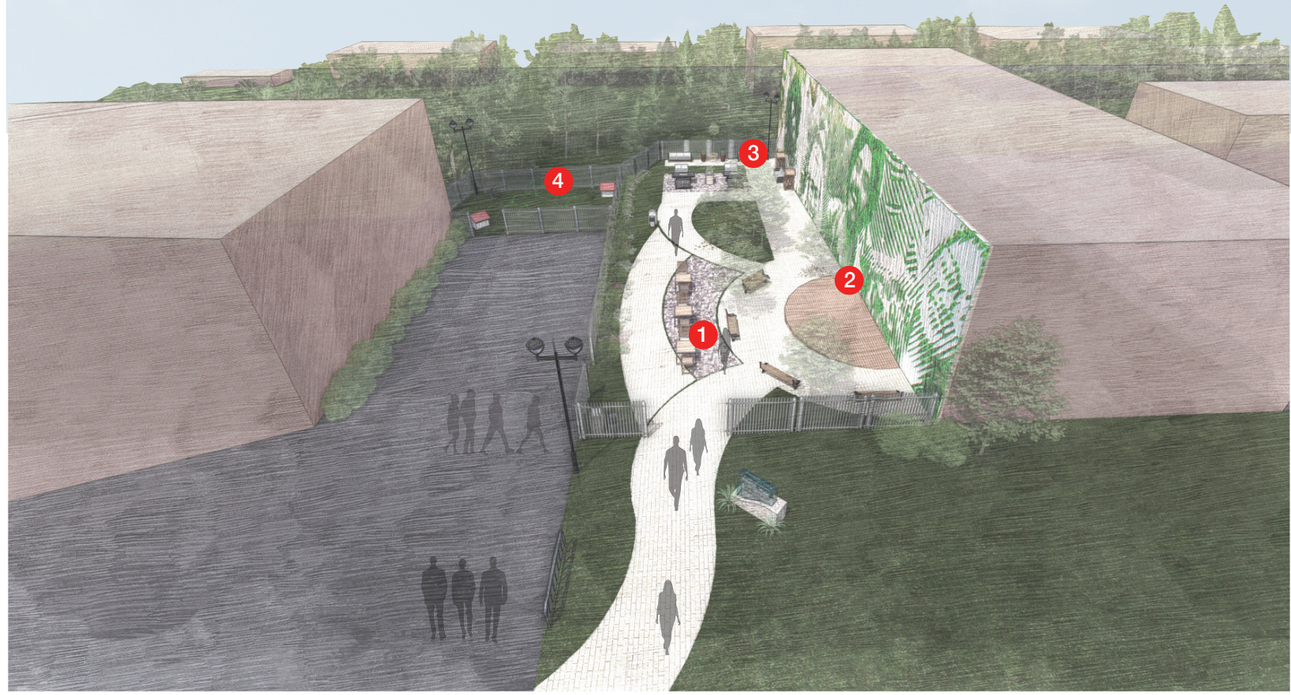
Pocket parks are small, outdoor spaces, usually located in an urban area surrounded by commercial buildings or houses on small lots and provide a safe and inviting environment for surrounding community members.

Successful “pocket parks” have four key qualities: they are accessible; allow people to engage in activities; are comfortable spaces and have a good image; and finally, are sociable places. (NRPA)

Researchers Winifred Curran and Trina Hamilton have offered a solution to green gentrification through the term ***"just green enough."***

SITE

1. SEATING AREA
2. PERFORMANCE STAGE
3. OUTDOOR LIBRARY
4. DOG PARK



MOVING FORWARD

Bringing engagement, and sustainability to an already existing business instead of ripping out a piece of the community and replacing it

Pocket parks have a number of benefits of including: reclamation of vacant lots once filled with weeds and trash, and providing a safe place for kids to play and the community to gather

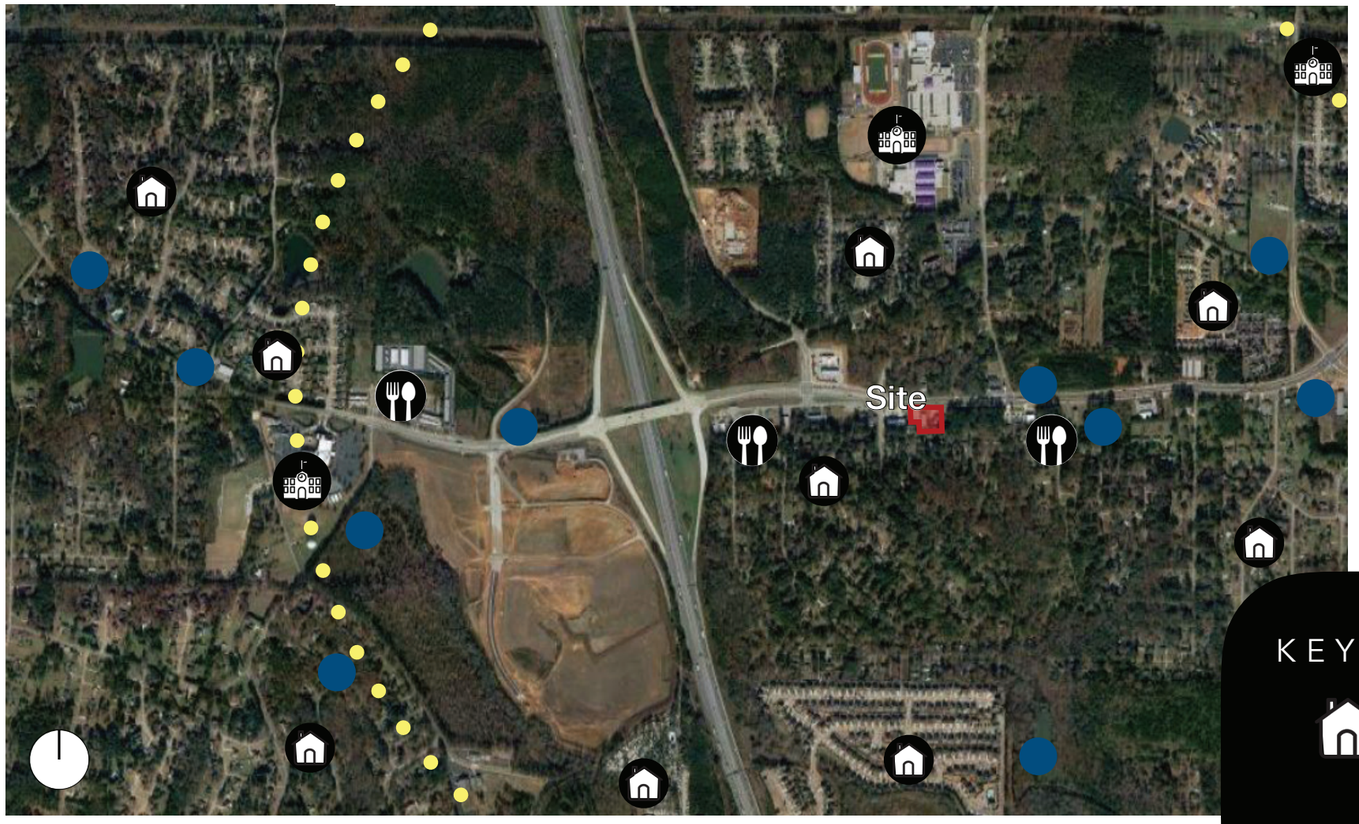
Building park space is not about having the most square-footage, but rather building civic activism and feelings of community belongingness," (Shannon Lee).

These spaces are usually classified as neighborhood parks, and need to be designed with many activities in mind. They can be used as play areas, for taking lunch breaks, or even for small events; One goal I had for the space was to not only be used as a park, so a free outdoor library was also incorporated









"Some scholars have argued that building small and scattered parks in lieu of large iconic green spaces, combined with strategies to protect affordable housing, can lead to "just green enough" outcomes wherein low-income communities can still enjoy the benefits of the new green city."

- Alison Blake

KEY

- Residential Spaces
- Educational Spaces
- Dining Spaces
- "JGE Pocket Park" Proposed Site
- 1 mile radius
- "JGE Pocket Park" Possible Future Sites

Educational Spaces


Eagles Landing High School


Flippen Elementary School


Community Christian School


Eagles Landing Middle School

STAYING LOCAL



Native Rosella

Plant Life

Ground-cover plants provide protection of the topsoil from erosion and drought. In an ecosystem, the ground cover forms the layer of vegetation below
(UGA Cooperative Extension).



Mini Angel's Trumpet 'Alba'

Vegetation

Both Oak and Pine Trees, found in McDonough, GA, reduce water pollution by absorbing fertilizer nutrients, and other trace contaminants in soil. (NAPARCD).

Support

"Just Green Enough" would be located in close proximity to a number of local businesses, would contain a mural wall for local artists, and a performance stage for local musicians and bands to perform!



Live Oak Trees



Pine Trees



Local Businesses



Local Artists



Local Performers

FINAL PROJECTS

ENVIRONMENTAL JUSTICE

ENVIRONMENTAL JUSTICE

BIANCA BRYANT



A New US - Mexico Border

A Sustainable Border Concept

Bianca Bryant



US-Mexico border wall in Otay Mesa, California on August 13, 2021. Image: CNN

INTRODUCTION

The dominant narrative surrounding the US - Mexico border revolves around the preservation of national security specifically for the United States. While the construction of a continuous, impenetrable border wall is controversial in and of itself, it is also equally important to address the less prominent issues surrounding the existing fragments of border walls. Not only are these barriers proving ineffective for deterring illegal immigration, but they have also created sites of environmental racism impacting the surrounding communities that live on either side of the border.

Environmental injustice manifests itself in a variety of ways along the stretch of the border. These injustices stem from physical barriers, infrastructural inadequacies, and industrial corridors, all of which are products of the border and the policies behind it. All of these factors contribute to higher risks that border communities face daily, especially in regards to livelihood, health and life. It is important to distill how communities surrounding the border are disproportionately impacted by the border wall as it stands today. As such, there is an opportunity to reinvent the border into a sustainable force rather than a destructive one. The following project will imagine one conceptual reinvention of the border.

THE CASE OF AMBOS NOGALES

The US-Mexico border divides Ambos Nogales, or the sister cities of Nogales. One is located in Arizona, USA, and the other in Sonora, Mexico. The physical border wall acts as a dam in this region, causing major flooding in both cities. While flood exposure is equal in Ambos Nogales, the environmental justice implications derived from the flooding impact the Nogales, Sonora side more than its US counterpart. This is due to a variety of reasons, the main ones being the increase in population density, greater amount of impervious surfaces, and poorer quality of housing on the Nogales, Sonora side. The US is arguably responsible for the increased flooding in recent years in Nogales, Sonora. Water naturally runs northward towards Arizona from Sonora, which transforms the border wall into an inequitable dam. During flood events, the wall acts as flood protection for the US side but exacerbates flood damage on the Mexico side by retaining water. In an effort to address this issue, there is a large drainage pipe that punctures the border wall to allow water to drain from Sonora to Arizona. However, due to concerns of illegal immigration, the US border patrol constructed a barrier inside the drain without informing the Mexican government. As a result, the drain does not operate as intended, creating these inequitable flooding conditions in Nogales, Sonora.[1]

DISMANTLING THE WALL

The most obvious solution to inundation risk is to deconstruct and remove the wall - the literal floodgate in Ambos Nogales. Needless to say, dismantling the wall is an extremely controversial topic as evident by the former president's adamance to build a continuous barrier along the entirety of the border. However, to construct a continuous border wall for the sake of national security is flawed logic. Considering the fact that most undocumented immigrants in the US are those who entered legally and whose visas have expired, a physical wall is not a worthy solution of the challenge of illegal immigration. Furthermore, exacting the phrase of "where there's a will there's a way," there is no wall that can will completely deter illegal immigration in its entirety.[2] Instead of focusing on a clearly performative act of building the wall, both the US and Mexico governments should redirect their efforts into addressing the actual issues that are pervading the border populations today.

One of the leading causes of illegal activity surrounding the border wall is the economic disparities between the US and Mexico. A 2015 study published in the *Journal of Conflict Resolution* stated that "significant economic disparities between the states will create incentives to illegally transport people or move goods readily available in the poorer



Flooding at the Nogales border wall. Image: Sean Sullivan / Wild Sonora

country but highly regulated in the richer country."[3] Therefore, a comprehensive alternative to the current border situation would be one that addresses financial differences between the US and Mexico.

COMPOUNDING ENVIRONMENTAL INJUSTICES

Unfortunately, resolving economic issues is not the panacea to the complex border problem. In addition to flooding, the history and policies behind the border wall have compounded the environmental injustices even further in this area.

In 1942, the US began the Bracero ("Mexican laborer") Program which allowed Mexican workers to cross the border legally to support industries whose workers left to serve in WWII. The program ended in 1964, at which point thousands of Mexican laborers were forced to return to Mexico, leaving the Mexican border cities overpopulated with a large force of unemployed workers. In response, Mexico created the Border Industrialization Program which incentivized the US to place industrial plants in Mexico due to the availability of cheap labor in the area.[4] Thus began the regime of the maquiladora, or US owned factory, on the US-Mexico border.

While maquiladoras provide thousands of jobs, they also produce environmental injustice due to their toxic and polluting natures. Industrial sites in this area have a reputation of contaminating the air, soil, and water around them by releasing toxic chemical waste. Several studies have concluded that the health risks in these industrial areas near the border are higher than those in more rural areas, which is reflected in higher mortality rates. Industrial air pollution, especially in the form of black carbon, contributes to respiratory and heart diseases.[5]

Lastly, while Ambos Nogales faces extreme flooding events in the summer, the rest of the year is marked by intense drought due to the climate emergency as well as over-reliance on aquifer sources. As a result, many cattle farmers have had to watch their cattle starve to death due to feed scarcity, a result of lack of rainfall. This phenomenon impacts farmers' livelihoods as well as Nogales' overall economy.[6]

A new border strategy would be most impactful if it addresses both environmental economic concerns.





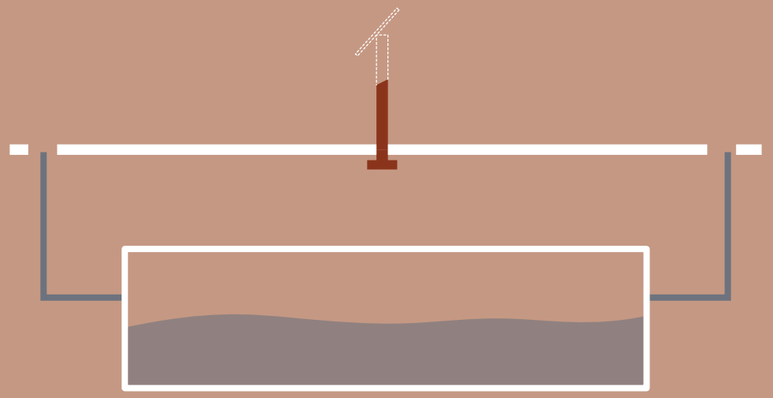


Images (top to bottom): Migrants illegally crossing the border - Pedro Pardo / AFP; Maquiladora in Tijuana - WGNO; Bones of starved livestock on dry ground - Image: Gary Coronado / Los Angeles Times



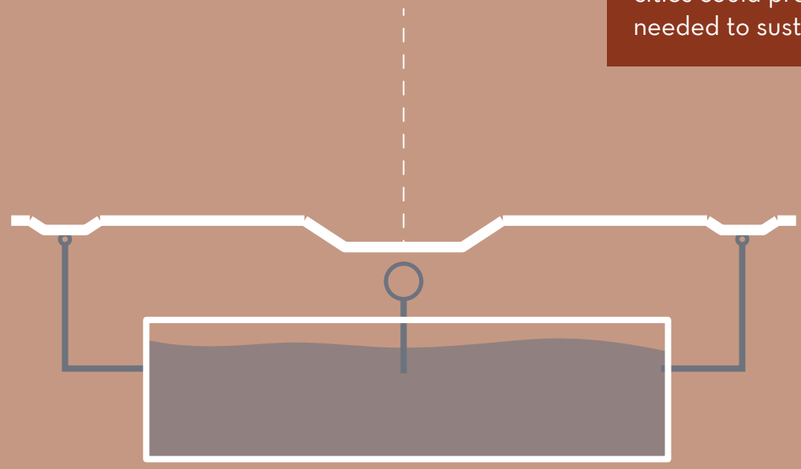
Dismantling the border wall and implementing bioswales are the first steps in this proposal to address the issue of flooding in Ambos Nogales. Bioswales will work in conjunction with an updated storm water drainage system to assist with storm water runoff.[7] The proposal includes bioswales of varying sizes, the largest of which is located at the border site and subsequent ones reducing in size as they move further from the central axis.

Ambos Nogales' population of 285,000 requires ~15 trillion gallons of water annually[8]

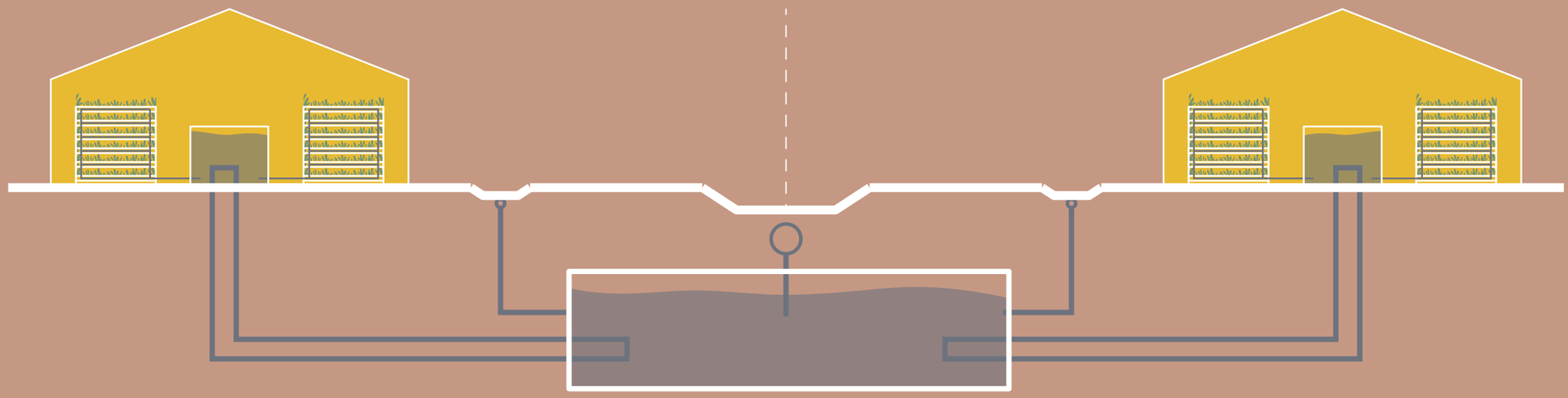


Begin dismantling border wall and recycle materials into underground water catchments

Averaging 14 in of rainfall per year, the cities could provide over 8x the water needed to sustain its residents[9]



Once the wall is fully dismantled, construct bioswales along the border and city streets

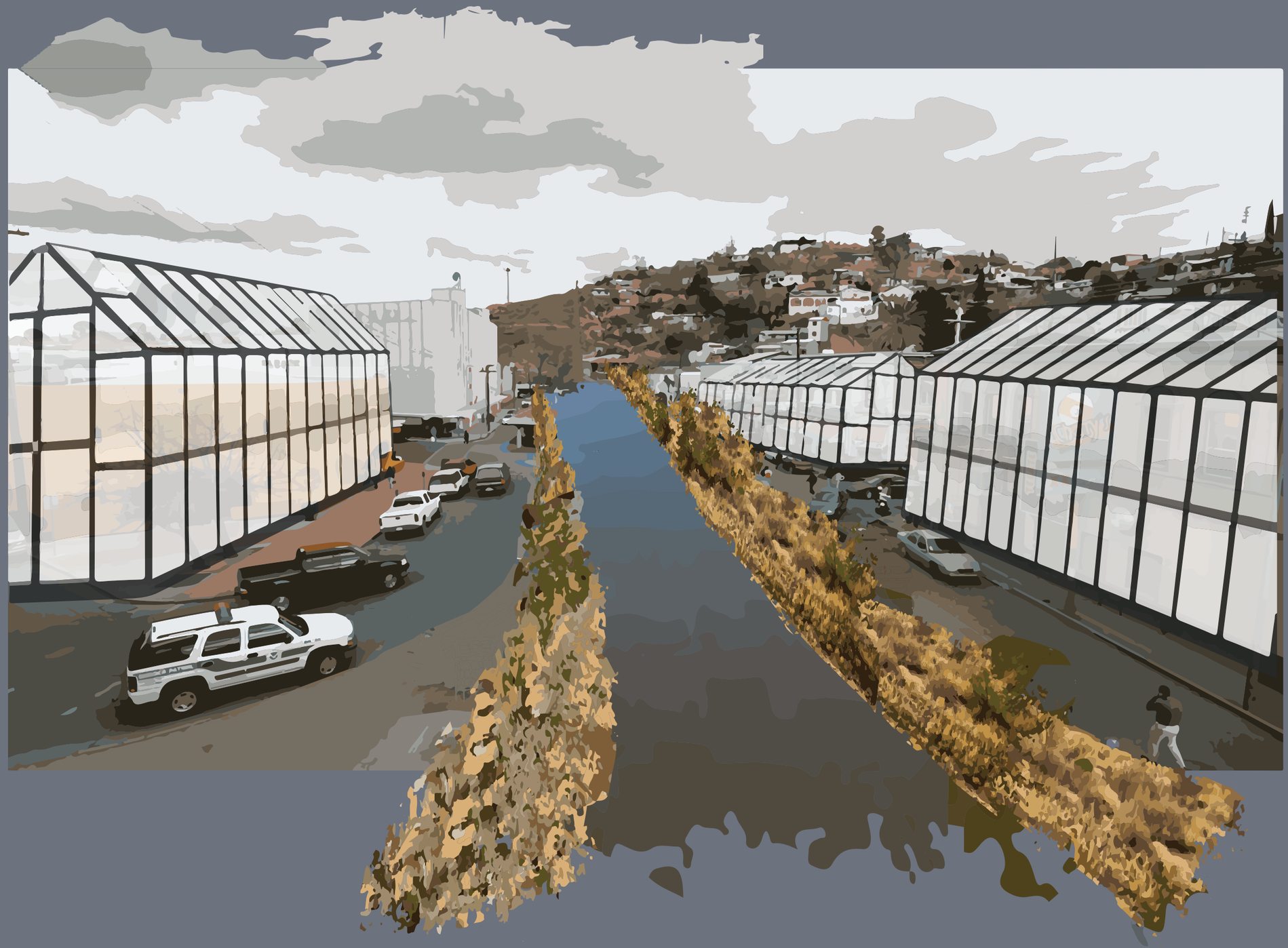


Establish aquaponic industry along the border

1 sq mi of aquaponics along the 2.5 mi border in Nogales would provide 1600 acres of new industry and yield 2x the produce needed to sustain the city[10, 11]

1600 acres of aquaponics would employ 8000 people and produce a profit of $68 mil per year - 12x that of traditional agriculture sector[12, 13, 14]







Gap in the US - Mexico border wall. Image: Eugene Garcia / AP Photo

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Reimangining Fairmount Park

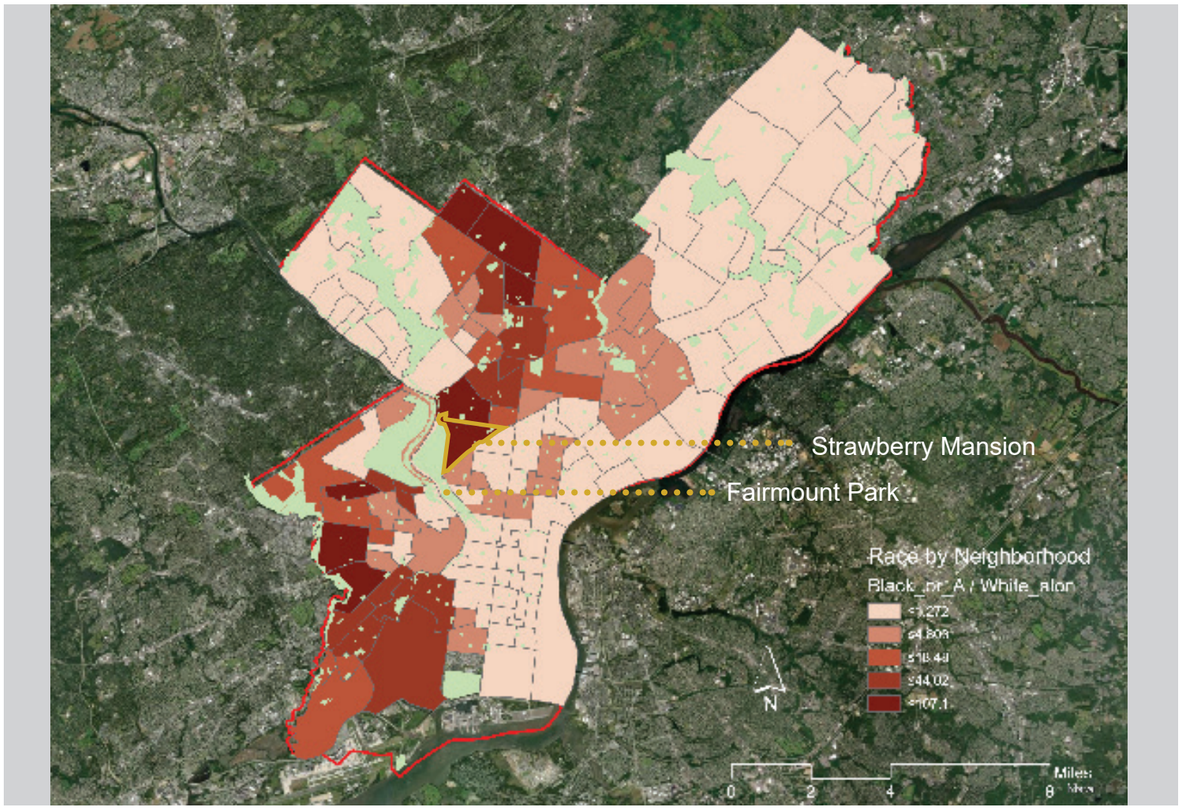
Jake Tiernan



Imagining a Future Around Fairmount Park

How Fairmount Park Can Provide For Surrounding Residents

Jake Tiernan



Race by Neighborhood in Philadelphia, Pennsylvania.

INTRODUCTION

In 1861 King Charles II of England ceded land Southwest of New Jersey to William Penn in order to repay a debt owed to his father. A devout quaker, Penn promptly began to plan a city based on quaker ideals of equality, regardless of race or gender, alongside surveyor general Thomas Holme. Central to this vision was a rectangular street grid in which a publicly accessible greenspace would sit at the center of each block[1].

Today, 95% of residents within Philadelphia still live within walking distance to a park[2]. However, proximity does not guarantee accessibility and Philadelphia, like much of the rest of the country, suffers from a history where parks are often exclusionary spaces.

To create a just and truly accessible park system, these inequities must be explored fully; re-imagining a park not just as a place for recreation, but instead as a fully functional entity that can meet the communitys' needs. In the case of Philadelphia, Fairmount Park is reenvisioned as a place for gathering as well as provision, particularly focused on the neighborhood of Strawberry Mansion that lies adjacent to Fairmount Park and has historically been ignored.

1."William Penn'S Philadelphia Plan | The Cultural Landscape Foundation". 2021. Tclf.Org. https://tclf.org/landscapes/william-penn-philadelphia-plan.
2. "Everyone Should Have A Park Within A 10-Minute Walk Of Home.". 2021. The Trust For Public Land. https://www.tpl.org/city/philadelphia-pennsylvania.
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CONTEXT

Divisions of city and nature extend beyond forests and rivers, and to the people who inhabit them. Rhetoric pushed by champions of parks and conservation within America in the 20th century, such as Teddy Roosevelt and Aldo Leopold, promoted a view in which non-white, non-landing owning, urban dwelling people could not appreciate the sublime beauty of nature, as they were either too primitive or lacked the moral fiber to do so. This rhetoric can be traced in how and where cities have historically invested in their parks, Philadelphia included. In turn, how people use and experience their outdoor spaces showcases the pervasiveness of this rhetoric even now[4].

ISSUES

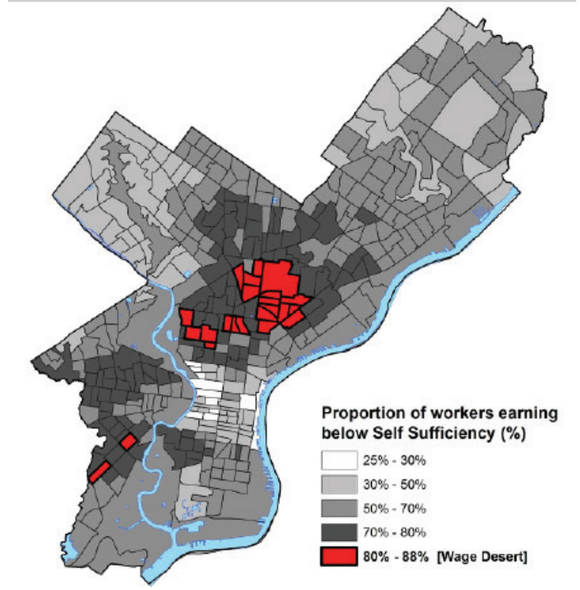
These views eventually evolved into legislation, as is the case with the first hunting licenses. Many Southern states, such as Georgia in 1863, first introduced hunting licenses as a way to keep Northerners from interacting with enslaved Africans and indigenous populations. In the post-civil war Jim Crow South, the hunting license then evolved as a way to force recently freed individuals into share-cropping by restricting their ability to gain economic independence through hunting and trapping[3].

The restriction of what state-owned natural spaces then began to take shape. Whereas land once existed in a mutualistic relationship between the individual and the landscape, with the individual taking what they needed and stewarding it in return, there now existed an entity that sought to control that relationship. That control was enacted to keep the race and class deemed unfit by the "founding fathers of conservation" removed.

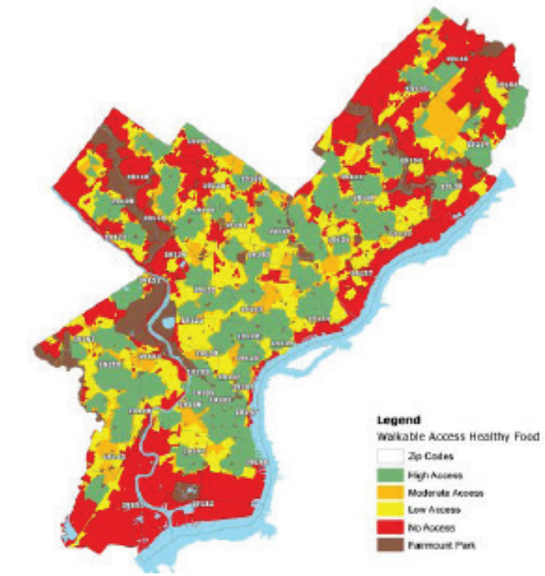
To ensure this plan worked, legislation was needed. Only it could not be as blatant as the language and ideas behind the original hunting licenses, so more codified measures had to be taken.

Take, for example, the restrictions placed on Fairmount Park. Philadelphia's largest park system, Fairmount splits much of the city, weaving its way between Philadelphia's low income, minority populations and its white populations. While these populations have different levels of access to quality of the park,

3. Giltner, Scott E. 2010. Hunting And Fishing In The New South. Baltimore: Johns Hopkins University Press.
4. Muñoz, David. 2020. "Antiracism In Conservation". Presentation, The Pennsylvania State University. , 2020.



Wage Deserts in Philadelphia. 5. "Food Deserts And Wage Deserts: The Importance Of Metaphor In Policy And Activism". 2021. Metropolitics.Org. https://metropolitics.org/Food-Deserts-and-Wage-Deserts-The.html.



Walkable Access to Healthy Food in Philadelphia. 6. https://metropolitics.org/Food-Deserts-and-Wage-Deserts-The.html

they also face drastically different circumstances in their neighborhoods around it.
Strawberry Mansion, a predominantly Black, poor neighborhood alongside the Fairmount's Northeast side, is stuck in the center of a food desert [5,6]. The park has a plethora of avaible options in this category, as shown by the need for U.S. Department of Agriculture's sharpshooters to cull deer every winter[7]. Philadelphia park rules, however, prohibit harvesting anything from the park[8]. While it is not as blatant as the language of the hunting license, the message is clear. Fairmount Park is not meant for residents of neighborhoods like Strawberry Mansion.

Design Intent

To remedy this relationship, the Fairmount Park, and by extension the neighborhood of Strawberry Mansion and city of Philadelphia at large, must be rethought. A new relationship with nature emerges, one in which the park and city are transformed to provide for surrounding residents. They, in turn, offer stewardship for the land, blurring the artificially constructed boundary between human and nature.

To do this, problems such as disused lots and increasing flooding due to climate change are reimagined based on already existing community organizations in Strawberry Mansion and Philadelphia at large.

From there, a future is projected in which the residents live in tandem with Fairmount Park and the fluctuations of the Schuylkill River. Where cars and other crumbling infrastructure can no longer travel due to flooded highways, horses and boats provide access to navigating premier fishing spots throughout the city. The deer population in Fairmount is no longer culled by state agencies that simply dispose of the bodies, but harvested by community members to provide a rich, healthy source of protein while also keeping the deer population to a level sustainable within Fairmount. Finally, vacant lots and storefronts are reimagined as agrarian centers, where residents can work through aquaponics and vertical farming to grow and harvest their own food locally.

7. "Philadelphia Will Close Large City Parks At Night For Annual Deer Kill". 2021. Philadelphia Inquirer. https://www.inquirer.com/news/philadelphia-deer-kill-curfew-city-parks-fairmount-sharpshooters-20201127.html.
8. "Rules And Regulations | Philadelphia Parks & Recreation". 2021. City Of Philadelphia. https://www.phila.gov/departments/philadelphia-parks-recreation/about/rules-and-regulations/.



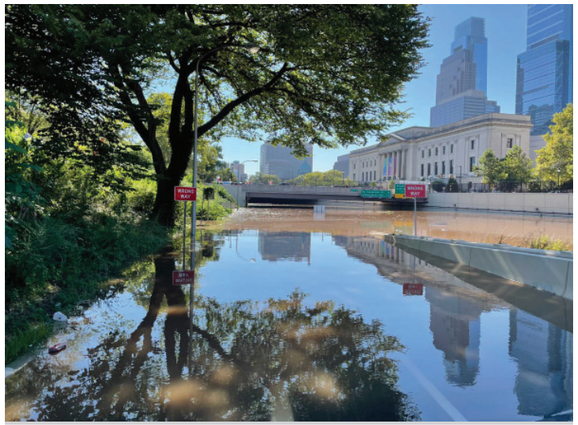




Image Caption 1. Under-utilized lots abound in Strawberry Mansion. 2. After tornadoes this past summer, the Benjamin Franklin parkway was flooded and acted as an extension of the Schuylkill River. 3. Residents in Strawberry Mansion have been active in creating community gardens.

Images: 1. https://www.design.upenn.edu/city-regional-planning/graduate/post/wading-phillys-vacant-land-morass. 2. https://twitter.com/fox29philly/status/1433434889119019010 3. https://spiritnews.org/articles/a-greenhouse-in-a-desert/





Image Caption Many Philadelphians already fish along the Schuylkill River, as pictured above, but not many for substinence. The Fletcher Street Riding Club in Philadelphia exists currently as a leisure and character building activity, but has become an integral part of Strawberry Mansion's identity.
1. https://magazine.hhd.psu.edu/2021/10/02/can-parks-address-inequity/
2. https://www.theatlantic.com/photo/2017/02/fletcher-street-riding-club/515520/

Strawberry Mansion streets and storefronts reimagined as spaces for agriculture and gathering.





Community gardens are utilized as Aquaponics spaces, offering residents fresh, healthy produce as well as fresh fish bred in this set-up.



Deer in Fairmount Park are harvested by residents instead of culled,

Increased flooding of the Schuylkill River due to climate change becomes an oppurtunity for residents to fish further up the river, potentially bringing in larger, and different, catch-es.



New structures span the river, allowing fishermen easier access as they harvest . Furthermore, it provides easier access to climb out of the water, meeting the Fletcher Street Riding Club who can then take their catch back to Strawberry Mansion and distribute it locally.

Little Village, Chicago IL

Javier Ortiz



Little Village, Chicago IL

Javier Ortiz



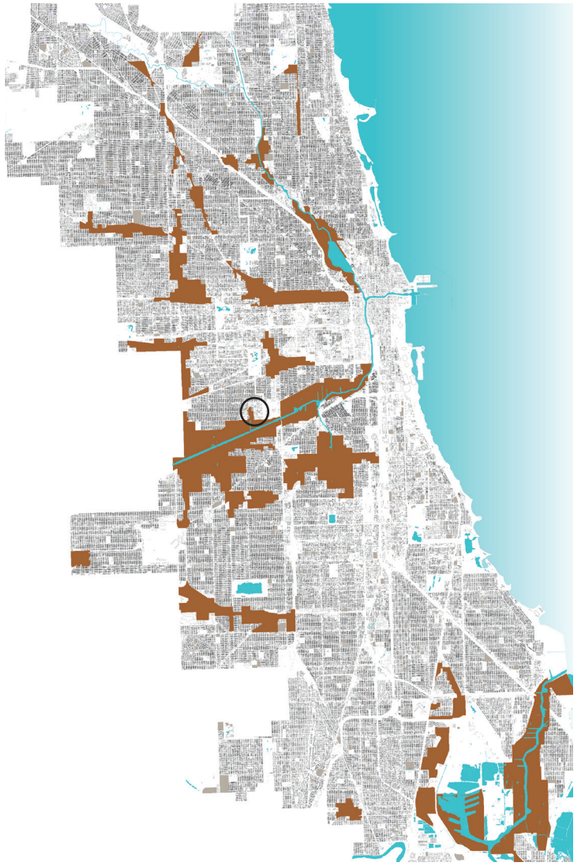
Dust cloud descending though the Little Village neighborhood, after the Crawford Generating Station smoke stack was imploded in Chicago

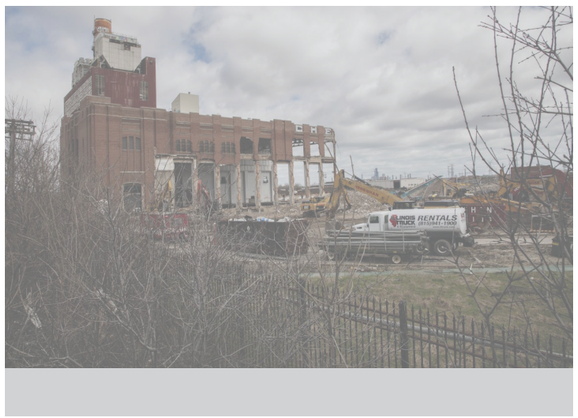
Introduction

Little Village is a historic industrial and predominantly latinx neighborhood on Chicago's Southwest Side. As a result, the neighborhood is a front line environmental justice community where inhabitants face a variety of challenges.

Continuing harmful emissions from manufacturing, transportation, and[1] other sources, as well as pollution from a century ago are still creating a great impact on the health of the residents and students.

Minority communities on the West and South Sides of Chicago are the most vulnerable to toxic air pollution and other environmental health dangers in the city.[2] The findings of the Chicago study demonstrate that neighborhoods with high numbers of African American and Latino populations are most affected by air, water, and land pollution, extending from the deep South Side to Little Village, Pilsen, and McKinley Park on the West and Southwest Sides.[1]





Smoke stack behind school sport event

Increased diesel emissions from trucks, as well as new projects in line utilization plans by municipal officials and private business owners, pose significant dangers to Little Village's economy, ecology, health, and housing costs. As a result, community leaders and residents are increasingly asking that these efforts be driven by the community and serve the neighborhood rather than promoting gentrification and displacement.

The extension of existing facilities and the implementation of additional will result in an increase in pollution, particularly from diesel trucks, which are particularly detrimental because they are located near to Zapata Elementary School. Diesel fine particle emissions have been related to an increase in cancer, heart illness, and respiratory disease. According to a study conducted by Little Village North Lawndale High School, this neighborhood is already subject to considerable truck traffic. In five hours, students tallied 552 trucks.

Elevated lead levels were also discovered in the soil on the property, with amounts exceeding 1000 ppm in three spots. The EPA's lead limit is 400 parts per million in play areas and 1250 parts per million in other locations. As you can see, the valuated regions are exceedingly unsafe and toxic, and they are not good for the community. According to studies, even small amounts of lead consumed or inhaled can harm young children's brains, resulting in learning difficulties, aggression, and criminal behavior later in life. According to most scientists, there is no such thing as a safe level of exposure.

1."Zapata Academy Annex." PBC Chicago, 6 Apr. 2021, https://pbcchicago.com/projects/zapata-elementary-school-annex/

2.Camarillo, Emmanuel. "Little Village Residents Rally, March against Pollution Year after Botched Implosion." Times, Chicago Sun-Times, 11 Apr. 2021, https://chicago.suntimes.com/2021/4/11/22378791/little-village-residents-rally-march-against-pollution-year-after-botched-implosion.

3.EPA, Environmental Protection Agency, https://www.epa.gov/il/environmental-issues-chicagos-little-village-pilsen-neighborhoods.

4.Yeo, Sophie. "Chicago's Mexican Immigrants Are Fighting Toxic Air Pollution-Again." Pacific Standard, Pacific Standard, 4 Apr. 2018, https://psmag.com/environment/chicagos-mexican-immigrants-are-fighting-toxic-air-pollution-again.

Little Village, Chicago IL



The green space near Little Village high school is very limited, and the site that are present use to be contaminated sites. The La Villita is a Park that connects to a food source. Collective planning and community engagement lead to the creation of a new recreational space. The site was previously occupied by Celotex, which made asphalt roofing materials and polluted soil with cold tar and other toxins, occupied the site earlier, and it was designated as a superfund site.



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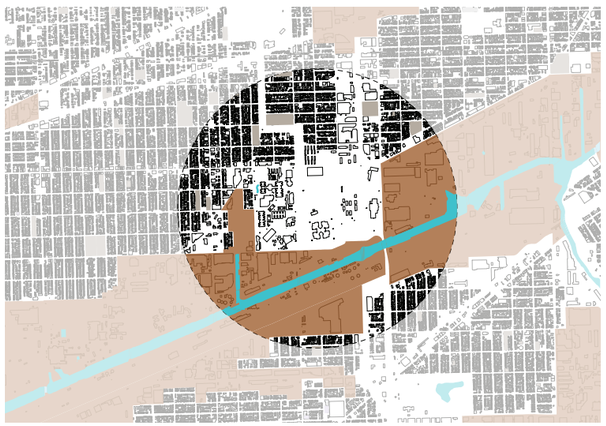


Looking at this map, we can also see the industrial corridor highlighted with little village. Along with this are the open green spaces and schools lot areas. This map helps us see the close proximity that the schools and the parks have to the industrial corridor. The history that this industrial corridor has on the community is very crucial.

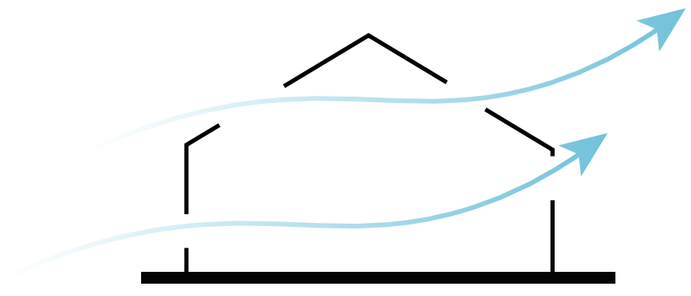
1."Zapata Academy Annex." PBC Chicago, 6 Apr. 2021, https://pbcchicago.com/projects/zapata-elementary-school-annex/

2.Camarillo, Emmanuel. "Little Village Residents Rally, March against Pollution Year after Botched Implosion." Times, Chicago Sun-Times, 11 Apr. 2021, https://chicago.suntimes.com/2021/4/11/22378791/little-village-residents-rally-march-against-pollution-year-after-botched-implosion.

3.EPA, Environmental Protection Agency, https://www.epa.gov/il/environmental-issues-chicagos-little-village-pilsen-neighborhoods.

4.Yeo, Sophie. "Chicago's Mexican Immigrants Are Fighting Toxic Air Pollution-Again." Pacific Standard, Pacific Standard, 4 Apr. 2018, https://psmag.com/environment/chicagos-mexican-immigrants-are-fighting-toxic-air-pollution-again.

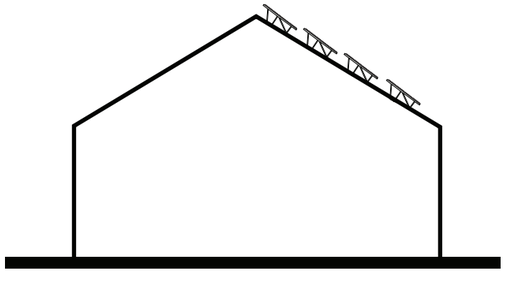
Sustainable Education



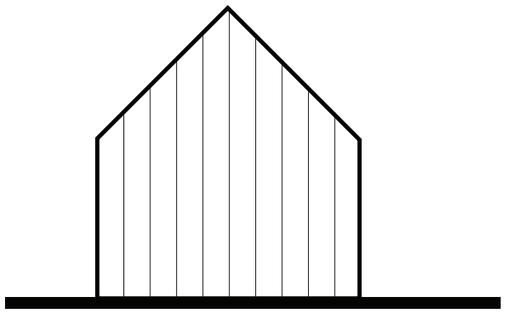
Natural Ventilation



Out Door Education



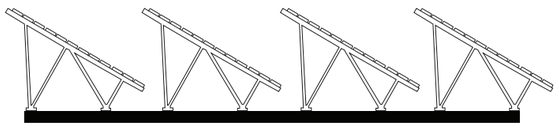
Sustainable Building



Green Houses



Canopy Coverage



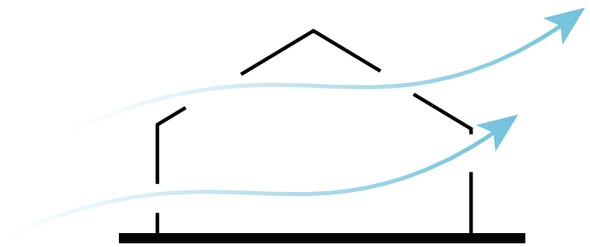
Solar energy

In order to start tackling the environmental issue in little village high school, these design tactics will help create healthier place for learning, but also for the neighborhood.

Currently, there is a factory in close proximity to little village high school. This is creating major health issues to the community, but it also impacts the educational experience that students in Little Village have.

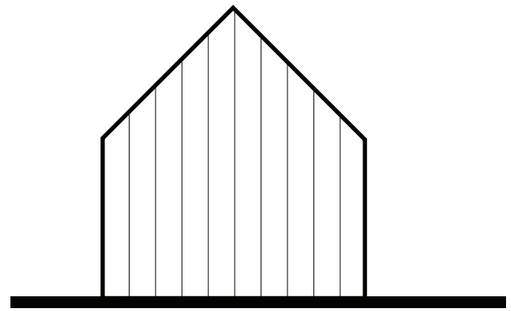
Little Village





Natural Ventilation





Green Houses





Canopy Coverage





Out Door Education

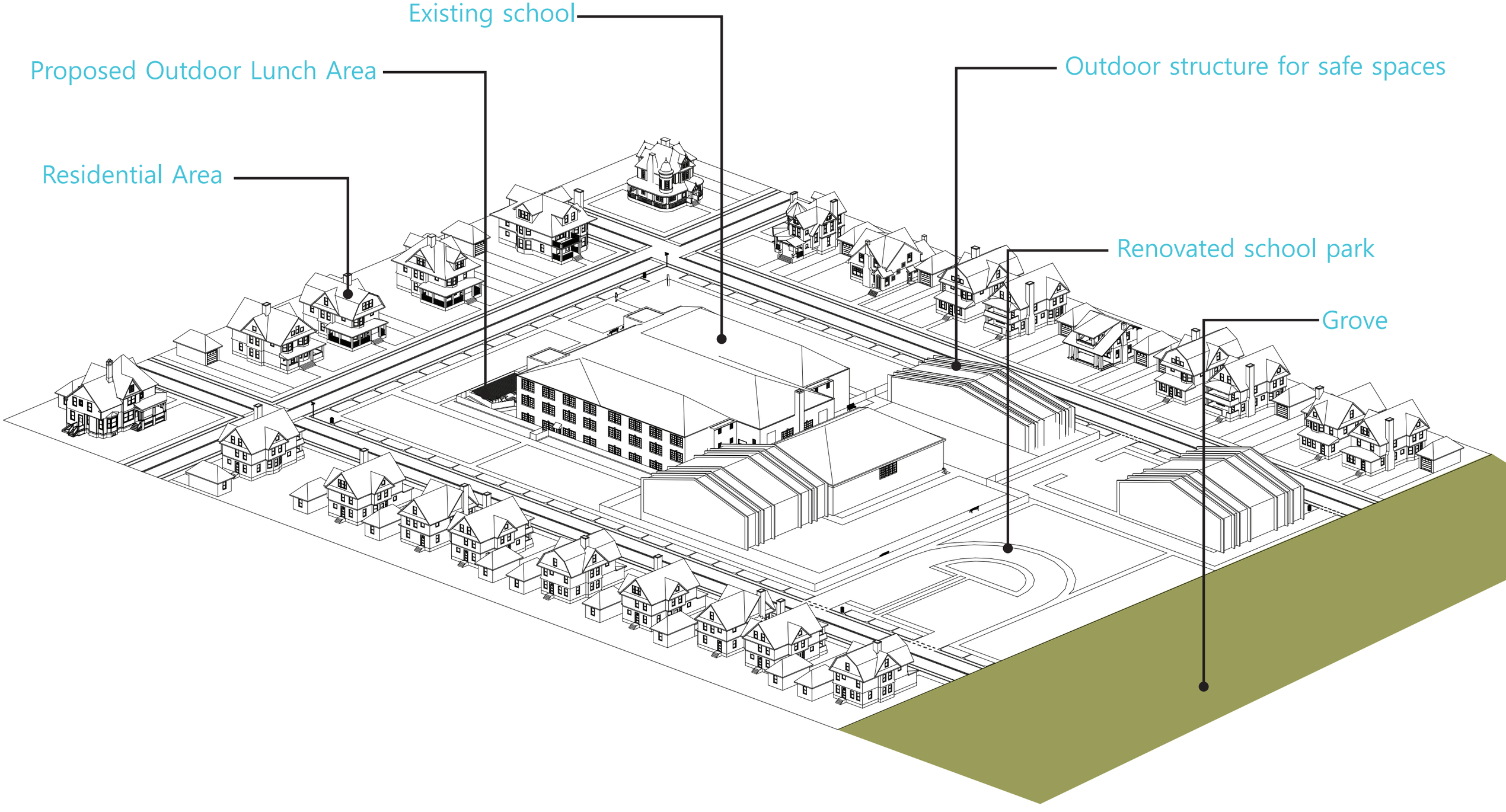
In 2006, testing by the Illinois EPA found the former Loewenthal Metals site contaminated with up to 5,900 parts per million of lead more than 14 times the federal safety limit for areas where children play. State investigators also found arsenic in the soil at levels more than 23 times higher than the federal cleanup goal for residential areas.

It is important to address these issues and especially in areas where kids are learning. Changing the structure and the environment where kids go to school, can have a huge impact on their educational goals. Increasing canopy coverage and natural ventilation that will in turn, pull clean fresh air in and helps force the warm, dirty air inside of the building out

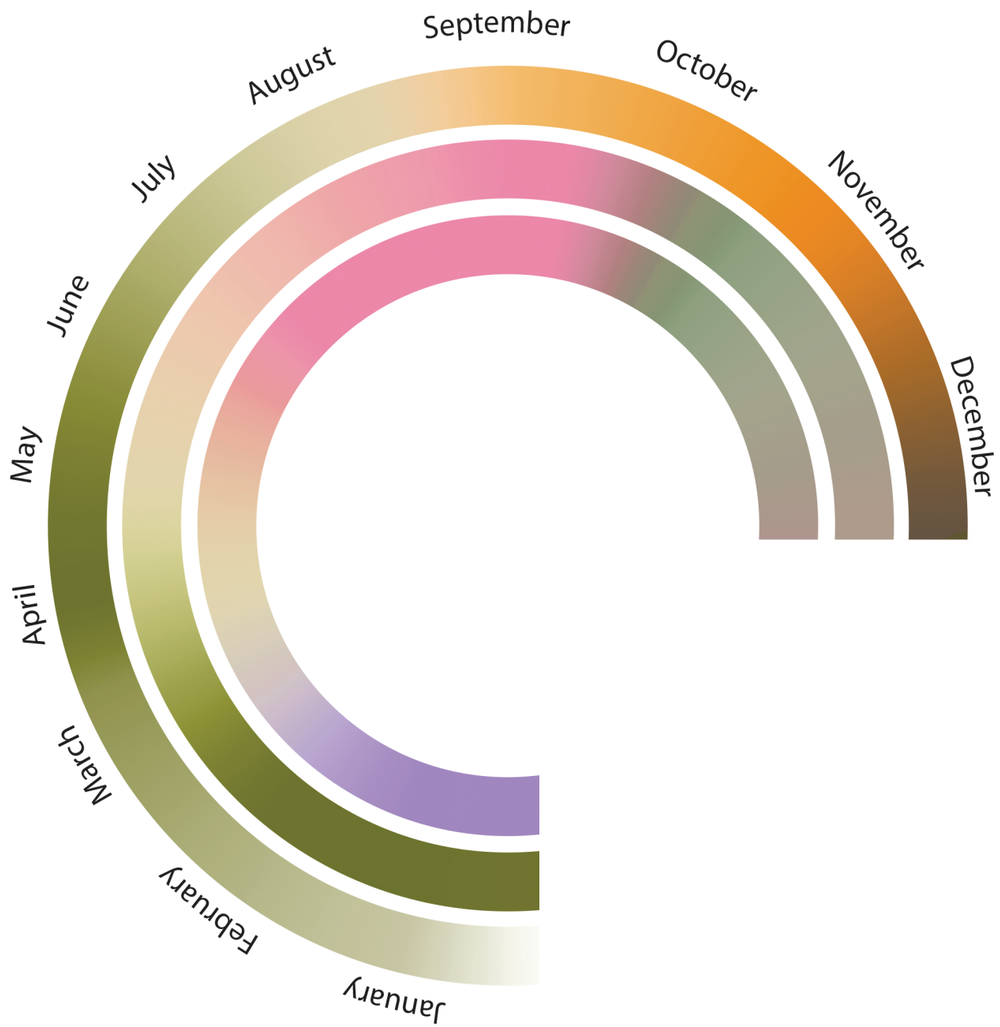
The industrial corridor has made a harsh impacted the education of little village students.
Students have to face these kind of events while being at school or while being out side and playing sports. Events like the image on the top left are consistent and limit the outdoor experience and also hurt student's education.

introducing a green house structure that will sever as an outdoor area for when toxic air levels are high, will give students more safe outdoor time. These spaces can then be transformed into outdoor educational spaces too.

Little Village



Little Village



Year round planting

Green Buffer



Planting Bed



Student Path

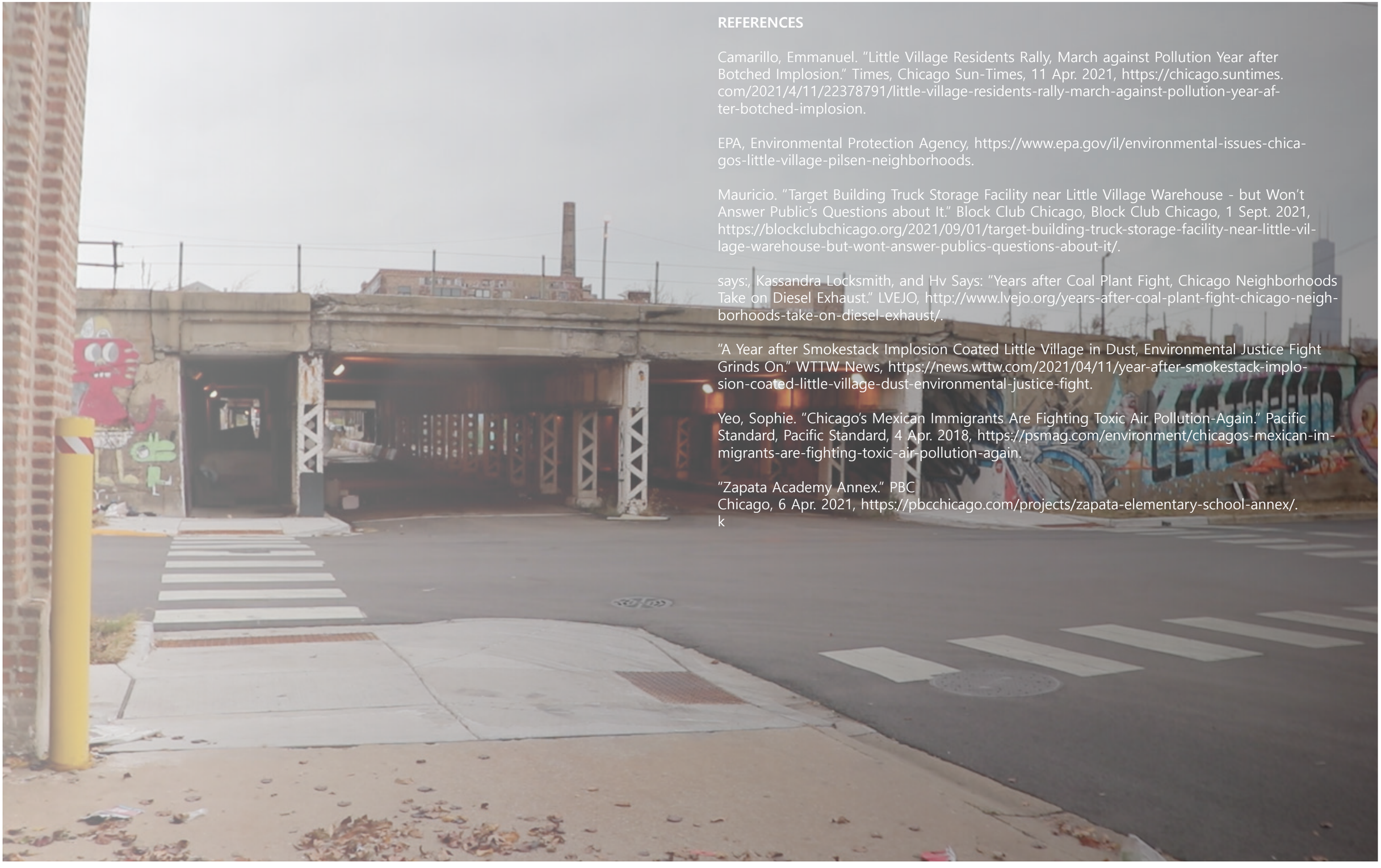


Little Village

The new grove will create a green buffer between the industrial corridor and the neighborhood. This will also serve as a outdoor space for the community,educational spaces, but more importantly, it reduce the levels of air pollution in the air.

In order to adapt to Chicago's weather, the outdoor structures are designed to still hold educational sessions throughtout the year, while maintaining a transparent view to the school and the grove.

With this, students will be able to have a new educational experience by using the outdoor for learning and also for recreational activities throughout the year.



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FINAL PROJECTS

INFRASTRUCTURE

WILLIAMSBURG BRIDGE PLAZA BUS TERMINAL

New transit infrastructure at a critical transfer point in Brooklyn

Kenny Zhou, Rae Lei

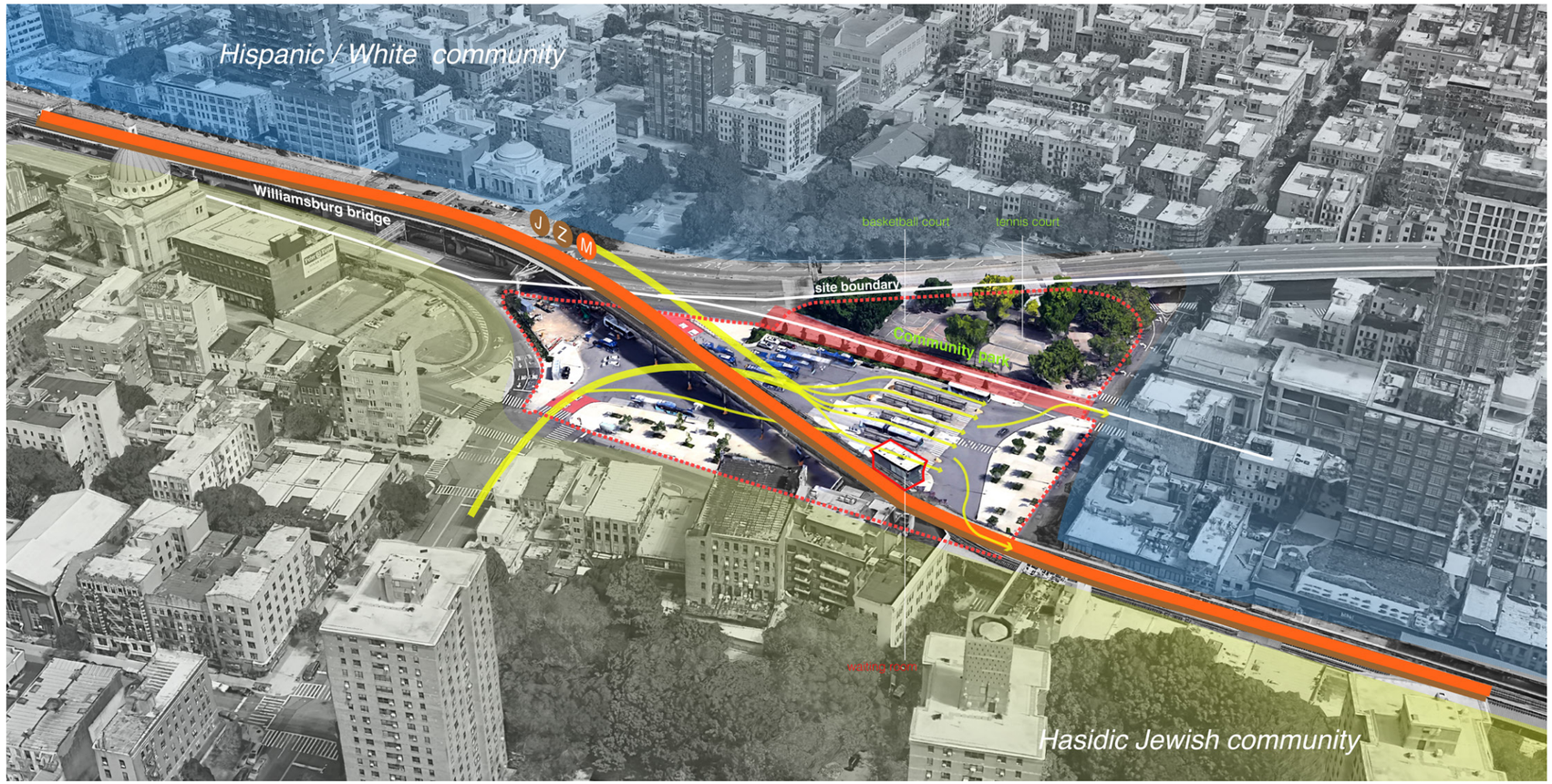


At Williamsburg bridge plaza bus terminal, passengers wait for buses. Image: Chang W. Lee, New York Times

WILLIAMSBURG BRIDGE PLAZA BUS TERMINAL

New transit infrastructure at a critical transfer point in Brooklyn

Kenny Zhou, Rae Lei



Bus terminal existing conditions

INTRODUCTION

Buses are not just equipment people take to go from point A to point B. Buses form valuable connections between its two terminals. People rely on buses to visit families and friends, and at our site, the Williamsburg Bridge Plaza Bus Terminal, people also rely on buses to worship at synagogues, take English lessons, and the elderly actually prefer buses to Subways as they are more convenient and accessible.

The Williamsburg Bridge bus Terminal is located right off the Williamsburg Bridge where it meets the Brooklyn-Queens Expressway. It used to be a trolley terminal, which has been replaced by bus service since 1948. The J, M, and Z trains also travel via the bridge, afterwards connecting to elevated tracks on Broadway. The terminal is a major transfer hub as 6 MTA bus routes terminate here and 3 routes make stops nearby. Buses here reach to Greenpoint, Kings Plaza, Canarsie, Sheepshead Bay, Lower East Side, Long Island City, and even Rego Park and Jamaica in Queens. The Marcy Avenue J/M/Z Station is also 1 block away from the bus terminal. In addition, the Hasidic Jewish bus route B110, which connects the two Hasidic communities of Williamsburg and Borough Park, currently terminates nearby the terminal.

SITE CONTEXT AND ISSUES

Our site is located at the center of many issues and contexts. First, the bus terminal, along with the elevated subway tracks, divide two populations of Williamsburg: the mostly Hispanic and White population to the north, and the Hasidic Jewish community to the south.

The Hasidic Jewish community live by their own rules, essentially creating an enclave within the city. Their special bus route, B110, is privately operated, and only accepts Hasidic riders. Men and women are separated on the bus as per rules, which has been subject to some controversy, leading to some calls for NYCDOT to stop providing an operating subsidy to the route. Through research, we found out that the Hasidic Jewish tend to have large families, and tend to be of the lower-income range as the men devote a significant amount of time to studying the Torah. Therefore, women have to both work and to take care of children. We also noticed a high concentration of synagogues in Williamsburg, and especially near the bus terminal. These synagogues form a social network for the community as it serves as a gathering space for prayer, community programs, and sharing meals.

Second, the bus terminal has already been subject to improvement, although we believe the designs are not adequate. From 2014 to 2017, several upgrades were realized through an NYCDOT capital program. The pre-2014 bus terminal cannot be called a bus terminal because it is just a big asphalt parking lot



Current Williamsburg bridge plaza bus terminal.
Image: Elizabeth Felicella for MNLA Landscape Architects.



Hasidic Jewish men ride in front and women at the back of the B110 Jewish bus from Williamsburg to Borough Park. Image: WSJ





The site in 2014 before NYCDOT Capital Improvement
Images: NYC then and now

The site in 2017 after NYCDOT Capital Improvement

with minimal bus shelters. The 2014 redesign created new benches, a small glass-paneled indoor waiting room, public restrooms, widened sidewalks, along with some trees. In 2017, an electrical bus pilot made possible by the MTA and the NY Power Authority introduced electric buses and charging equipment to the B32 route to Long Island City. In addition, the B44 Select Bus Service, which is the MTA's take on BRT buses, terminates here and uses high-capacity 60-feet articulated buses.

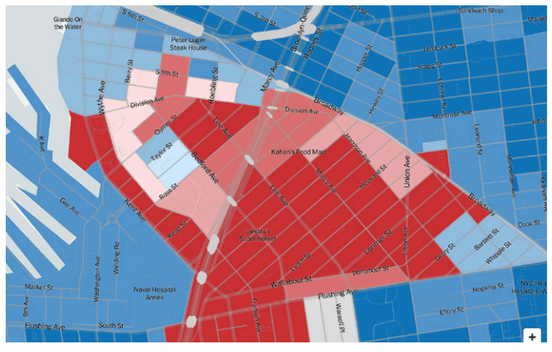
With Select Bus Service, future electric bus conversion, proximity to the J/M/Z trains, and its central location, the Williamsburg Bridge Plaza Bus Terminal is an important piece of transportation infrastructure for NYC, and it needs even more improvements to adequately serve the many riders who pass through on a daily basis.

DESIGN

New design improvements should make the bus terminal into a public space that welcomes all community members. This is why we propose bringing the B110 Jewish bus to terminate in the bus terminal instead of its current location a few blocks away. This would offer more bus and subway connections for the Hasidic riders. In addition, a small synagogue would offer the Hasidic community a reason to visit the terminal. The most important piece is the canopy that provide shade to protect riders from weather. Heaters would be suspended from the structure for winter to keep warmth. Other designs include expanded waiting areas, seating, small market kiosks, expanded electric charging equipment, and signage.



Electric bus pilot and charging equipment in 2017
Image: MTA



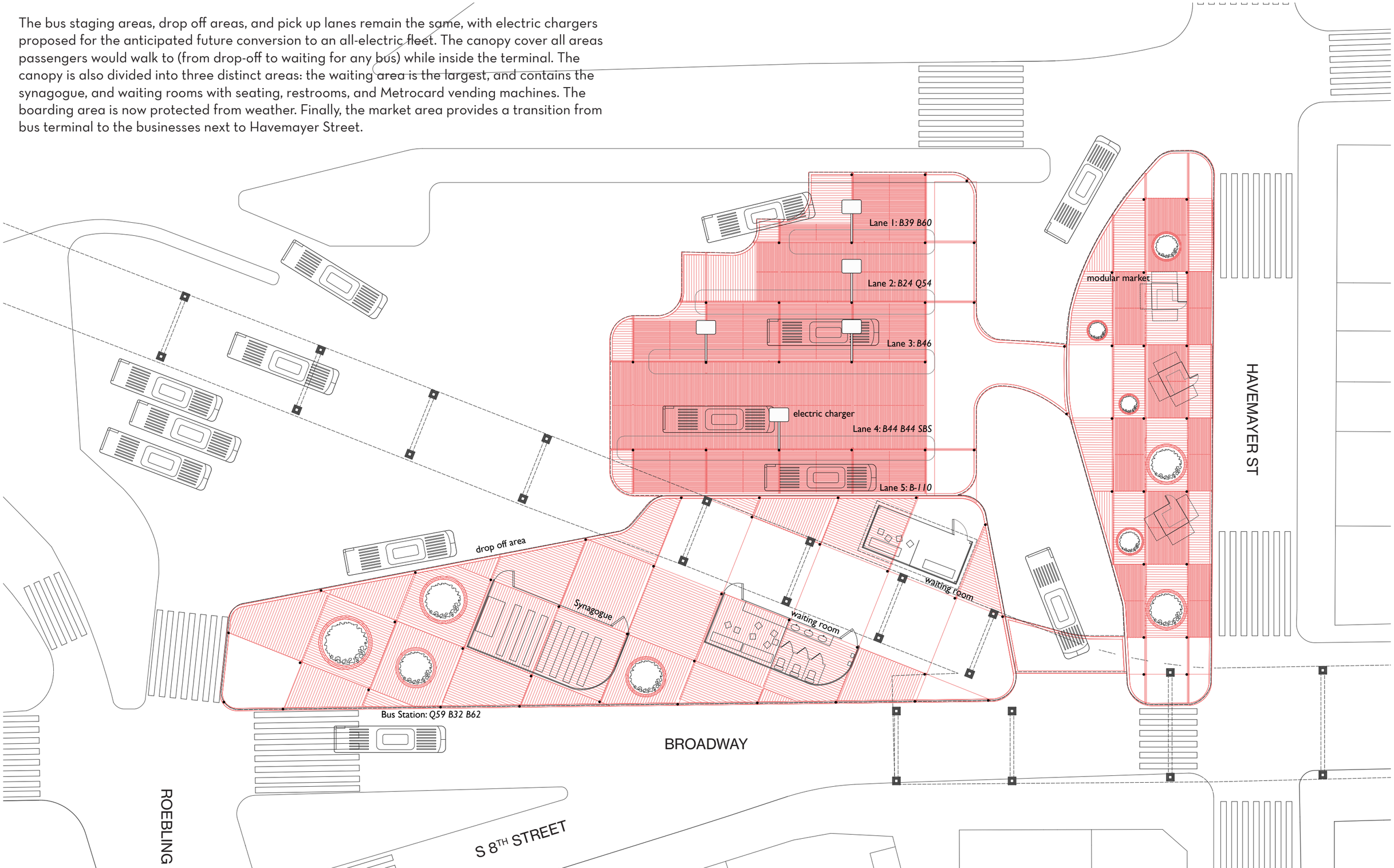
Voting results of the 2020 presidential election. This red enclave in heavily democratic Brooklyn is the Hasidic Jewish community in Williamsburg. The bus terminal exists at the border between these communities, and the J/M/Z trains also form a border along Broadway. Image: NY Times





Above: Bus terminal existing conditions after 2014-2017 NYCDOT improvements.
Below: Proposed new upgrades, including shaded canopy structure, expanded electric bus charging equipment, adequate directional signage, and new architectural programs, which include a synagogue, indoor and outdoor waiting areas for riders and drivers, seating, and mobile market kiosks.

The bus staging areas, drop off areas, and pick up lanes remain the same, with electric chargers proposed for the anticipated future conversion to an all-electric fleet. The canopy cover all areas passengers would walk to (from drop-off to waiting for any bus) while inside the terminal. The canopy is also divided into three distinct areas: the waiting area is the largest, and contains the synagogue, and waiting rooms with seating, restrooms, and Metrocard vending machines. The boarding area is now protected from weather. Finally, the market area provides a transition from bus terminal to the businesses next to Havemayer Street.







Current Williamsburg bridge plaza bus terminal. Image: Elizabeth Felicella for MNLA Landscape Architects.

This view shows the small synagogue in the terminal for the Hasidic community. Clear directional signage point to riders exactly where they need to go to complete their trips.





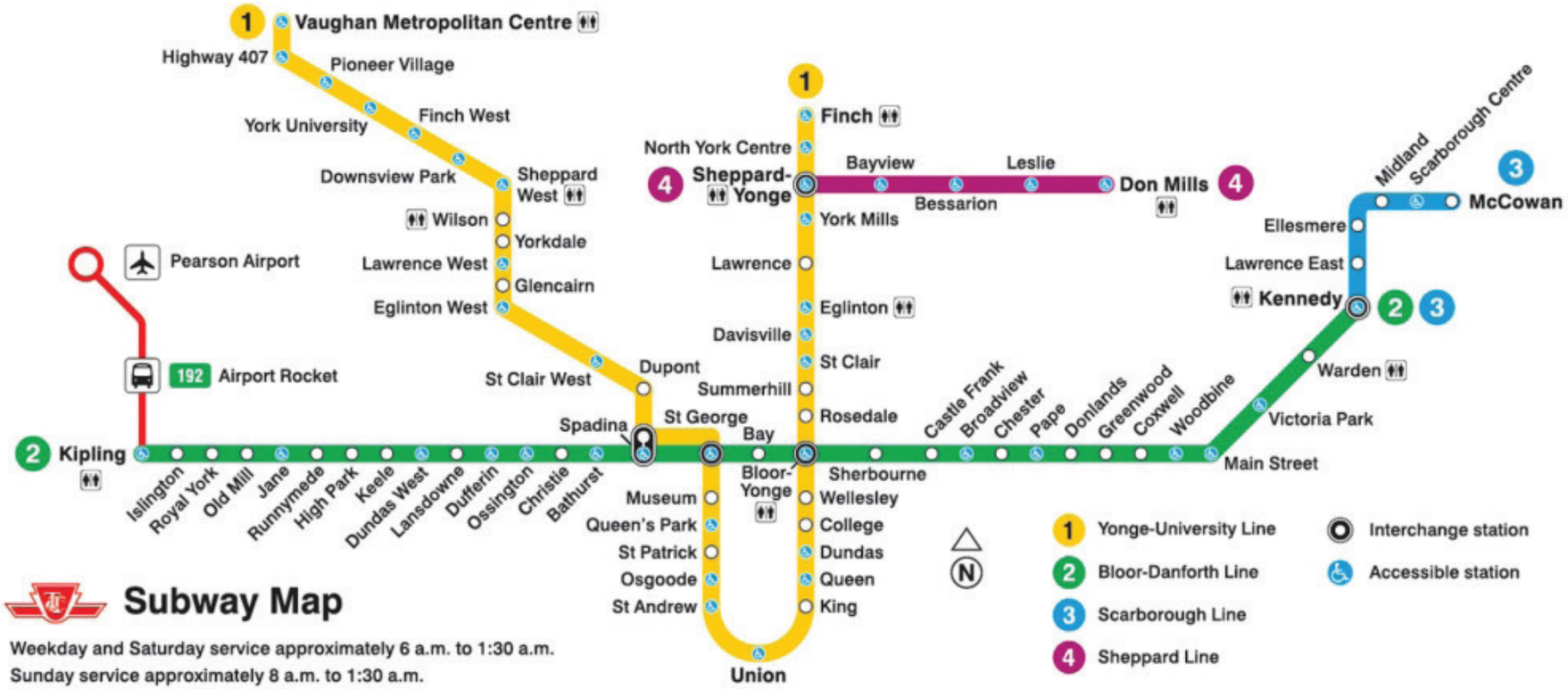
Current Williamsburg bridge plaza bus terminal. Image: Elizabeth Felicella for MNLA Landscape Architects.

Electrical charging equipment is mounted for every bus lane. The pedestrian crossing is painted in yellow on the ground and is shielded from weather by a connecting segment of the canopy linking the market and the boarding areas.

COUNTER-STORY

Heterotrope Transport

Haotian Jiang



INTRODUCTION

Among many glaring issues associated with the transportation system in the world, one that is easily extractable is the idea of equity. In specific, the transportation system is the immediate adjacency to fulfilling almost all human interactions. As a medium, transportation is responsible for the spatial and temporal connection between what is desirable and achievable. As an example, if humans need to socialize, transportation becomes an object of connection. If humans want to work, transportation becomes the pre proposition to earn. And if humans want to eat, transportation determines how, what and the quality of consumption one may be able to produce.

"Social mobility is an important part of the story we tell ourselves as Americans. But historically, it has not been available to all, or available only in a way that has channeled some people to specific places and inequitable opportunities, sometimes involuntarily and even in chains. Ideas and their implications also have to get from one place to another."

Playing such a crucial role, the transportation system then becomes an undeniable factor in the fluidity of a human life. When political agendas and economic segregation takes place in inserting itself in the development of the transportation system, a problem arises where the fundamental principles of transportation, which is to serve people and provide convenience, becomes obsolete.

CONTEXT

Looking at the TTC system within the greater Toronto area, there are a very concentrated demographics gathering at specific locations. Referring to the city development map, a clear pattern of the transportation system developing solely alongside important economic corridors emerges. This specific pattern very much assists in the city's further growth in economic advancement, but fundamentally ignores the general public's interest in reaching the inner city for the opportunities of work and schooling.

A comparison can be made where under similar distance, an individual from a predominantly African American area can take upward of 25 percent more time and three more stops than those who live in a predominantly White neighborhood. This increase in stalling time will create workplace fatigue, lowering efficiency and other undesirable quality of life indicators.





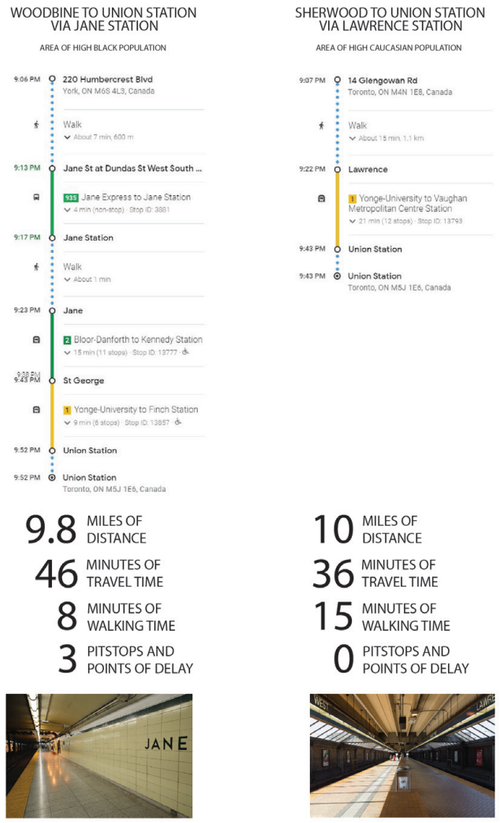
Difference in train quality in different areas

FRAMEWORK

Being able to extract the fundamental weaknesses of our current transportation system, which are heavily dependent on economic value and trade worth, there are several philosophical steps in which a more equitable, sustainable construction of the transportation system can take place. First, technologically, we can re-design transportation "devices" in a way that each human being arrives at a certain location in an equal amount of time in regard to its distance. Second, socially, humans are able to conform to the current hub of systems while re-designing the composition in which factors of value, such as jobs, housing prices, school qualities, are at an equilibrium distribution throughout the inhabitable city. Lastly, personally, a person is able to reach either hyper anonymity or be defined by an infinite-amount of indicators where evaluation of the transportation hubs can be determined based on the indicators provided.

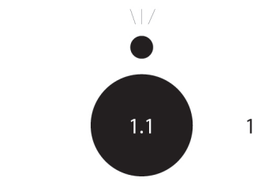
In the spirit of empowering/de-franchising individualistic power, exceed beyond property, and reach personhood equity, the focus of the project is to look at the last example, where the space of construction either fundamentally removes a person's visibility so that everyone is equal - or that each person's individuality is so magnified that it is impossible to evaluate based on current criteria of self-worth based on social/economic value.

So what does this compound space that is seemingly juxtaposing itself look like? Breaking down Michel Foucault's "Of Other Spaces: Utopias and Heterotopias," Foucault mentions the idea of Heterotopias being a place for reflection, and complexion. He explains that Heterotopias are locations where the place is "other." Heterotopias are constructed within each other, mirroring each other, independent to the "outside," and often "parallel" (as opposed to "sublime"). As Walter Russell Mead indicates: "Utopia is a place where everything is good; dystopia is a place where everything is bad; heterotopia is where things are different - that is, a collection whose members have few or no intelligible connections with one another." And this sets the premise as the fundamental philosophical framework, as it essentially represents a space for social reflection, critique in an independent environment, and allows evolution within itself through the temporal axis.

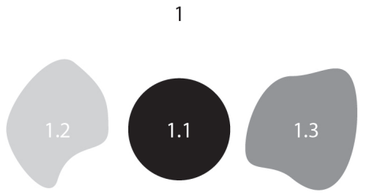




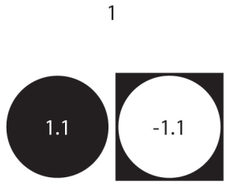
Top: Time of travel in different neighbourhoods
Bottom: Scarcity of stations based on demographic data



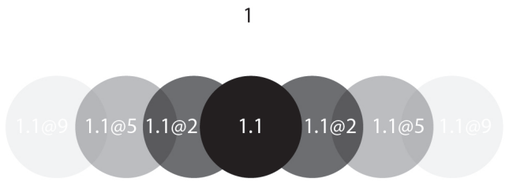
CRISIS HETEROTOPIA



MULTIFUNCTION HETEROTOPIA



JUXTAPOSING HETEROTOPIA



TEMPORAL HETEROTOPIA



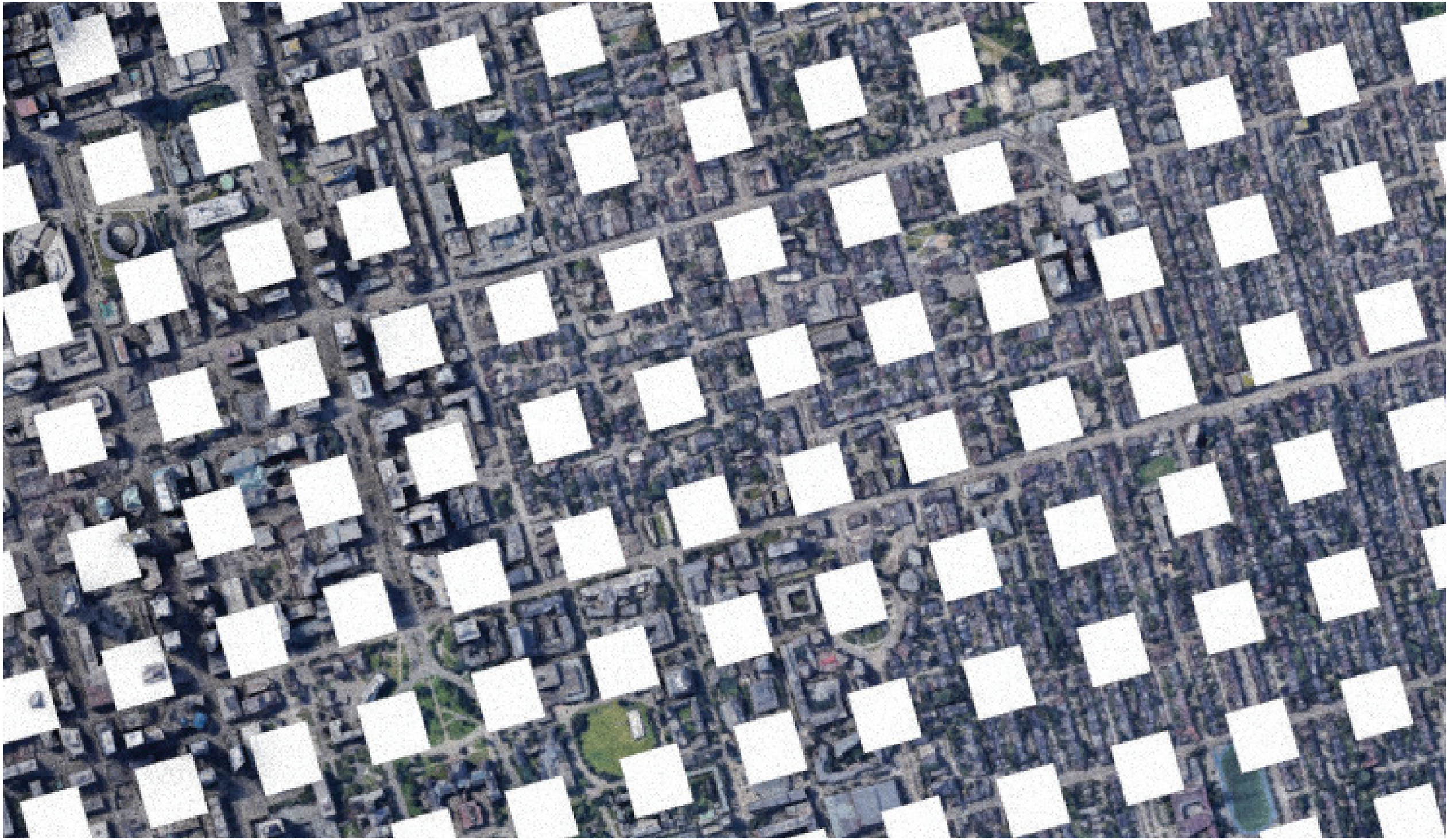
POROUS HETEROTOPIA



FUNCTION RELATION HETEROTOPIA

1	SOCIAL CONDITIONS
1.1	HETEROTOPIA
@	TIME
-	OPPOSITION

Levels of heterotopia and their applications



Space of Annonymity: Plan View



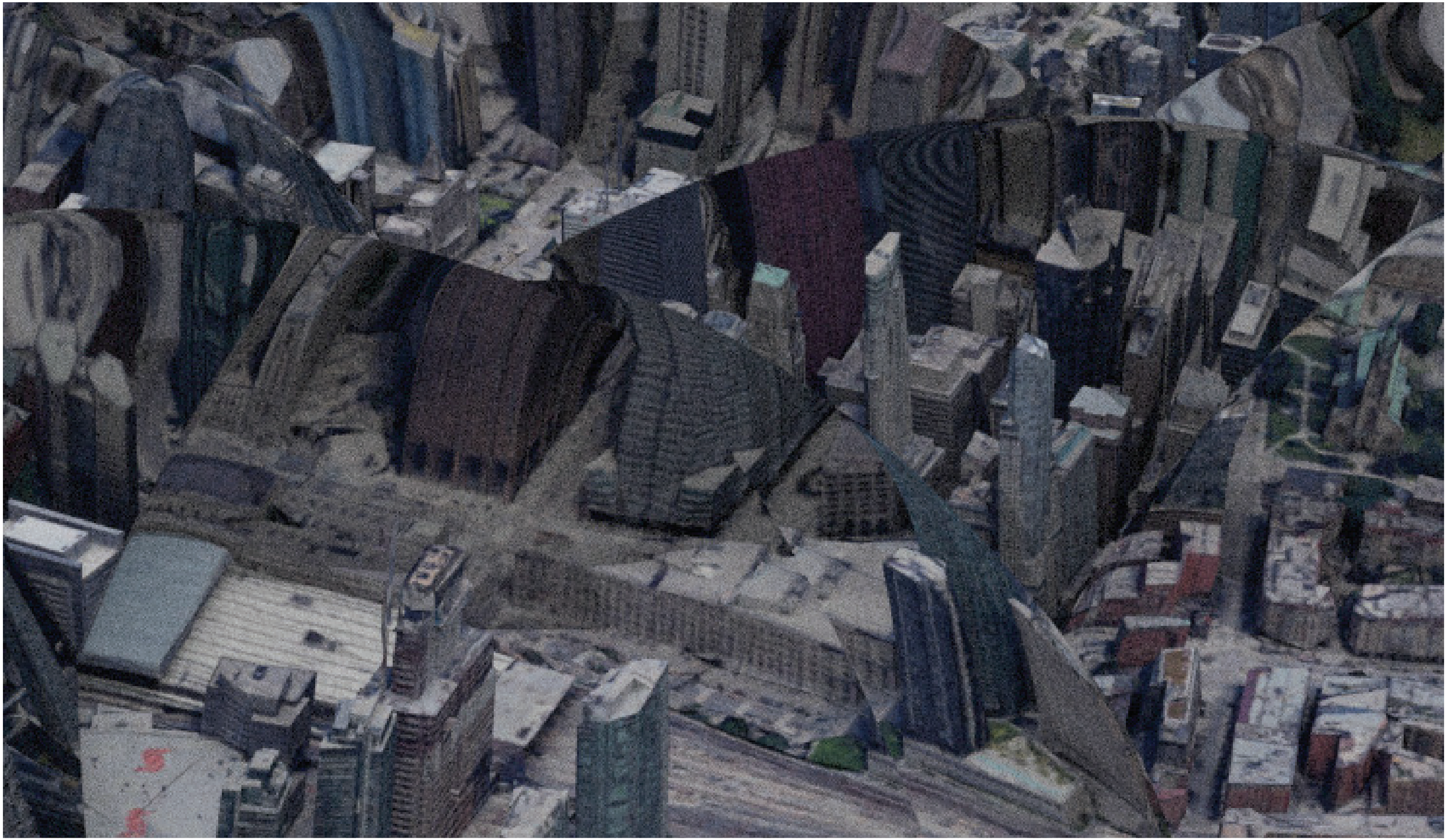
Space of Annonymity: Birds eye view



Space of Annonymity: Eye Level View



Space of Identity: Plan View



Space of Identity: Birds Eye View



Space of Identity: Eye Level View

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FINAL PROJECTS

COMMUNITY & PUBLIC SPACE

CONNECTING WITH CARE
Yuxin (Rotina) Tian

CONNECTING WITH CARE

Design for psychological space that provide meaningful connections for seniors

CONNECTING WITH CARE

Design for psychological space that provide meaningful connections for seniors

Yuxin (Rotina) Tian



Chicago Chinatown

INTRODUCTION

As one of the biggest and still growing Chinatown in the US, Chicago Chinatown has a great history that celebrates the collective community efforts in defeating unequal land acquisitions and other discriminative actions. However, it also has its own unique set problem, within which the biggest concern is the constant threat of gentrification.

For the ever-growing low-income senior population, this underlying concern adds to other psychological issues, such as past traumatic experience, loneliness and safety and health concerns, increase their vulnerability to social conflicts.

The project targets on the more vulnerable senior population to forge greater resilience within entire community, by providing an urban design solution that focus on psychological care for the senior group to heal their past trauma and create new meaningful connections, and to forge a more resilient community.

CONTEXT

Chicago Chinatown has experienced three critical crisis in the history: 1. forced to relocate from downtown area; 2. displacement caused by the highway construction; 3. fight over riverfront development that potentially would destroy the stability of the community fabric. Even until today, the battle continues when the huge development District 78 is proposed just north of the community and south of downtown.

While Chinatowns in the other American cities face greater issues, the influx of seniors kept growing each year. Many of the population live by themselves and need a lot of care in daily life. Many within the group came to the country in the mid-90s, worked mostly as labor throughout decades, while has low income and little English skills.

ISSUES

In the 2013 Community Survey, the senior population takes 18% of the entire population, com paring to 10.3% city wide. [1] Within the Chinatown core area, the existing services can barely satisfy the needs of the older generation Chinese Americans.

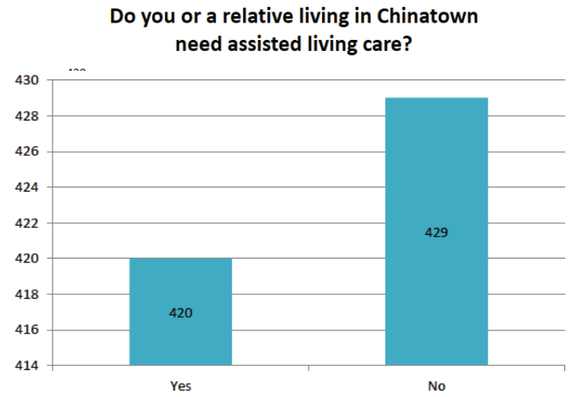
While the group of seniors face many issues such as lack of housing and lack of access to public service, this project primarily focus on mitigating the psychological ones, including:

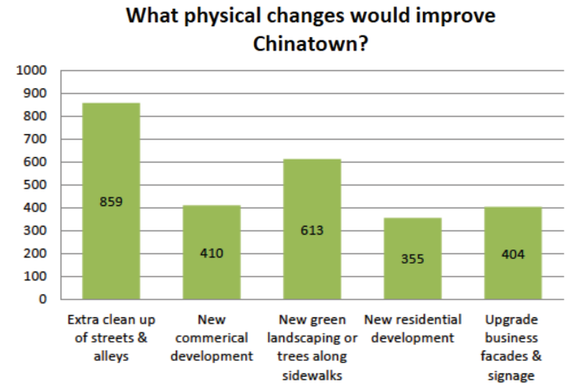
- Lost of social connections
- Past trauma that caused by racial discrimination
- Fear of loneliness and health issues
- Lack of validation of past experiences

One perspective to take from the above issues is that the neighborhood is in need of public space and social opportunities that can create various ways for the seniors to share experience with each other, connect people with similar background, validate each other's concern, create mutual aids community and forge community resiliency.

1 Chinatown Community Vision Plan 2013, Existing Condition Report.

Currently, there are several active community groups providing senior services and classes. The most popular programs are group classes that new skills and provide platform for new connections. However, the Chinatown are is lack of outdoor open space, diminishing the opportunity for a broader connection between the community members. It is suggested that more open spaces can be added to facilitate community events and informal social activities.





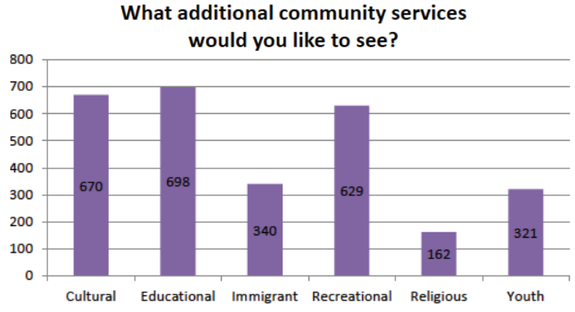


Image 1,2,3 2013 community survey

There is also a present of local interest groups formed by seniors looking, but the available spaces are very limited

DESIGN

The context map picked out the relevant facilities within the Chinatown core area.

Among the senior housings and community centers, there is a great opportunity for place-making between the CASL community center, CASL senior housing and Ping Tom Memorial Park.

Based on the research, the design is developed from two scales:

A. Personal scale architectural pod that can be install indoor/outdoor on demand;

B. An outdoor space and connecting route for senior activities and multi generational connections

The architectural pods provide multiple ways to forge new connections as well as providing psychological comforts in a more intimate setting.

The outdoor space is consisted of a bigger event place, sensory garden, and storyground which is an integrated outdoor version of the pods, aiming to provide multiple options for social connections.

OUTCOMES

The design provide psychological spaces from two scales and is aimed to generate foreseeable social impact to the core Chinatown community.

CONCLUSION

Care for the seniors on the scale of psychology provide unique healing function to the individual level, and enhance the connection within the community. With potential gentrification happening in the future, the community will possess greater power to pursue the developments needed by local residents.



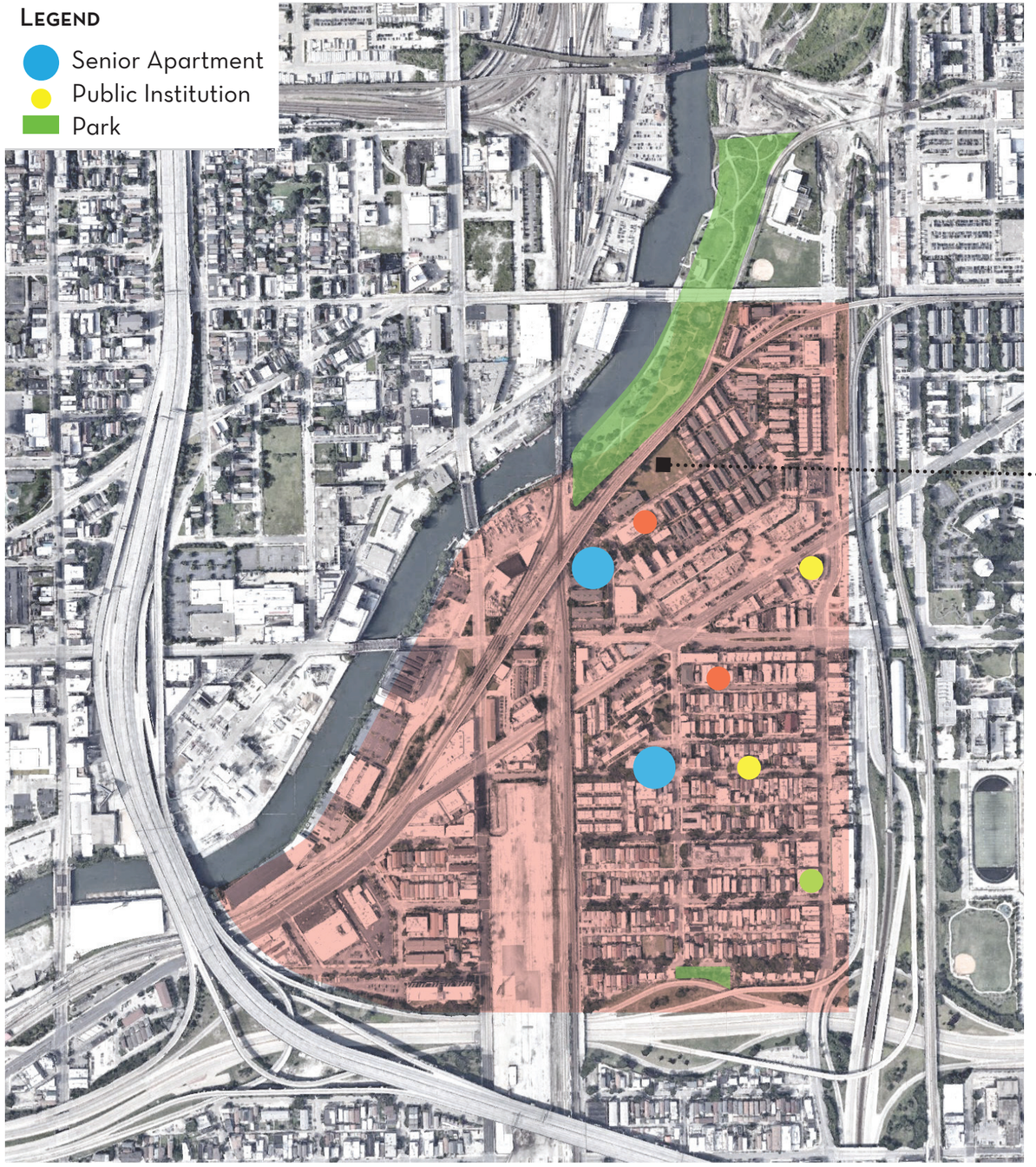




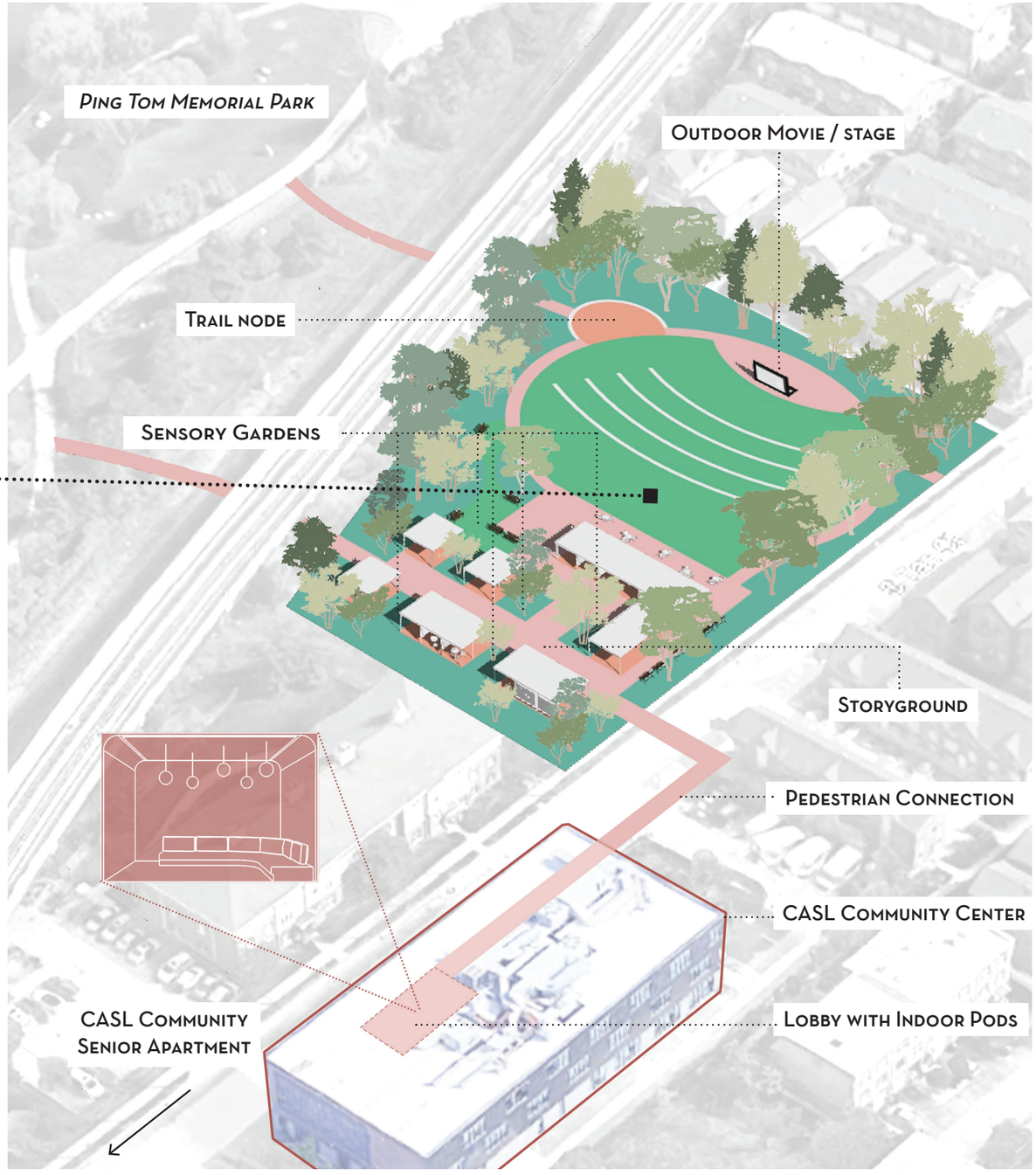
1. Dancing class provided by Community Organization.
Source: CCBA website: http://www.ccbachicago.org/Services.html
2. Mandarin class for the seniors
Source: CCBA website: http://www.ccbachicago.org/Services.html
3. Local opera group practice indoor
Source: Youtube



China Square area in 1972 and in 2021



Location Map



Proposed Senior Park and connections

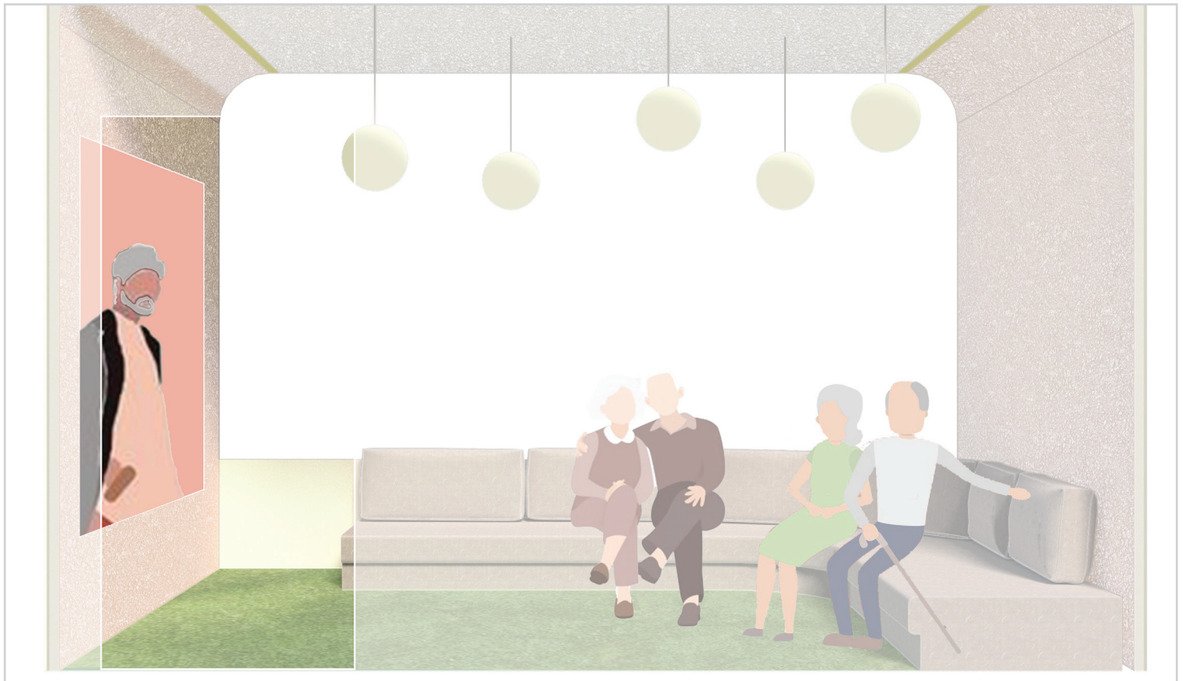
Multi-function Pod Design



Video Call
Connecting with family members and old friend in a private and spacious setting.



Personal story sharing
Pre-recorded personal stories of other seniors from different communities around the US.



Live-cam
People watching and meeting friends from live cameras in the parks and other connected devices.



Old movie watching
Watch old movies and hometown operas together.

CASL Community Center Lobby

The portal can be placed inside the lobby area of community center, creating virtual connections for visitors.





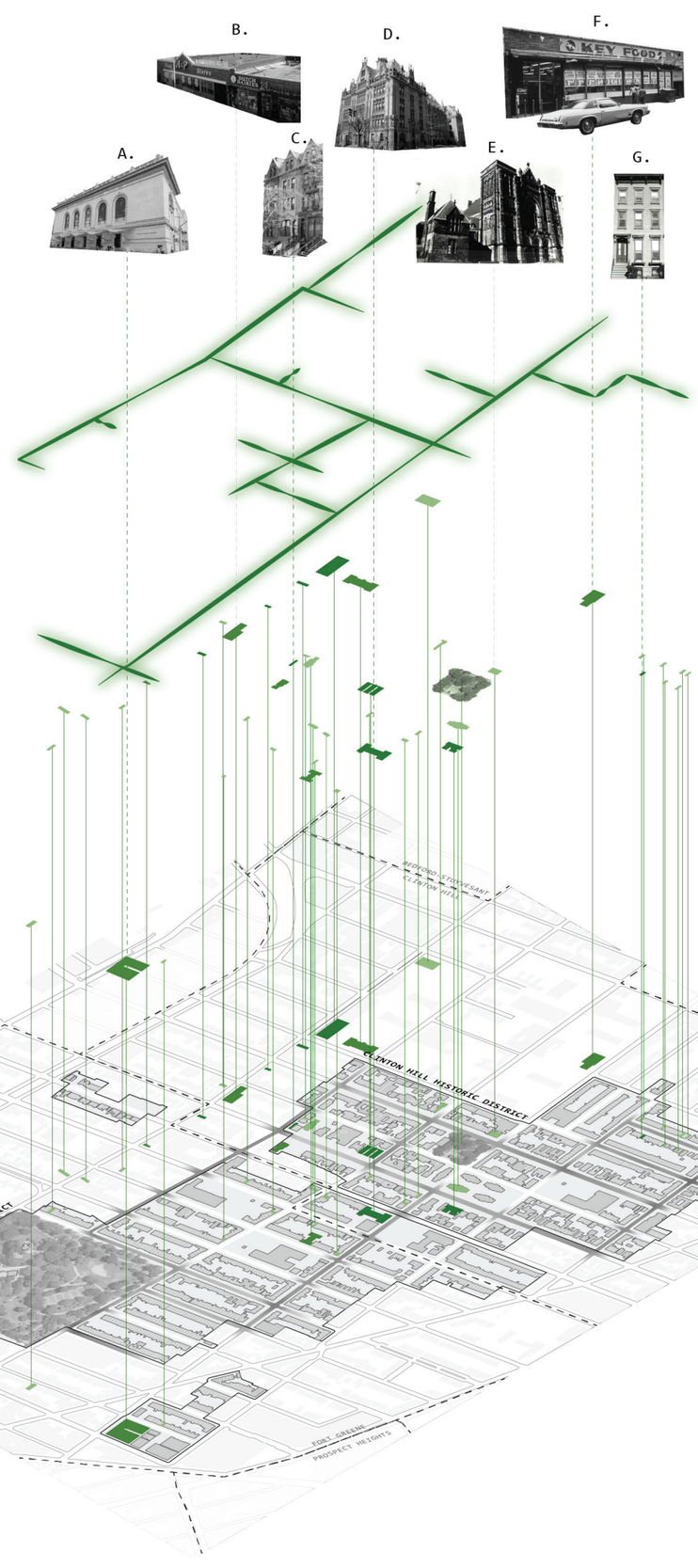
Storyground

A portion of the open space is devoted for media display and sharing on personal stories and playing old movies. The goal is for the community members to learn other people's life stories to understand the community as a whole, as well as forging deeper connections.

MONUMENT TO MEMORY

Broadening Historic Preservation

Daniela Deu



MONUMENT TO MEMORY

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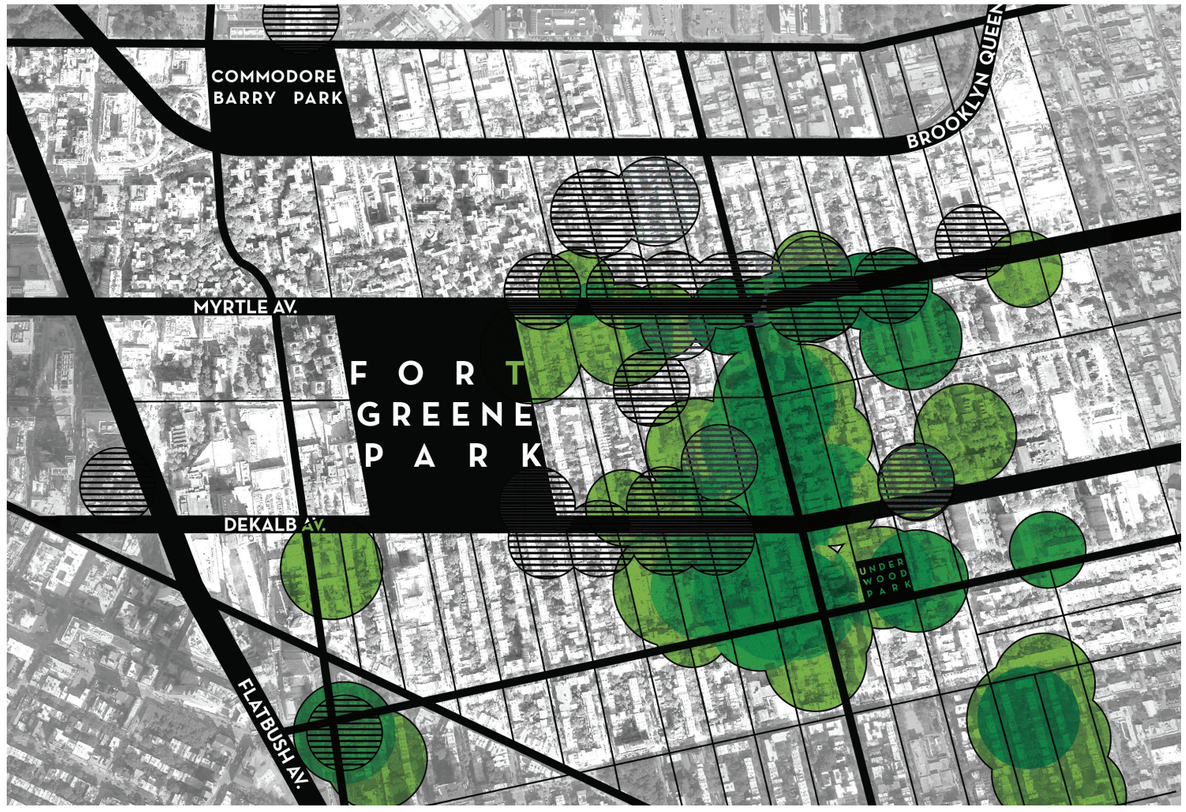


Social Mapping in Clinton Hill and Fort Greene - Before & After Overlay

INTRODUCTION

Clinton Hill is an example of how solely focusing on preserving the built environment and not considering the preservation of existing residents can fuel displacement and promote gentrification. The limited selection of financial incentives and policy tools available to residents has alienated many legacy neighbors from actively participating in the process of preservation.

HISTORIC PRESERVATION

The National Register of Historic Places offers protection to buildings that are listed. With the designation, homeowners have access to financial incentives to maintain the historic value of their property. However, recent discourse in preservation circles has made it clear that the evaluation of what is considered 'significant' is flawed and often bias. The available criteria (A-D), primarily focuses on architectural characteristics and style, or a "significant contribution to the broad pattern of our history"[1].

The word *OUR* is vague, and in practice the definition of what constitutes as significant is not broad enough to represent the many different cultures that are part of our built environment. Thus, the determination of significance is based on the narrow view of preservationists, which might not correspond to the feeling of the residents in a community. Because preservation today predominantly focuses on the architecture of a very specific time frame, there is rarely incentive to create strategies that reveal and preserve other human histories if they are not eligible under criteria A.

1 "How to Apply the National Register Criteria for Evaluation." National Register Bulletin . National Parks Service, 1995. https://www.nps.gov/subjects/national register/upload/NRB-15_web508.pdf.

PRESERVATION CRITERIA[2]

Criteria A - "Associated with events that have made a significant contribution to the broad pattern of our history"

Criteria B - "Associated with the lives of persons significant in our past"

Criteria C - "Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction"

Criteria D - "Yielded, or may be likely to yield, information important to prehistory or history"

ISSUES

In the 80s, a lack of city investment and maintenance in this predominantly black neighborhood resulted in the acceleration of the demolition, vacancy, and slow dilapidation of many homes in Clinton Hill. In the absence of city help, community organizations and block associations were the leading voices and stakeholders in this neighborhood's preservation movement. Eventually, their activism attracted the Landmark's Preservation Committee to designate Clinton Hill as a historic district in 1981[3].

The designation of the historic district and the subsequent financial incentives for preservation helped transform the neighborhood's architectural integrity. As a result, housing prices have continued to soar since is designation.

However, these changes coincided with the beginning of massive demographic shifts that would alter the neighborhood's fabric. When viewed through a purely economic and architectural lens, the historic district designation was hugely successful as a tool that restored the urban fabric of the neighborhood. But when considering the social impact of this designation, there are key issues that have shaped the neighborhood that exists today:

The first of these issues is the acknowledgment that when the neighborhood was predominantly black, despite block associations working to protect their built environment, there was little access to city funds or incentives. It was only after the arrival of white

2 "How to Apply the National Register Criteria for Evaluation."

3 "Clinton Hill Proposed Historic District ." Columbia University Libraries . New York (N.Y.). Landmarks Preservation Commission., 1977. https://archive.org/details/ColumbiaUniversityLibraries?query=Clinton%2BHill%2Bproposed%2Bhistoric%2Bdistrict., p.13



Color(ed) Theory (2014-2017)
Image Sources: Amanda Williams Studio

These series of maps visualize new historic routes that elevate the everyday lives of the interviewees from the Social Mapping Exercise. Their routes expand beyond the historic district boundaries to reveal that there is more historical significance in this neighborhood that the 19th century homes that have been prioritized through preservation.

FORT GREENE HISTORIC DISTRICT

CLINTON HILL HISTORIC DISTRICT

FORT GREENE

PROSPECT HEIGHTS

CLINTON HILL

FORD-STUYVESANT

'Brownstoners[4] and the involvement of Pratt Institute that LPC designated the neighborhood and made these financial incentives available.

Secondly, there was little access to other financial incentives such as grants or non-profit investments. Although tax credits were available, these can still become a financial burden for lower-income homeowners. This is particularly difficult wen considering the added costs often associated with living in a historic district. Primarily, the extra length required to process changes, the need for an architect, and the material standards homeowners are required to meet.

The designation of Clinton Hill as historic district and the financial incentives provided by the LPC did not provide any means to limit or reduce displacement, as it focused entirely on the preservation of the built environment. Seeing the beginnings of gentrification occurring in Clinton Hill and the strength of the real estate market in the 80s, they prioritized targeting these populations than facilitating legacy residents to be part of the preservation process.

As one New York Magazine interviewee noted in the 1970 article *The Happy Reawakening of Clinton Hill,* "it would be a tragedy if the original black residents were to be forced out in the name of 'revival'"[5] . Unfortunately, revival, in this case, did result in the displacement of many longtime black Clinton Hill residents.

DESIGN

The goal of this project is to challenge our understanding of what it means to preserve the built environment, and to reveal the memory within these structures as a means to stitch a community back together.

Following the example set by Amanda Williams in her project Color(ed) Theory, through color she is able to highlight a vacant buildings prior to demolition and provoke passerby to recall the life that once resided

4 Davis, L J. "The Happy Reawakening of Clinton Hill." New York Magazine . February 2, 1970., p.40

5 5 Davis, L J. "The Happy Reawakening of Clinton Hill." New York Magazine . February 2, 1970., p.40



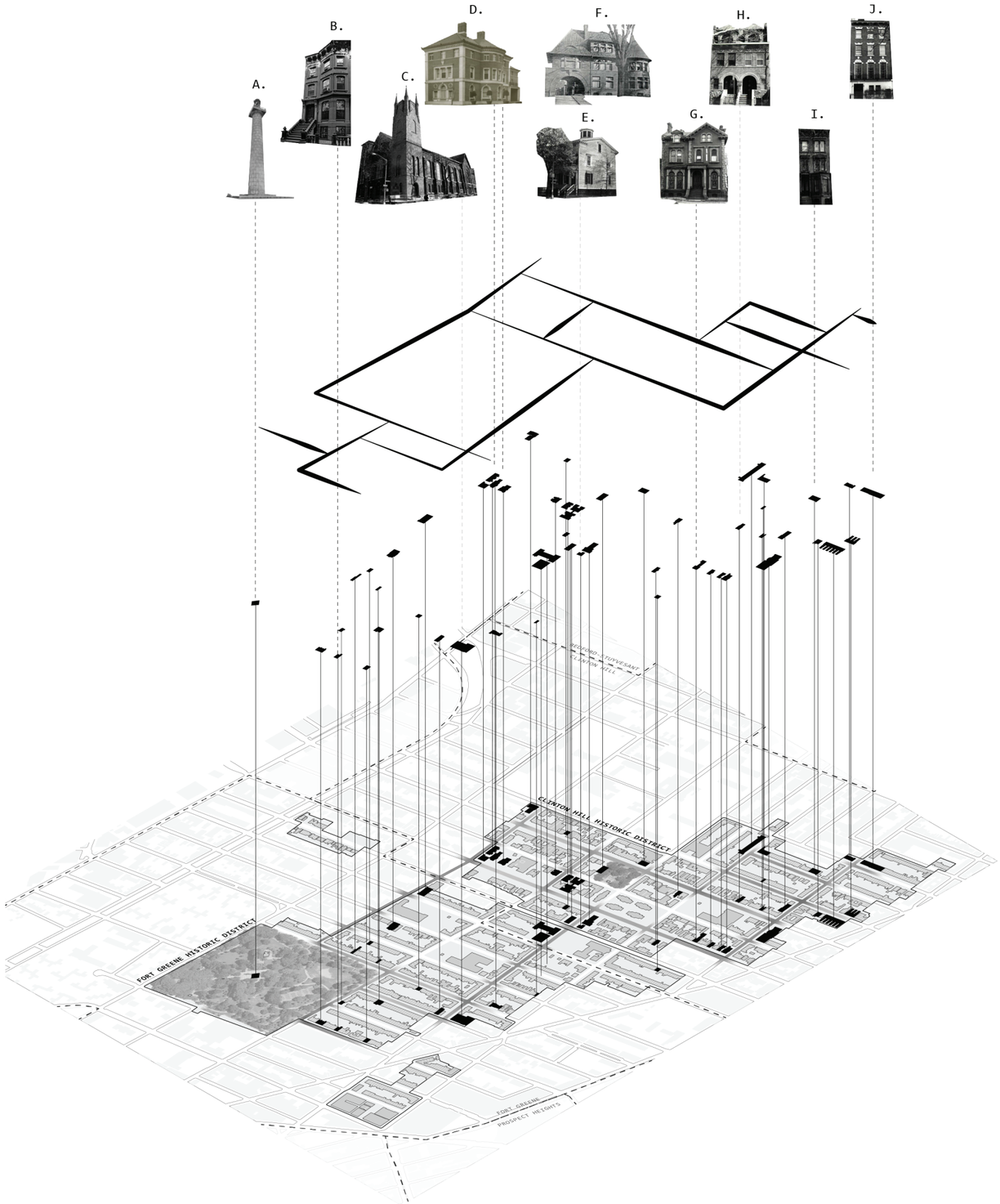




From top to Bottom: 241 Clinton Avenue (1981), Apartments on Clinton Avenue (1981), 69 Saint James Place (1981)

Left: Historic District notable buildings and visitng route

Image Sources: Clinton Hill Historic District Nomination Form



there. Similarly, this project aims to challenge our notion of what historic preservation means. It will move beyond the built environment to preserve the memory of the people who inhabited this space by creating permanence in human and social memories rather than only preserving the space where these memories occurred. Thus, it will envision a new preservation narrative that elevates the history of everyday people, as that is the true fabric of a neighborhood.

Additionally, due to the limited financial incentives available that focus on reducing displacement and incentivising community bonds, this project will also include a policy suggestion in a Brooklyn context.

The first portion of this proposal is the creation of a new series of significant buildings ans routes derived from the previous social mapping exercise.

These new routes will be consolidated and made physical. By elevating over the historically protected buildings, it reinforces the notion that it is the bonds between people that make a neighborhood significant. Architecture is the space where these interactions take place, it should not be prioritized over the wellbeing of residents.

Finally, the policy proposal will introduce a new financial incentive to motivate owners of historic properties to convert their basement units into community accessible spaces where knowledge and memory can be exchanged.

Furthermore, the social mapping exercise revealed that the dissolution of social bonds for legacy residents contributes to their displacement. By re-invoking the memory of the life that once occurred in these spaces to create social connections between new and old residents, is a means to reduce any additional displacement.

Programs that recall experiences past are a means to create a bridge between new and old residents and create new social networks that are not reliant on financial exchange (restaurants or coffee shops).



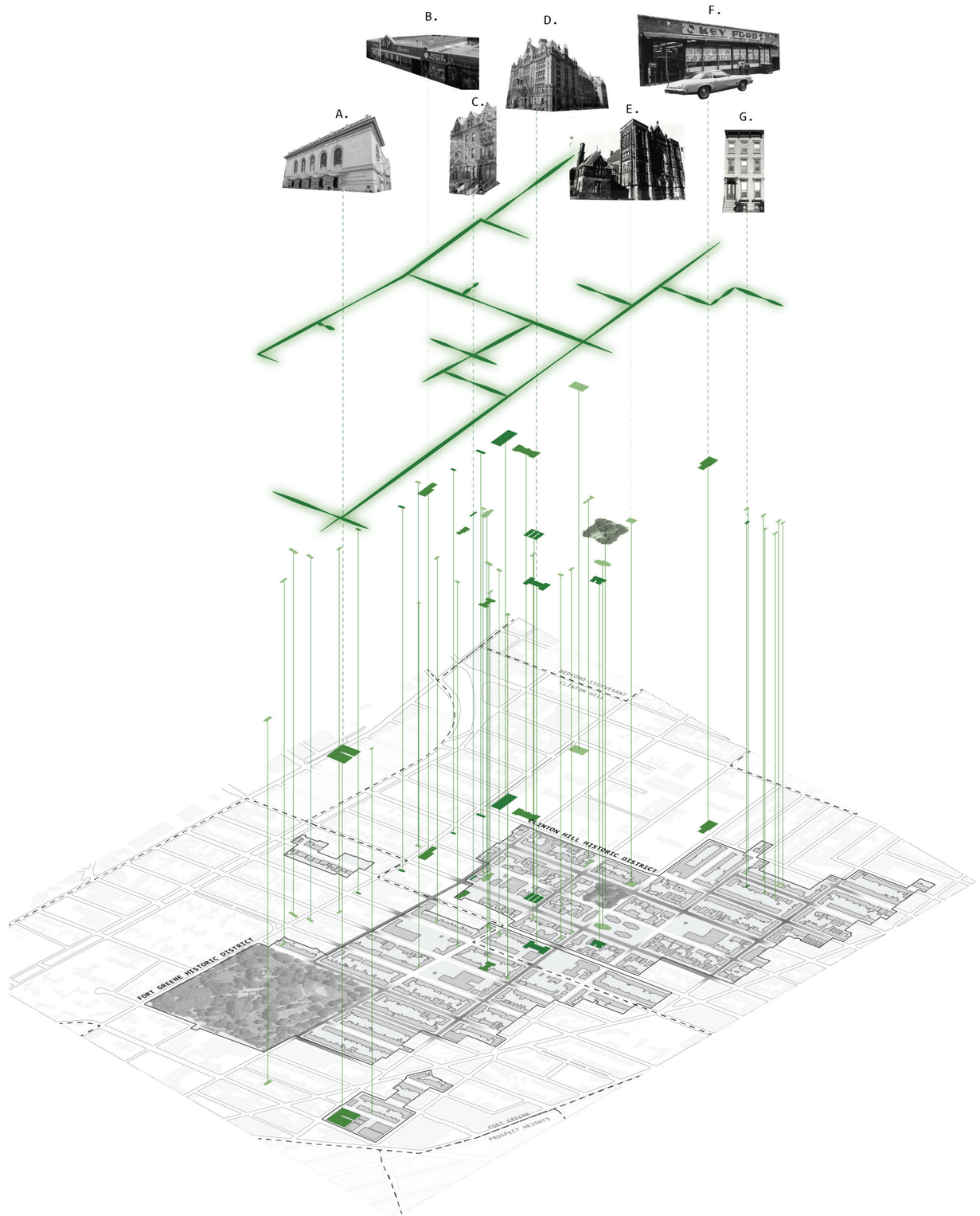




From top to Bottom: 397 Waverly Avenue (1981), Queen Mary of All Saints Church (1981), Fulton Court (1981)

Left: Reimagined Historic District Route

Image Sources: Clinton Hill Historic District Nomination Form







215 Clinton Avenue - Today



215 Clinton Avenue - Visualized Route

PRESERVATION INCENTIVES

1. EXISTING INCENTIVES

Property Tax Abatement

Rehabilitation Tax Credits

Payments in Lieu of Taxes

Preservation Easements

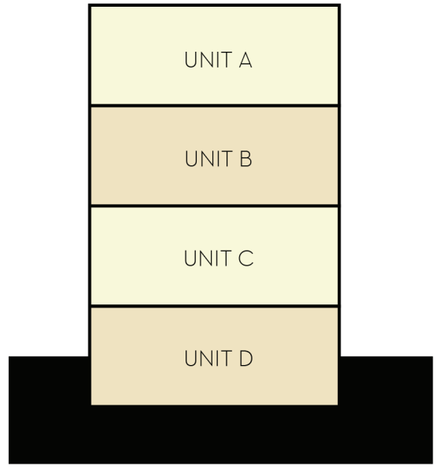
These 4 incentives all relate to the preservation of the architectural features of the building. There can be additional tax reductions if there is public use, but generally the priorirty of these incentives is to protect structures

2. ANTI DISPLACEMENT

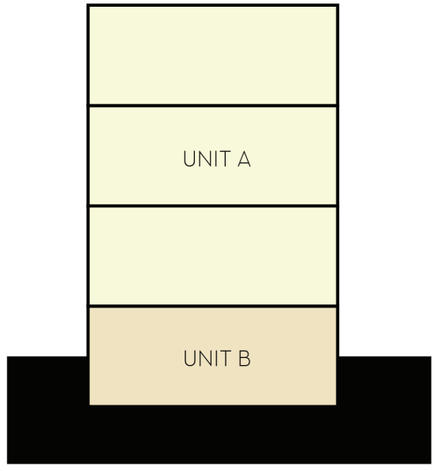
Today, there are no significant incentives for the preservation of existing communities in historic districts. There is a need for a viable financial strategy that would make preserving communities worthwhile for homeowners.

3. NYC BASEMENT UNITS

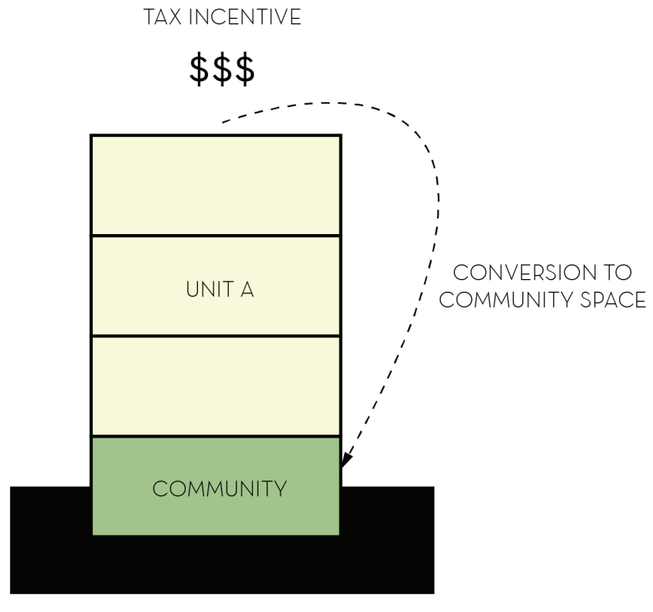
Providing homeowners in historic districts a tax benefit to lease their basement units as community spaces (especially in dense residential neighborhoods with few civic ammenities) can be a way to crate the space needed for non transactional forms of social cohesion.



Typical NYC Rowhouse
(Multifamily)



Typical NYC Rowhouse
(Singlefamily)



Typical NYC Rowhouse





SARAH HURST JENOURE

80 years old

Former Clinton Hill Resident of 50 years



215 Clinton Avenue - Proposed Communal Space, Opposite Page: Existing Basement Unit Plan

Sara is an avid cook, and when she lived in Clinton Hill, she would often host dinner parties for her neighbors. During these dinners, her home would become a point of social cohesion.

Many of her friends would also come visit to be taught to make some of her signature meanls and drinks. After leaving, she continues to share her recipies through email, but the opportunity is lost to learn from her skilled example.

The basement unit of 215 Clinton Avenue, Sara's former home, has been a doctor's office and a rental unit in past lives. With this new preservation incentive, the space can be converted into a communal kitchen where different residents - new and old - can share their recipies and meals together. It is an opportunity to bond over good food while doing the work to create new social bonds between residents.

FINAL PROJECTS

HOUSING

DEISGN FOR HEALTH AND WELLNESS

A Critique of NYCHA Existing Exterior Conditions

Carmen Yu



Grant Houses | South West Entrance

INTRODUCTION

Public housing, on paper, is advertised as an amazing alternative for low income individuals in which they promise equal opportunity and promote a comfortable environment. Typically these claims are false due to a lack of funding for NYCHA (New York Housing Authority) which results in delpatiated living conditions both indoors and outdoors. These living conditions subconsciously affect the resident's quality of life and well being which dictates their comfort, perception, and safety within the space. Unfortunately, the immediate neighborhood surrounding public housing is also typically subjected to systemic inequalities and uncoincidental juxtapositions. With poor living conditions, neglect in maintenance, and no funds to address these issues, the quality of life for residents is compromised in which it decreases incoming opportunities to lead a prosperous life.

CONTEXT

Grant Houses is located in West Harlem and borders Morningside Heights. This public housing complex consists of 10 apartment towers spanning 2 blocks from 123rd street to 125th street. During the 1940's, Morningside Heights Inc. (founded by Columbia University) lobbied for the displacement of residents using legislation and supported the construction of Grant Houses north of Morningside Gardens. This was intended to create a buffer between Morningside heights and Harlem, segregating the differing demographics and economic classes.

The housing complex, like many other NYCHA projects, suffers from a lack of maintenance in which the exterior of most entrances are littered and neglected in terms of infrastructure. Despite all the obstacles that negatively impact the surrounding environment, Grant Houses is bright and lively during the day. At night, more problems become apparent as visibility becomes an issue with contrasting lighting conditions and varying intensities. This makes the space uncomfortable and less safe, causing underlying tensions among residents.

NYCHA

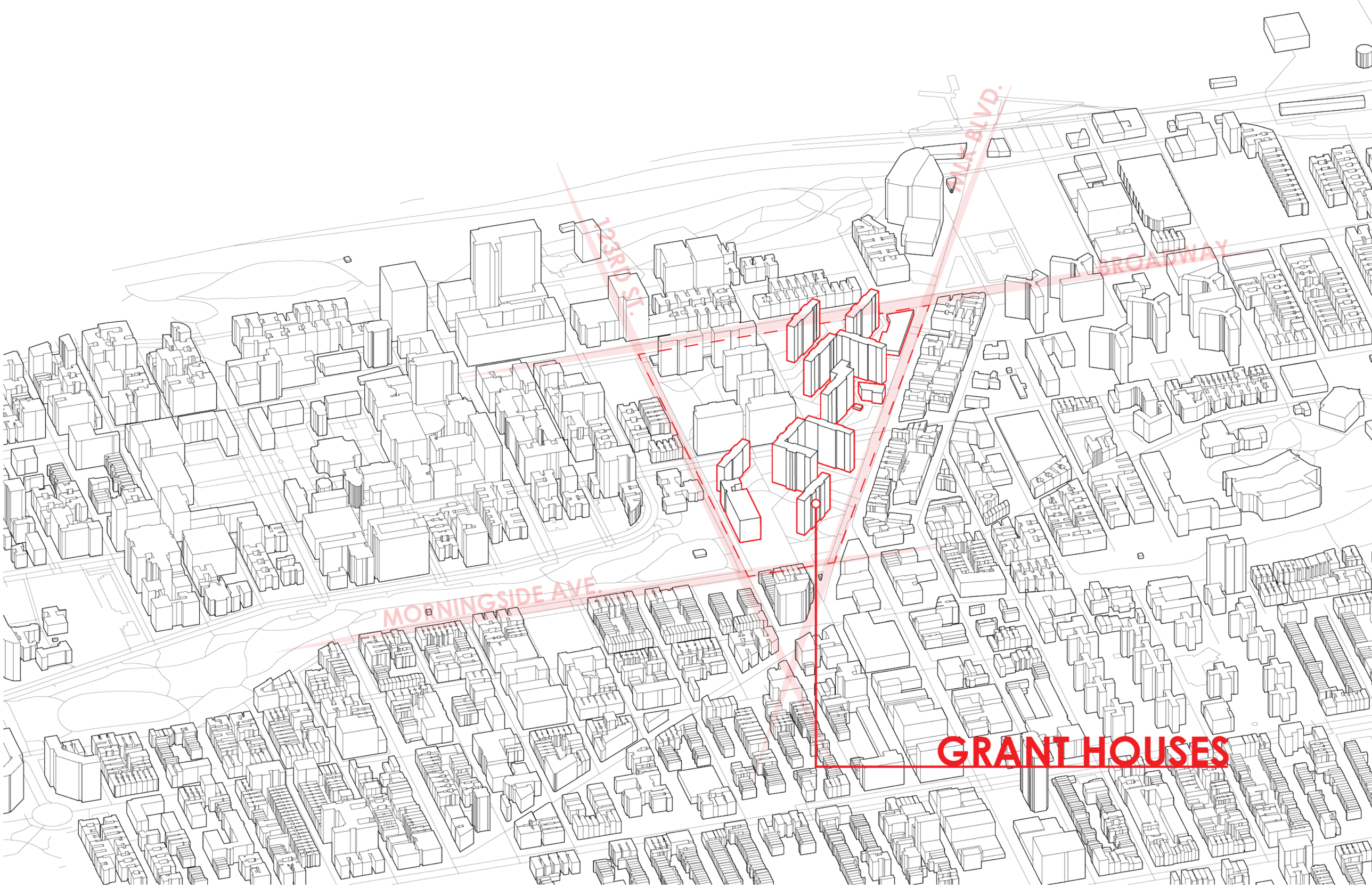
"There are all sorts of ways that, on paper, public housing is a fantastic alternative, and honestly in the past it was," David Robinson, housing lawyer and Executive Committee member of the Morningside Heights Community Coalition, said. "Since then it's been allowed to deteriorate, mostly through lack of funding and some managerial incompetence."

- KATHERINE NESSEL (COLUMBIA SPECTATOR)

NYCHA (New York City Housing Authority) was established in 1934 and was previously regarded as "a progressive housing solution to fix New York City" (NYT) during the 1950's and 1970's. It was once and still is one of the most important resources for low income residents, but over time, the government has reduced funding for the organization. This caused neglect of maintenance for a multiplicity of housing projects which resulted in reduced staff and depleted resources. This also quickly affected the quality of life for some while others continue to deal with depleting infrastructure. The organization was previously selective with their residents in the 1950's, but in the late 1960's, loosened their selectivity, sparking an increase in crime, vandalism and drugs.



Elevator Outages | Photo by Rommel Nunez



123RD ST.
HILL BLVD.
BROADWAY
MORNINGSIDE AVE.
GRANT HOUSES



125th Street Day vs. Night

EXISTING CONDITIONS

During the day, Grant Houses towers over the neighborhood while being situated in a semi landscaped courtyard. At night the complex becomes barely visible due to inadequate lighting which turns into a safety hazard for residents simply looking to go home. NYCHA housing projects typically consist of two types of light sources - intense bright white and a heavily saturated yellow. These contrasting conditions decrease safety in which it makes it difficult for eyes to adjust from intense to low lighting conditions (especially for aging eyes). The glare from the intense light source constricts the pupils which decreases vision and blinds the individual. This ultimately decreases safety while increasing discomfort. White light often also includes blue light which if exposed to long periods of time can cause adverse health effects such as disrupted sleep and changes in mood.

The intense light source, typically highlighting the front entrance creates a spotlight effect in which brighter does not mean safer. This spotlight effect highlights activity at the front entrance, sometimes

"Glare from nighttime lighting can create hazards ranging from discomfort to frank disability."

- American Medical Association Council on Science and Public Health (2012)

SATURATED YELLOW

Produces dim lighting conditions that contrast the opposing bright white lights making it hard for eyes to adjust. This especially affects aging eyes.

BRIGHT WHITE

Outdoor lighting typically contains blue/white light. Long term exposure causes disrupted sleep and adverse health affects. Glare is also produced which decreases vision and increases potential dangers during the night.

The stark contrast in the Bright White lighting vs. Saturated Dim Yellow lighting decreases safety where glare constricts the pupils and shines directly into our eyes - making it blinding. These lighting conditions also makes it difficult for our eyes to adjust from high to low light conditions increasing discomfort and decreasing safety.



Lighting and Wellbeing

attracting unwanted attention. It also creates an uncoincidental juxtaposition in which oftentimes, security cameras are pointed directly at the light source to keep an eye on residents moving in and out of the building. Brighter lighting conditions do not equate to safety, rather it makes victims and property more visible to perpetrators and oftentimes more subjected to crime. While the front entrance of NYCHA buildings are often highlighted, the foot paths are not. The materiality of the pavement is dark which makes it less visible during the night . The glare produced by the entrance also makes it hard for one to navigate through the rest of the complex as it contrasts and blinds residents/visitors.

These inconsistencies in lighting not only affects visibility and safety, but also affects mental health and the overall well being of residents. Units located by the front entrance have a disadvantage in which residents are forced to buy blackout curtains to shield themselves from the intense exterior lighting. Not only does this affect one's sleep cycle, it also affects one's mood to be more irritable throughout the day.

SLEEP-WAKE CYCLE

Exposure to artificial light at night disrupts sleep, hormone secretion, neuropsychiatric, etc.

MOOD CHANGE

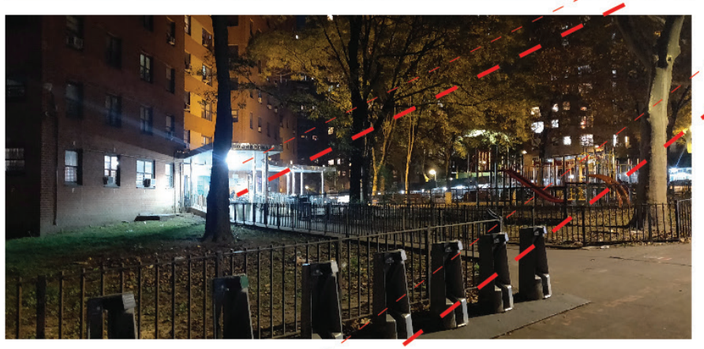
Studies have shown (humans and animals), **exposure to artificial light at night causes mood disruptions.**

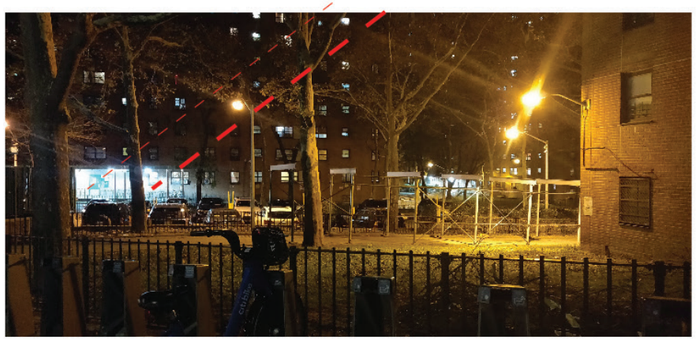
INDOOR ENVIRONMENT

To prevent the strong bright light from disrupting the interior environment, residents are forced to purchase **blackout curtains.**









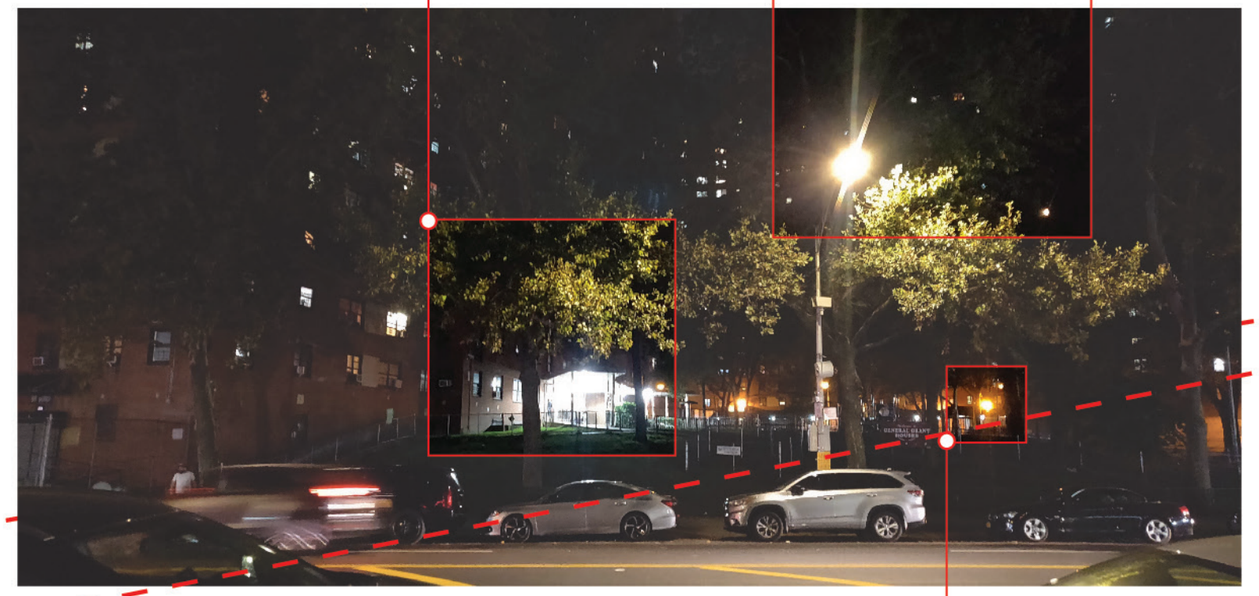
BRIGHTER DOES *NOT* MEAN SAFER

Poor outdoor lighting conditions decreases safety and increases discomfort. Brighter conditions do not equate to safer streets, rather it makes VICTIMS and PROPERTY more visible and vulnerable to crime.

""It is also important that a change in texture or brightness in the visual array is associated with something important going on in the scene. In other words, something that draws one's attention within the scene should turn out to be an important object or boundary…If what draws one's attention and what is worth looking at turn out to be different properties, then the scene lacks coherence."
– Kaplan and Kaplan, 1988"

INTENSE DIRECT LIGHT FROM ABOVE
=
TENSE PSYCHOLOGICAL EFFECT

CONTRASTING LIGHTING
CONDITIONS



INCONSISTENT LIGHTING
SATURATION

EXTERIOR LIGHTING AFFECTING
INTERIOR LIGHTING



DARK PATHWAY





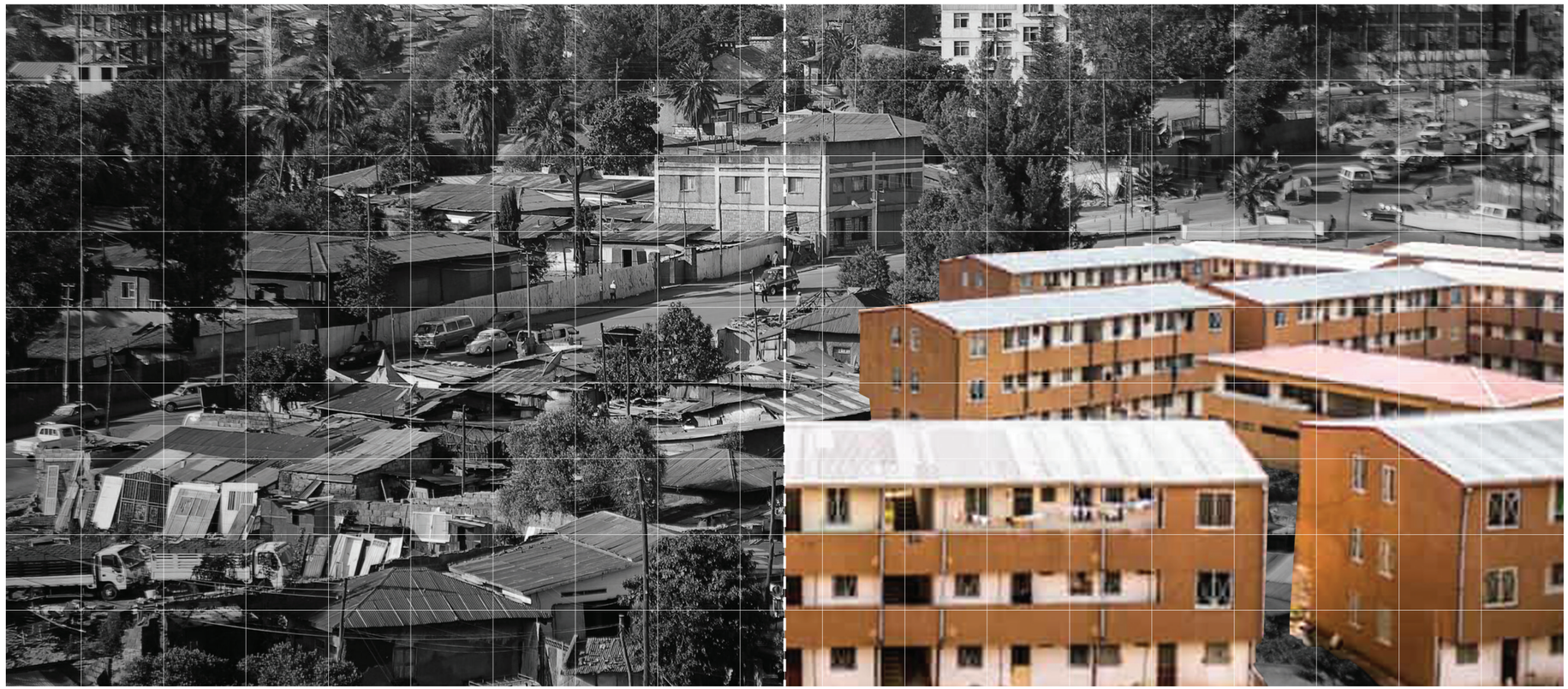




EKUB - COLLECTIVE

Incremental Housing in Addis Ababa

Govardan Rajasekaran Umashankar



Condo developments as housing solution in Addis Ababa

INTRODUCTION

Housing design and incremental strategies are constructive design thoughts that are framed to support housing in low income neighborhoods. However the framework sometimes fails to acknowledge social constructs and financial systems that could throw these design frameworks off balance.

Many concerns of incremental housing stem from family growth and financial standing over years that could define a households ability to incrementally develop their house while supporting the growing family and their financial needs, such as education, healthcare etc.

CONTEXT

The context of the design intervention is rooted in Addis Ababa, Ethiopia which is facing a critical housing crisis. The housing crisis is due to the rural exodus which has caused a high concentration of low income population in urban centers. This problem needs to be tackled quickly before it intensifies.

There is a large shortage of housing in Addis ababa that is not able to meet the demands of housing needs, leading to encroachment and unsanitary living conditions for a large group of the urban population. The government has tried to address these issues through residential condos.

ISSUES

Addis Ababa's response to housing has been through the development of condos that are not socially relevant or logistically situated to support the needs of the low income population. These condos are designed as rigid blocks that do not take into consideration the social needs of the community. On signing up for this housing the communities are ties to the institutional financial system which could plunge them into a debt crisis.





Contrast of informal settlements and condo housing

DESIGN INTERVENTION

The Design intervention builds on existing informal housing settlement patterns and collective financial systems that are built around trust. The informal settlements will be formalized by injecting government subsidies to develop the neighborhood into a livable space.

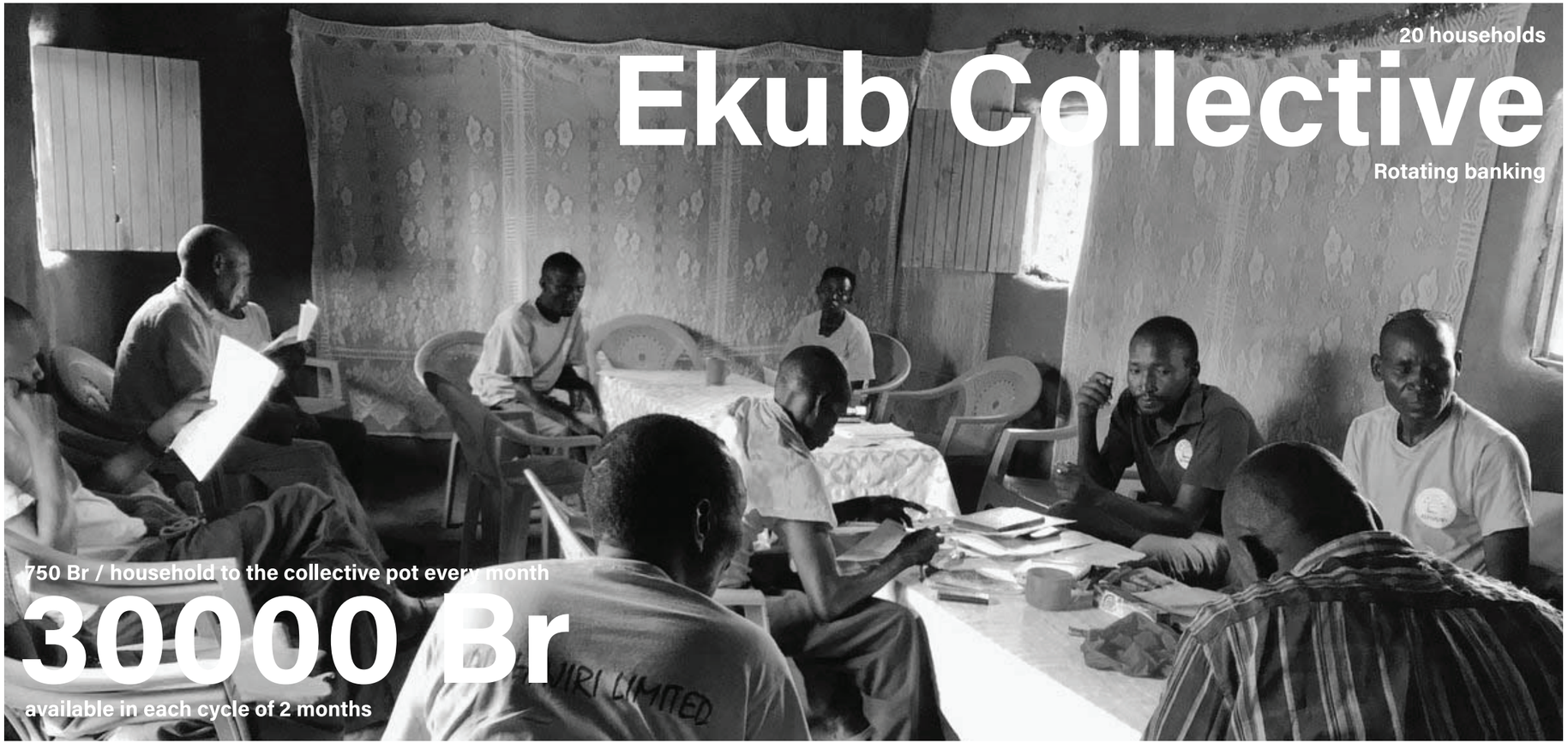
EKUB FINANCIAL SYSTEM

Developing on the existing financial system of the Ekub system, a form of rotational banking system that utilizes the aspect of social trust. Neighborhood members add value to a pot that is made up of 80 cycles over a span of 12 years. Members have access to this collective fund to incrementally develop their house three times over the 12 years.

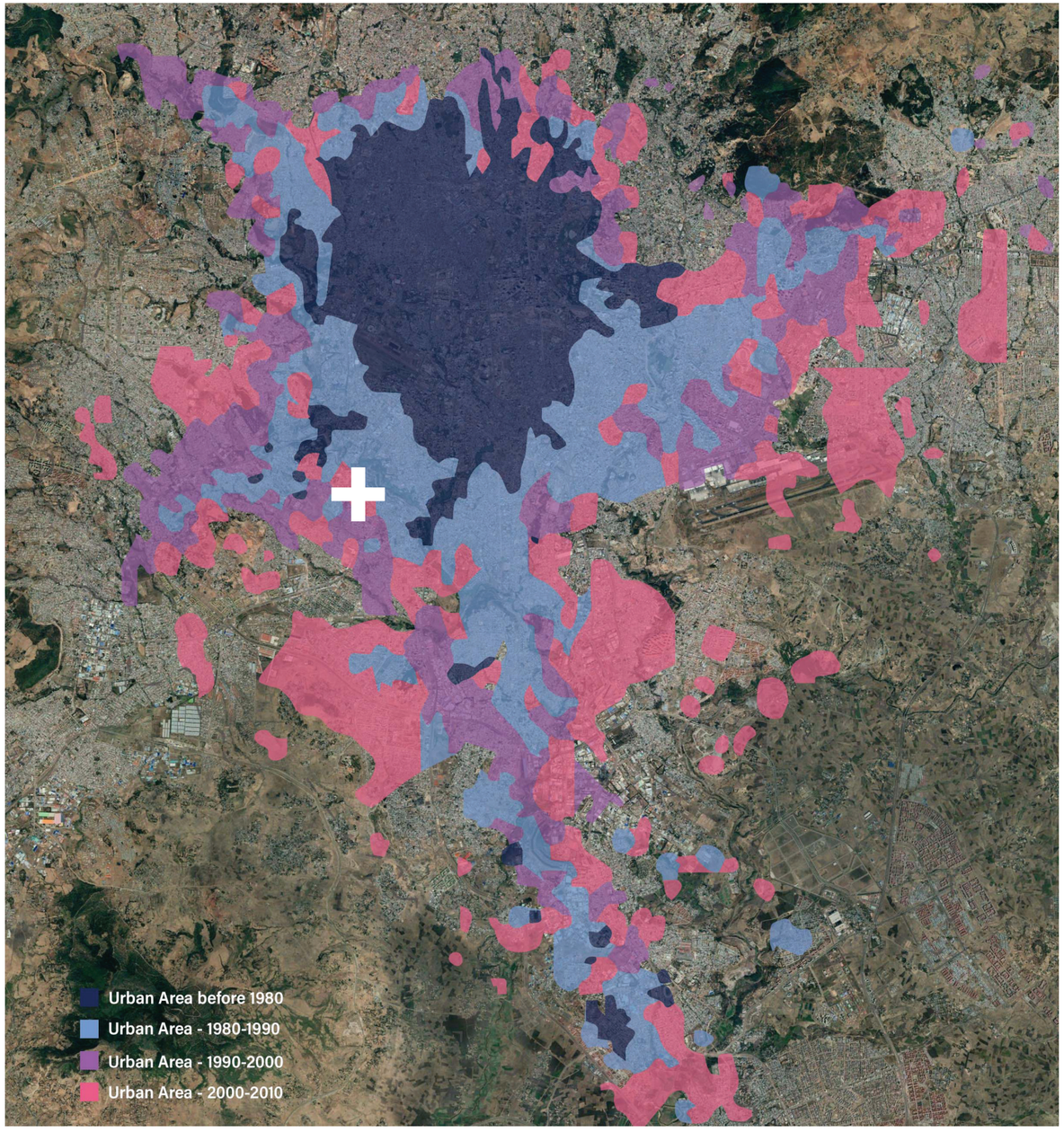
INFORMAL SETTLEMENT PATTERNS

By building on the existing settlement pattern, a hierarchy is identified which could be used to develop a series of shared spaces which could reduce the strain of developing these spaces individually. These patterns also would help to be sensitive to the social constructs of the neighborhood.





Ekub financial system:Rotational banking built on social trust



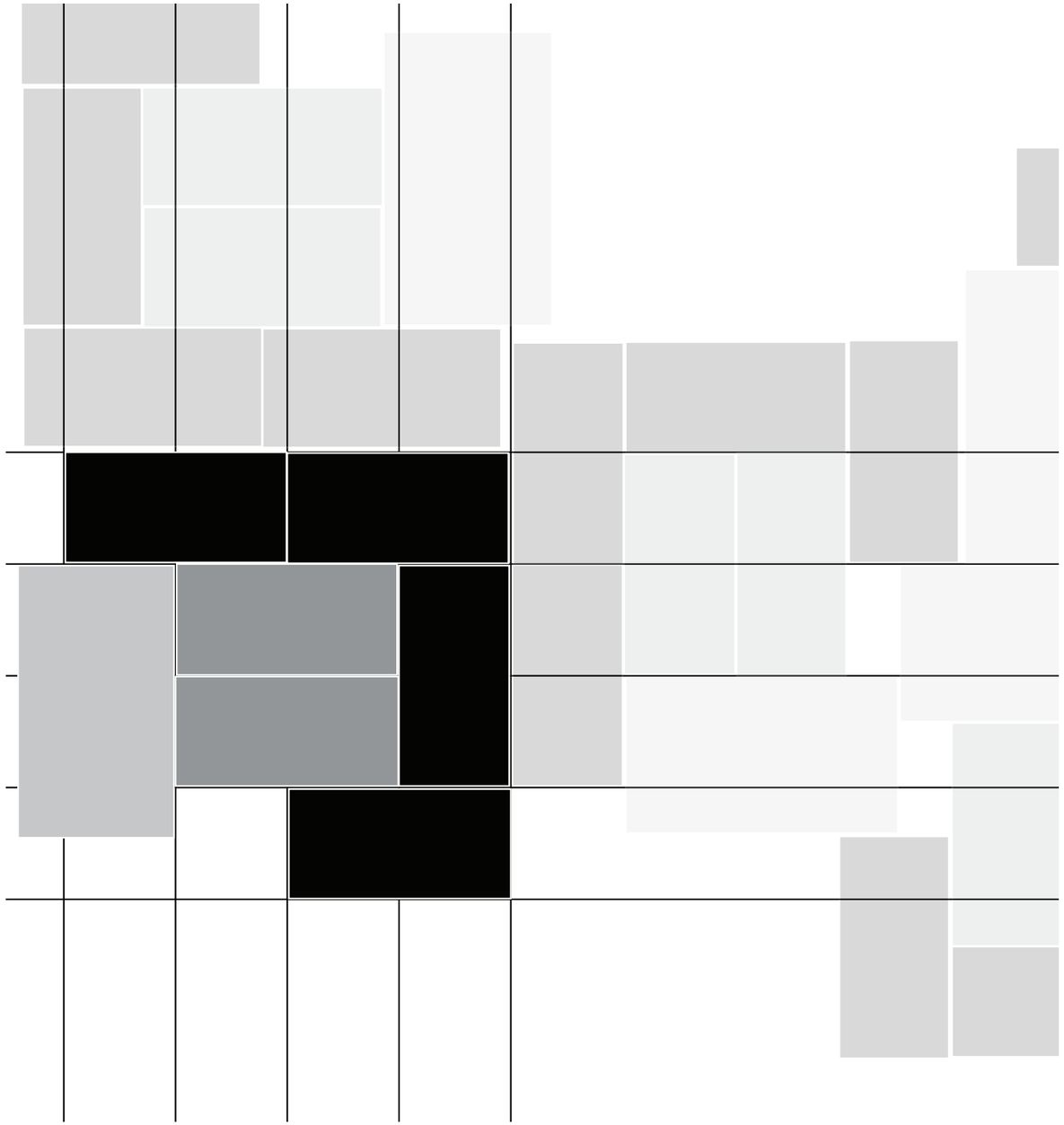
Urban growth Pattern



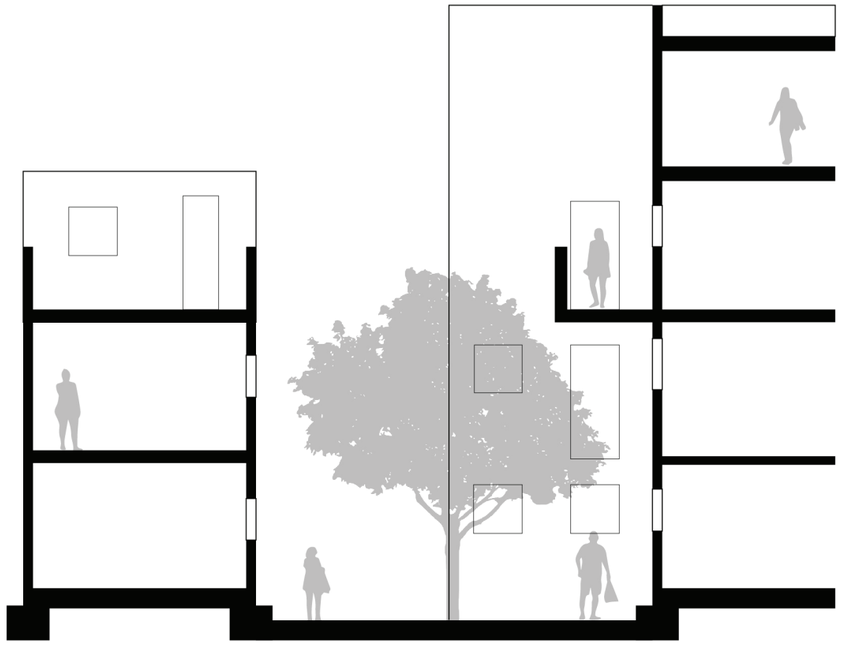
Informal settlement pattern of the site



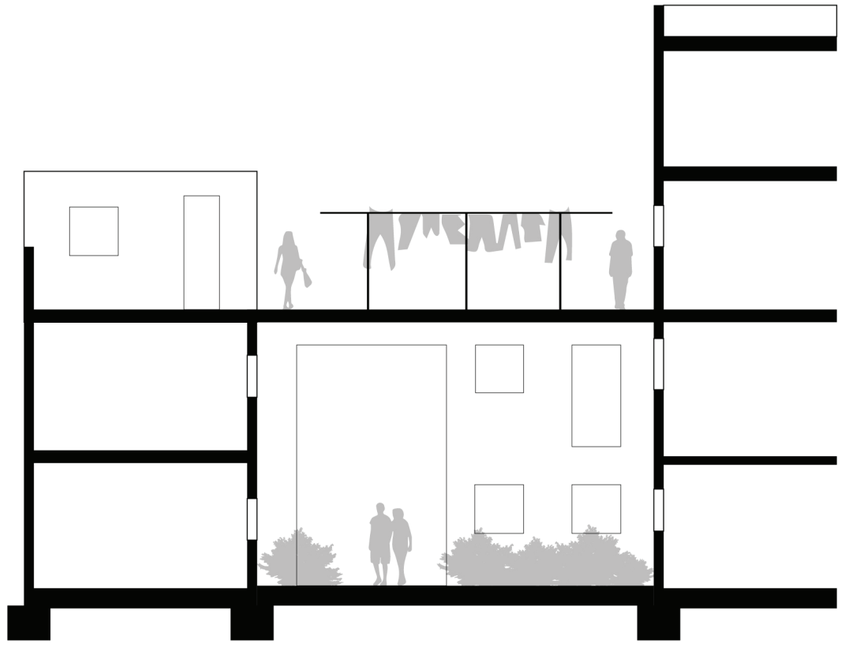
Figure-ground study of the settlement pattern to identify hierarchy



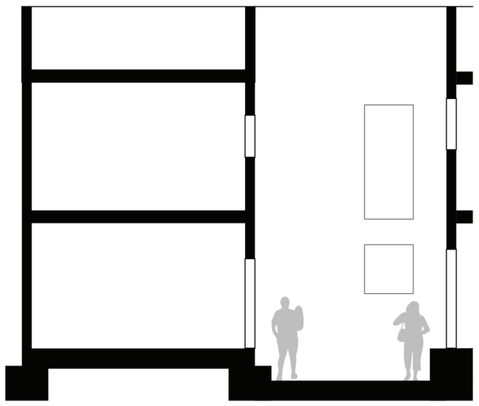
Spatial hierarchy concept



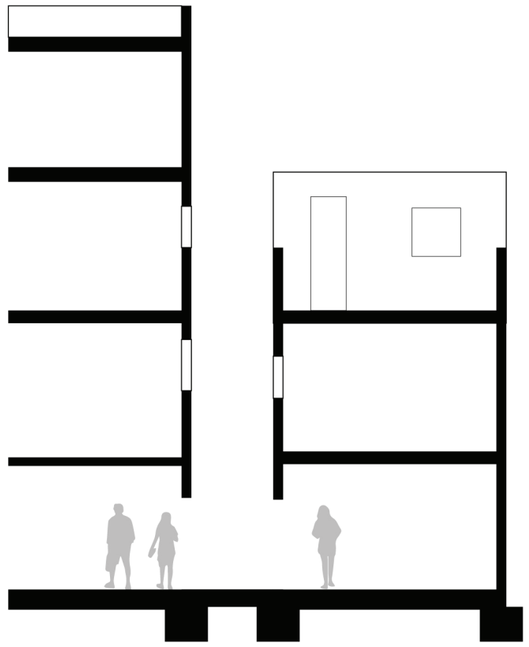
Common space section



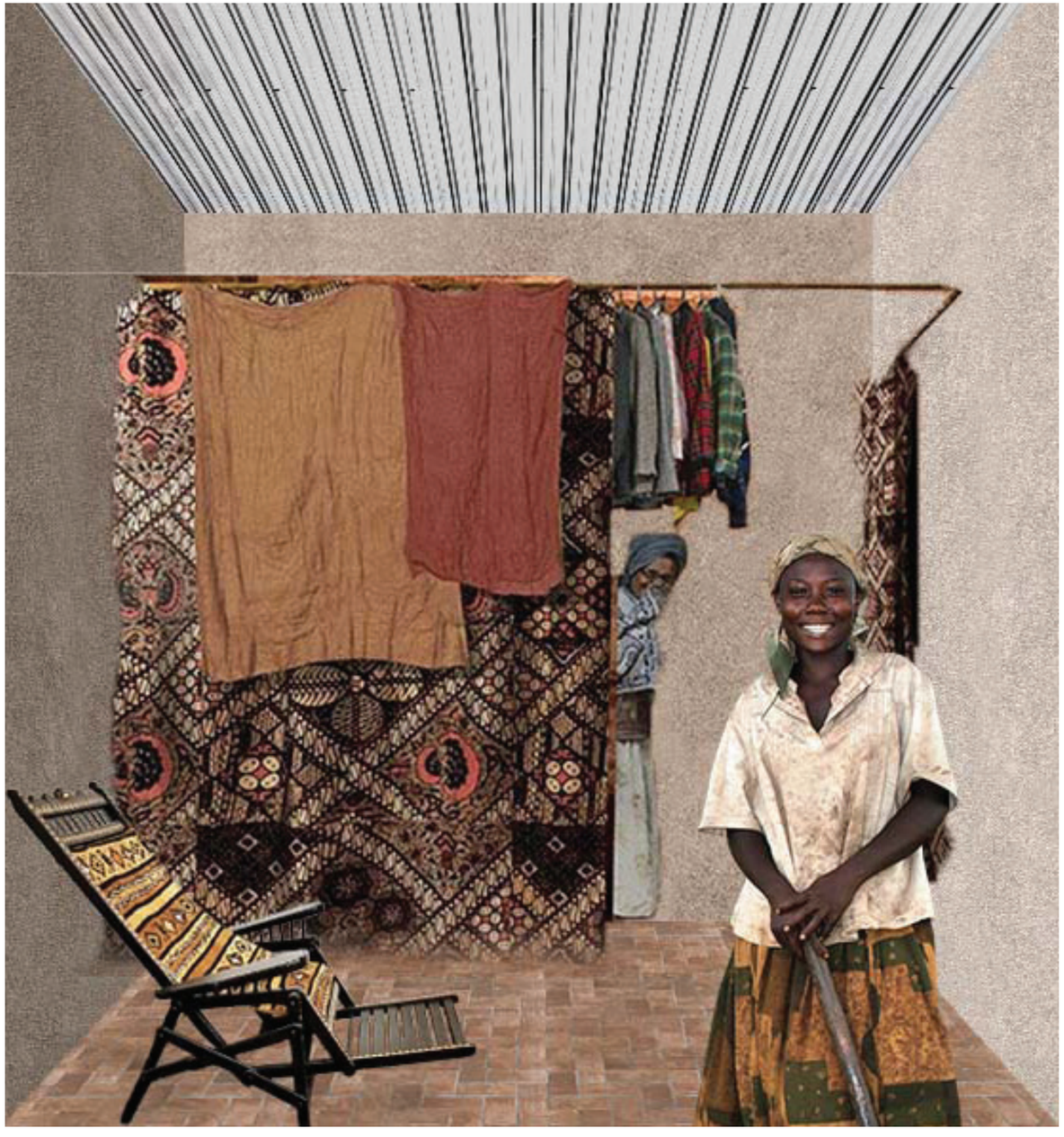
Common space section



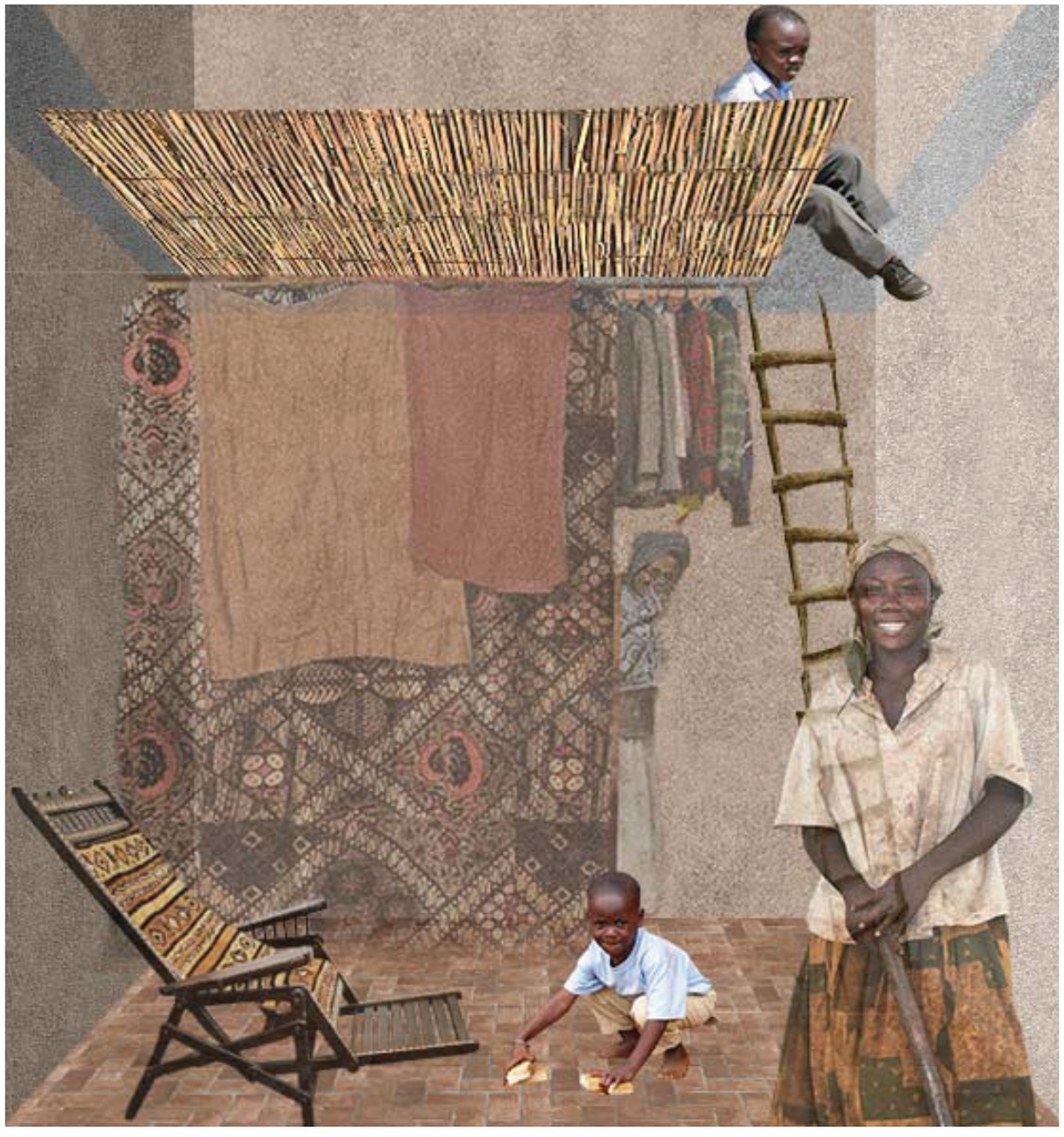
Semi-formal front yards



Shared intimate spaces



Stage 1 : Exisiting housing condition

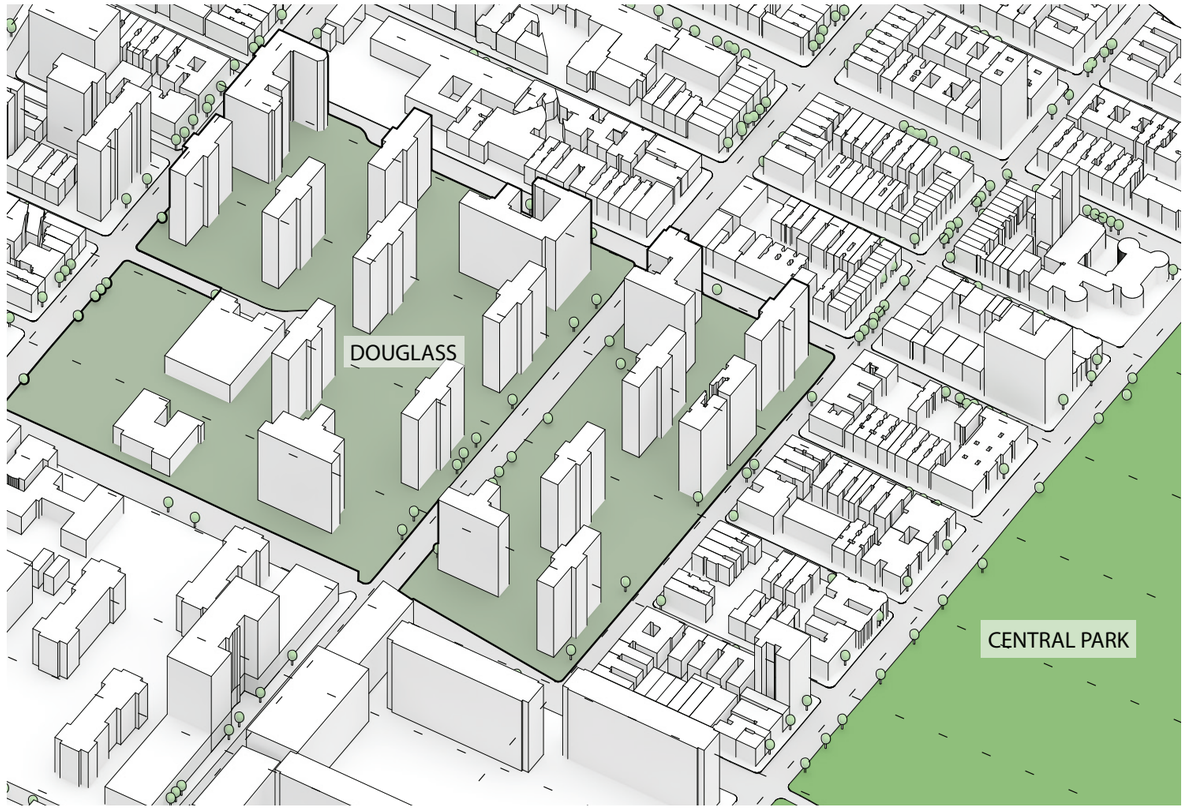


Stage 2 : Incrementally grown house with increase in family

FREDERICK DOUGLASS HOUSES

A strong yet forgotten community in the Upper West Side

Lucas Coelho Netto



Location diagram

INTRODUCTION AND CONTEXT

NYCHA Frederick Douglass I and II are home to over four thousand residents in Manhattan. Composed of eighteen buildings, most of them completed in 1958, the complex of high-rises stands out like a sore thumb amongst the low-rise brownstone buildings surrounding it in Upper West Side.

What at first glance appears to be a healthy community for passers-by, with the recurrent street events, music, outdoor gatherings, and a sports court, is heavily contrasted by the presence of police cars around the perimeter and lawsuits against the city for poor living conditions. Rats, bedbug infestations, collapsing walls and ceilings, mold, hunger, and broken radiators are a few of the complaints filed by residents over the last decade.

Unfortunately, authorities have not done much to reverse this scenario. Inhabitants find themselves abandoned in an imaginary deteriorating island, with boundaries established by rent prices and ethnography. Through a network of collective care, they help each other through the difficulties faced daily. With few vacancies and most residents living there for decades, it is a place where "everybody knows your name".

Even though, residents are still dying out of hunger in their apartments. Some could not go downstairs to buy food because of accessibility issues and broken elevators due to lack of maintenance.

When top-down and power agencies do not take action, we often encounter bottom-top initiatives that try to revert negative scenarios. It is the case of Douglass' Tenants Association, led by Carmen Quinones, ten main volunteers, and one "guardian" per building. Together, they try to lighten the burdens residents face: food distribution, daily visits, religious events, and sports activities are a few of the examples that create a bond in the community, and help them get by.

PROPOSAL

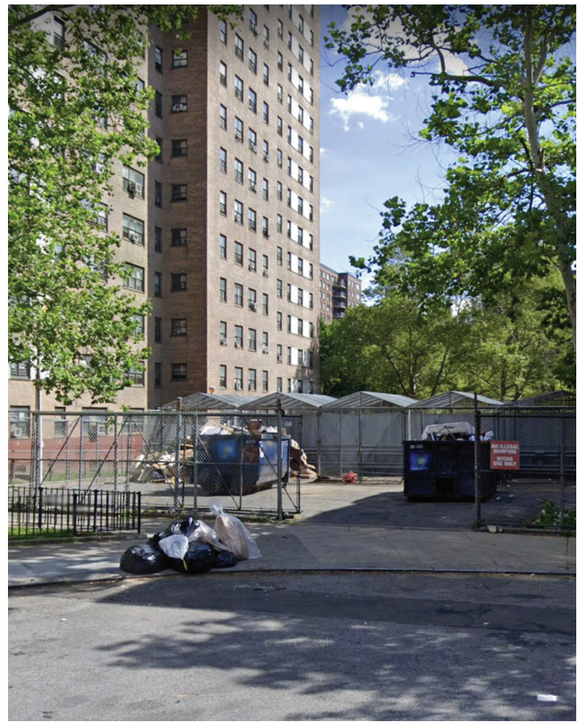
This project aims to tackle two spatial issues of the site: the poor spatial quality of the apartments and the lack of indoor shared spaces for residents. The facade is deteriorating, there is not enough sunlight in the rooms and the apartments are considerably small. In addition, the only indoor common area is a semi-underground room, with no windows, where all administration happens. During winter, when outdoor gatherings are interrupted by the weather, the space host all sort of festive events, masses, and meetings.

Abandoned gardens accumulate trash, and broken furniture, increasing the number of rodents. The area is locked by the NYCHA and not allowed for intervention by the residents - who also do not have the budget to do so.

To tackle the apartments' spatial quality, balconies are added all around the buildings, and the opening is made larger to compensate for the sunshade from the new additions and provide access to it. The second floor of the buildings is converted into common areas accessible by ramps and stairs, which also allows for bringing part of the senior residents to lower floors. Finally, three sub utilized outdoor areas are converted into new uses to support nearby activities.

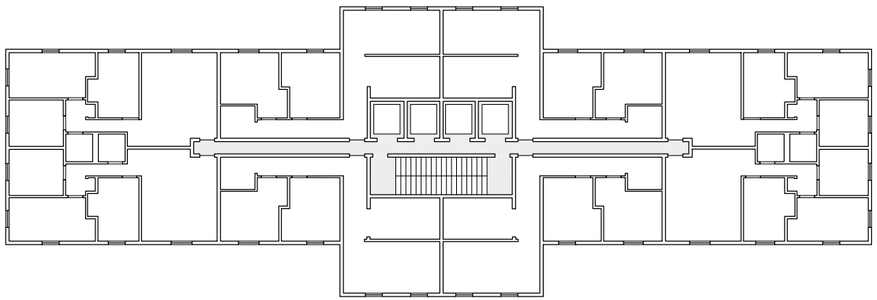
Residents need spaces to support the social infrastructure created amongst and by them.



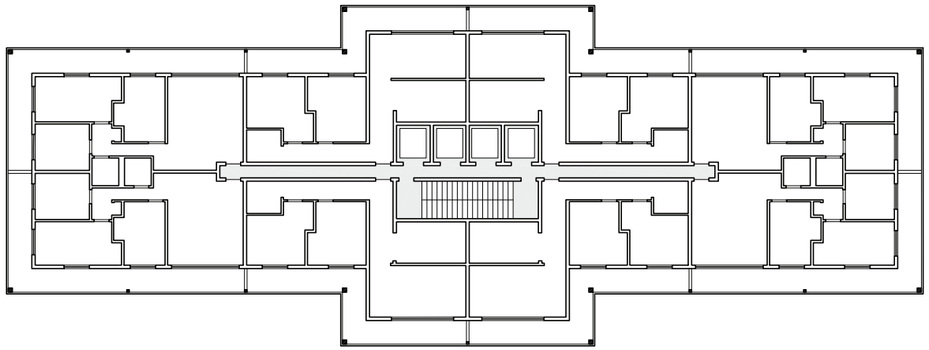


Douglass House

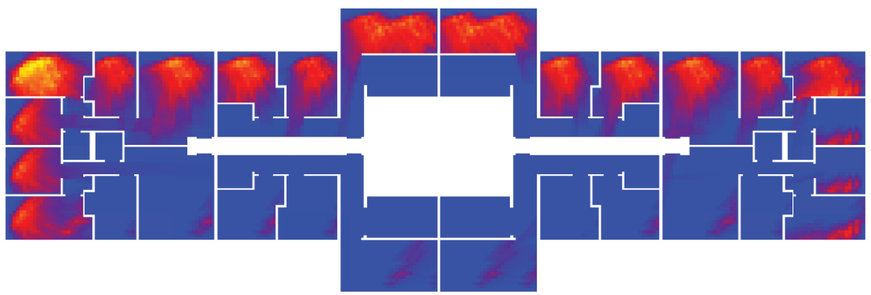
ORIGINAL PLAN - LAYOUT



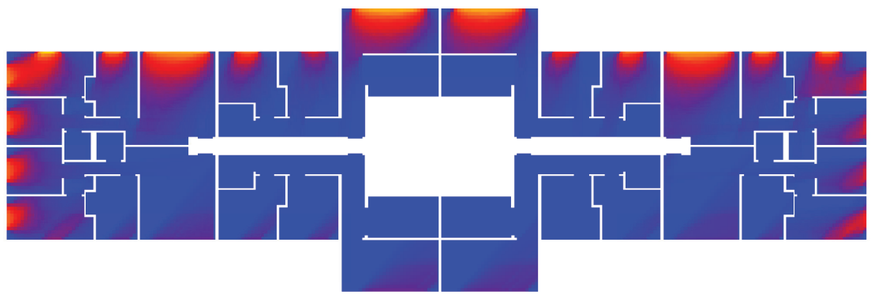
PROPOSED PLAN - LAYOUT



ORIGINAL PLAN - SUNLIGHT HOURS



PROPOSED PLAN - SUNLIGHT HOURS







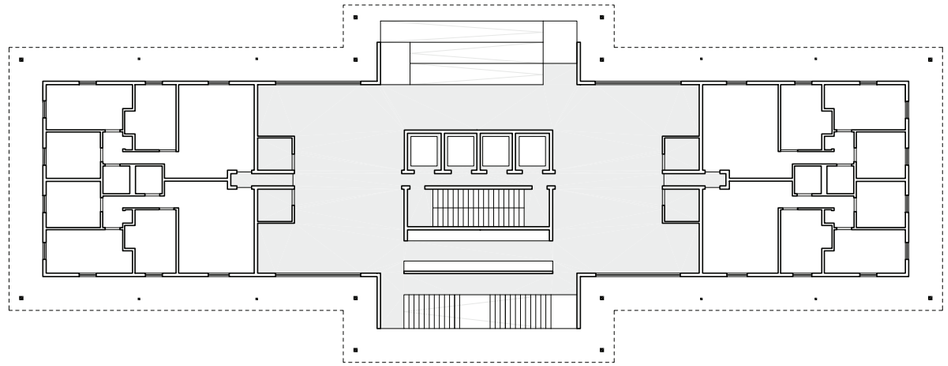
The new shared space on the second floor connects to the street level through accessible ramps and stairs. It serves as a space for meetings and events, as well as a collective kitchen with bathrooms and access to the building's vertical circulation core. It is also the floor of the new apartments destined for senior residents with mobility difficulties.

The exposed brick follows the building's original facade, wrapping the interior walls. The floors follow the concrete paving of the pathways as a continuation of the public space to a new level. And the core is cladded in metal panels to reflect light around the spaces.

Externally, the balconies merge with the existing buildings through their geometry and materiality. The new handrail in dark steel follows the color palette and materiality of existing window frames, and the chamfered concrete slabs stand out as the new element introduced.

However, the balcony is not added to the first floor to emphasize the building's entrance and provide more light into the public spaces. Squared sectioned columns support the new structure and land on the ground 1.5m away from the original facade.

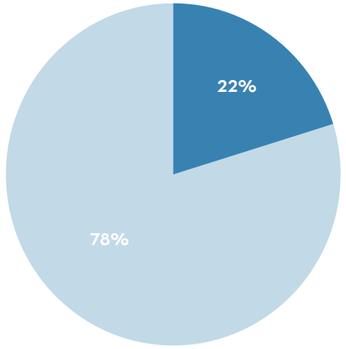
PROPOSED PLAN - LAYOUT







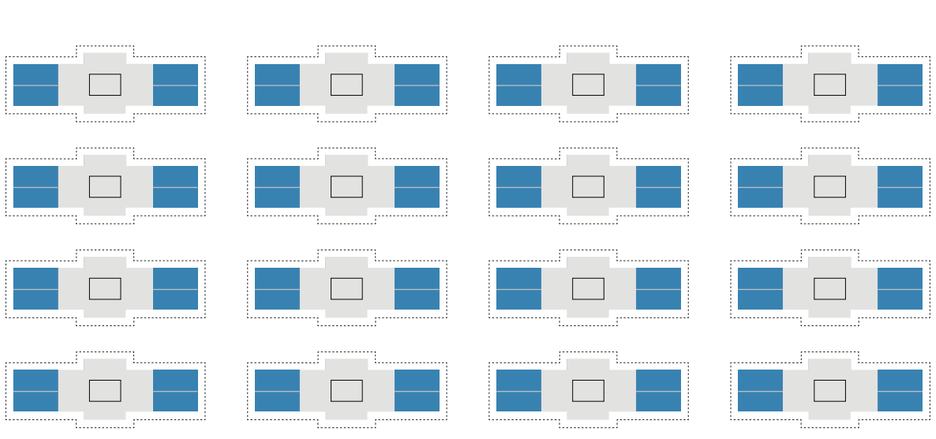
SENIOR RESIDENTS



4204 total residents

919 Single Seniors

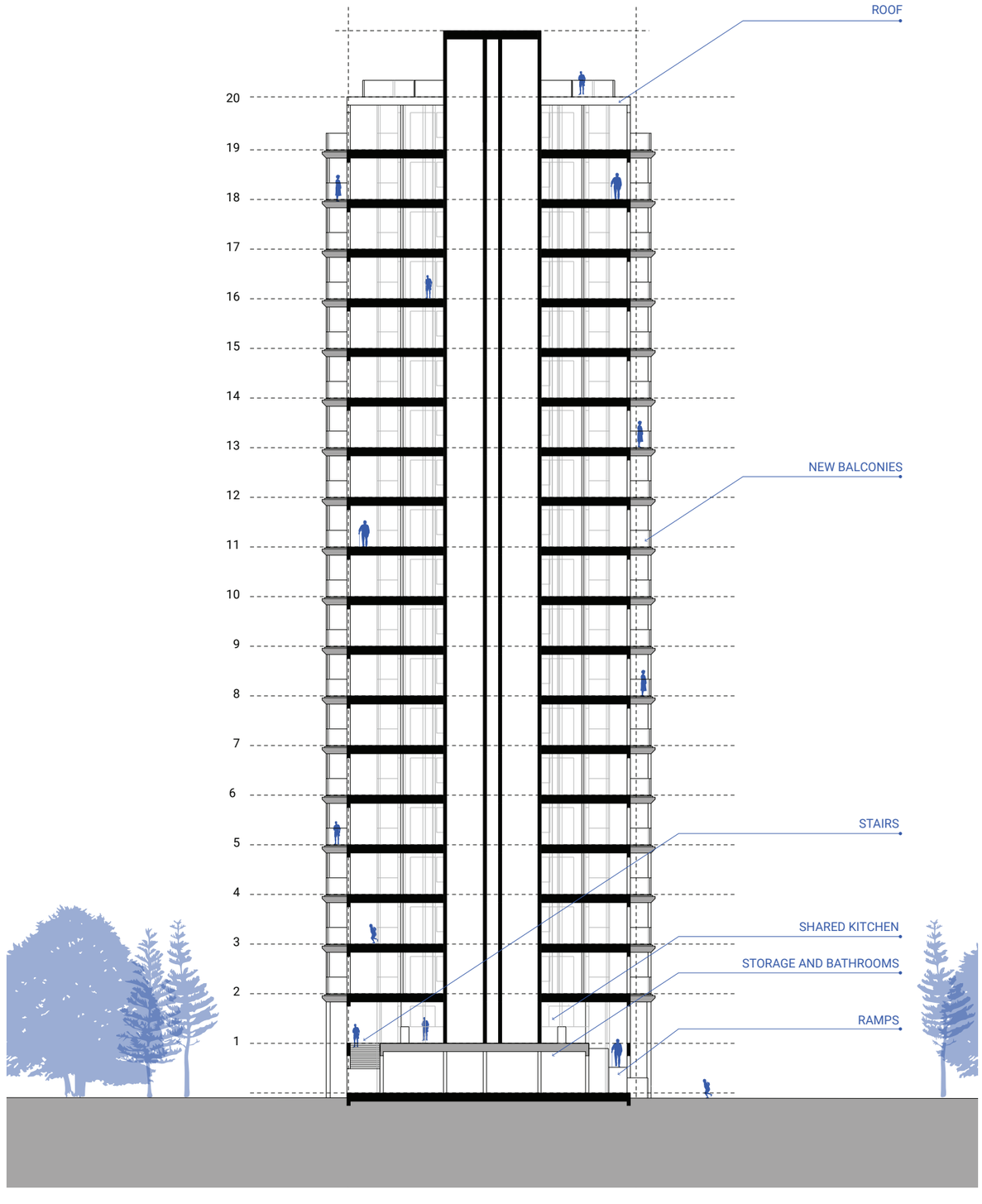
Out of the 4204 residents in both Douglass I and II, 919 are seniors, which corresponds to approximately 22%. Several complaints of broken elevators deem them unable to get in or out of their homes, due to mobility issues.

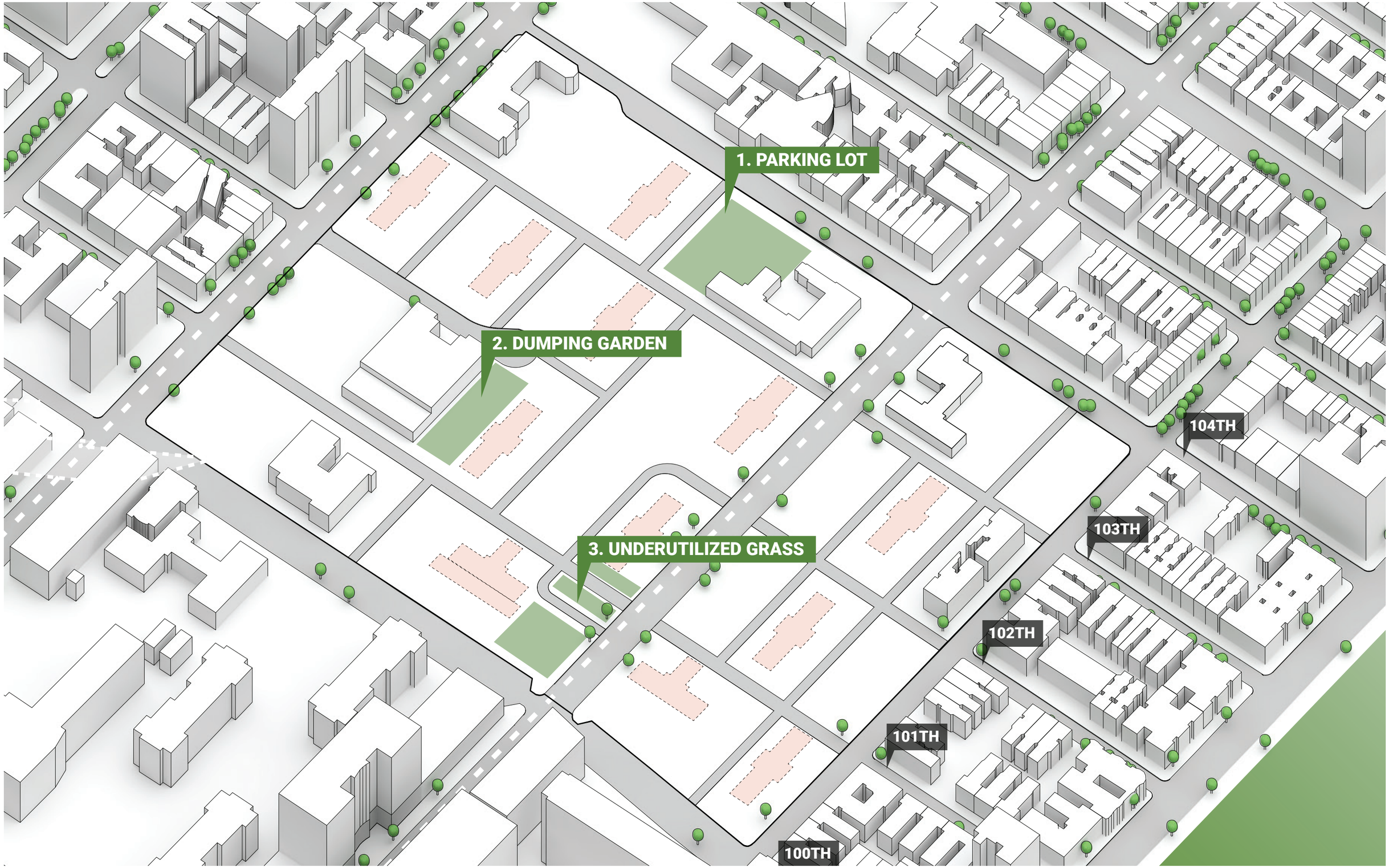


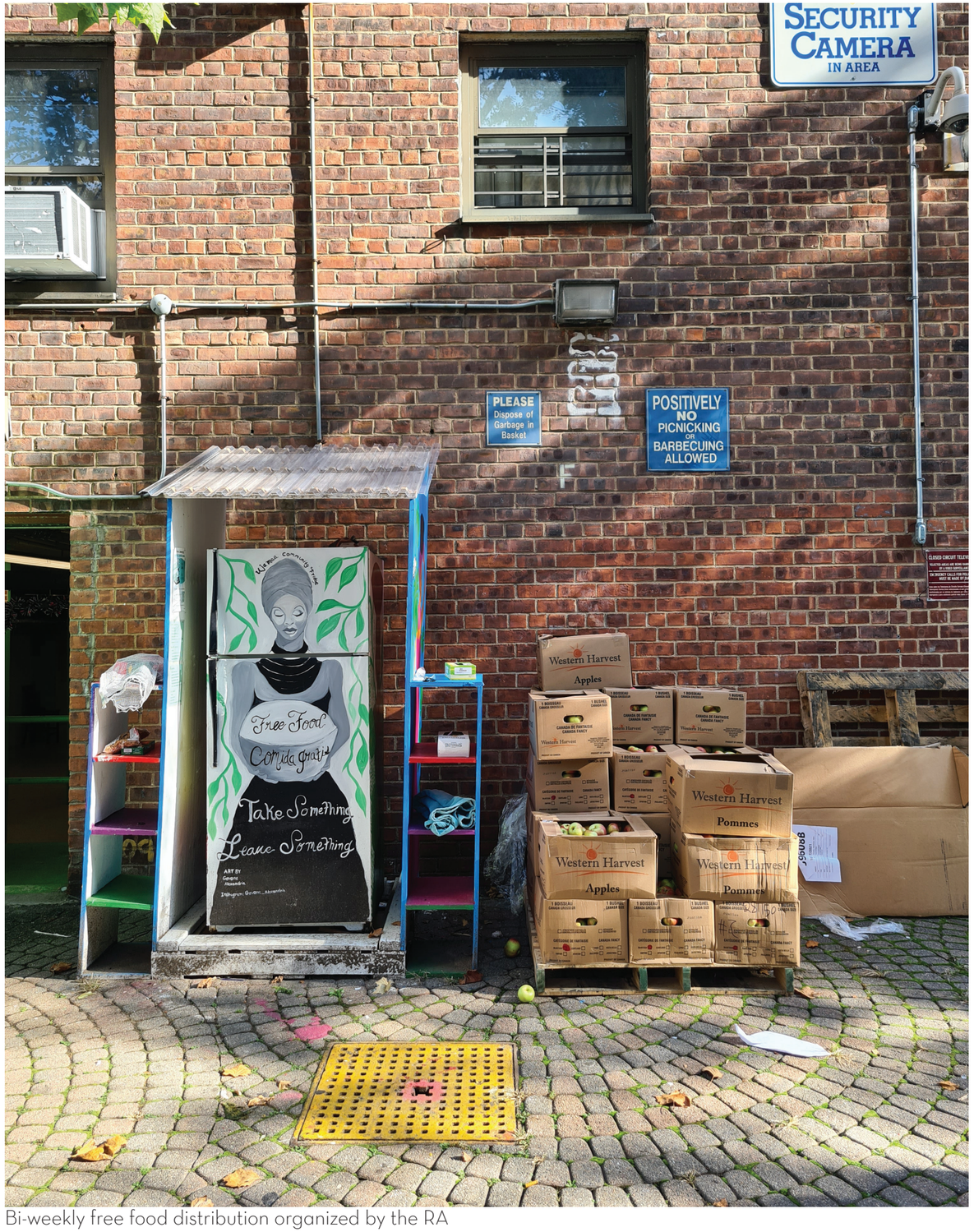
16 buildings
64 apartments

128 senior residents (15%)

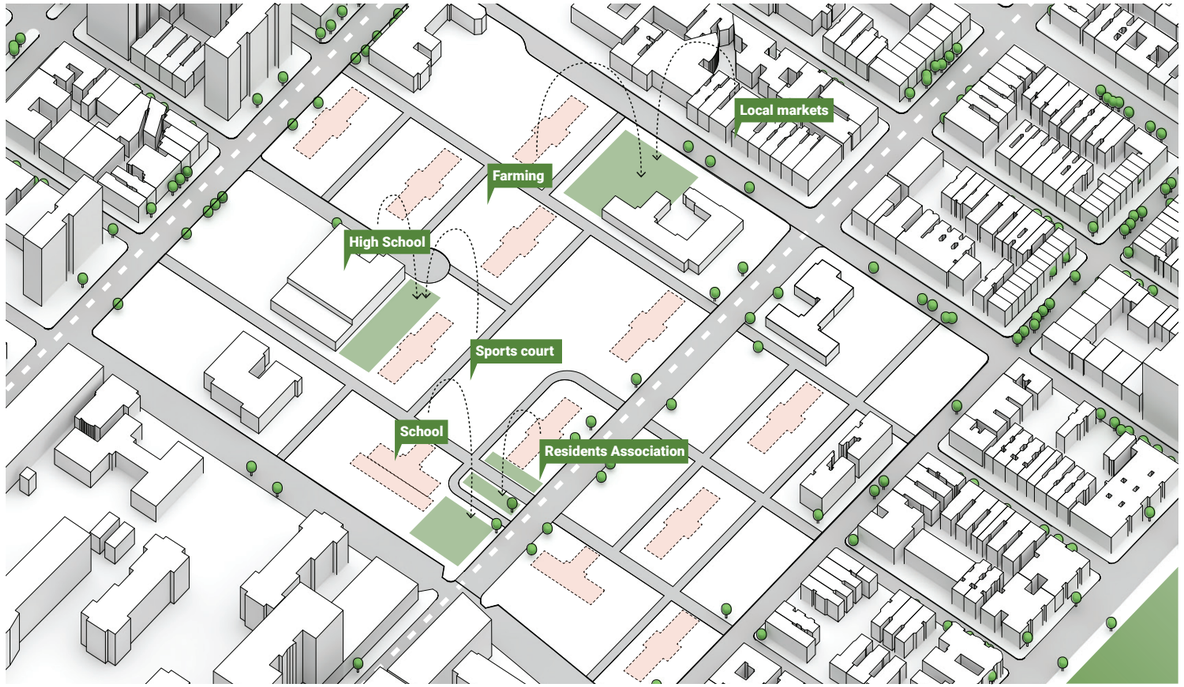
With the new common space on the second floor of each building accessible by ramps, we can convert the remaining units into senior apartments. This would allow having 15% of the senior residents to live in apartments that do not reply in elevators and are closer to the shared areas and nature.




1. PARKING LOT
2. DUMPING GARDEN
3. UNDERUTILIZED GRASS
104TH
103TH
102TH
101TH
100TH



Bi-weekly free food distribution organized by the RA



Food distribution

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FINAL PROJECTS

FOOD

DECONSTRUCTING KITCHEN

Food Distribution meets Consumption

SPICES
Turmeric: $1.50/oz
Red Chilly Powder: $ 06.98/oz
Astoefedia: $ 2.15 /oz

Varied brands, Imported from India

IODIZED SALT
$13.14

Hains Pure Foods, C-TOWN

RICE+PULSES
$ 25.79/lbs
Wholefoods Market

BEANS
$ 5.79
C-Town Market

VEGETABLES
Tomatoes: $ 4.99 x 5lbs
Onions: $ 0.99 X 3 lbs:
Green Chillies: $13.90 X 1lb:
Potatoes: $ 4.99 x 2lbs
Wholefoods Market

SAUTEED SPINACH
1.5 lbs spinach
6 cloves
2 tsp salt
1 tsp black pepper

RICE PUDDING
50grams sugar
66 grams rice
40 grams raisins
600 ml milk

INDIAN
24 yrs, NYC

WHEAT FLATBREAD
1 teaspoon salt
1/4 cup olive oil
2 cups white whole wheat flour

SALAD
5pcs Tomatoes
2 pcs Green Chillies





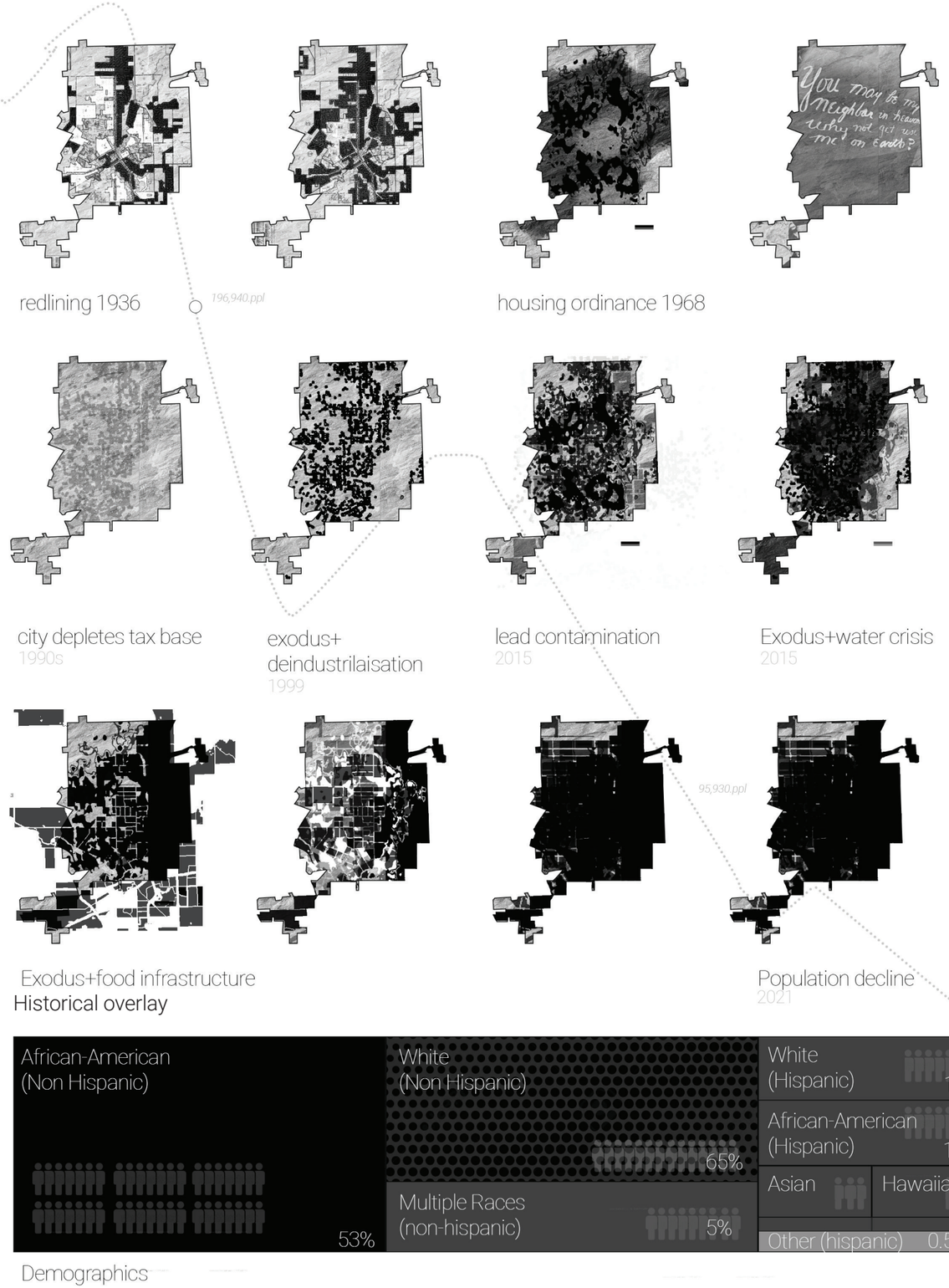
FOOD INEQUITY/ DEC 17.21

ARE CONVENIENT STORES ENOUGH?

Or are they an extension of a community treating Food as a Commodity?

“Civilization as it is known today would not have evolved, nor can it survive, without an adequate supply of food.

NORMAN BORLAUG, AMERICAN AGRONOMIST, NOBEL LAUREATE & “FATHER” OF THE GREEN REVOLUTION.



Demographics

INTRODUCTION

Flint, Michigan has a rich history of urban-agriculture or food-gardening dating back many generations. Simultaneously, it is the poster child for urban decay and dispossession. Not only is Flint most known for lead contaminated water and soil terrain, but it also suffers from public health and food insecurity.

Food, therefore, becomes an important tool - not only from a perspective of growing, consuming or organizing territories, but in its entanglements within politicized landscapes. Through the lens of such contested produce, food becomes a tool for questioning, projecting and speculating alternative futures.

HISTORICAL OVERLAY

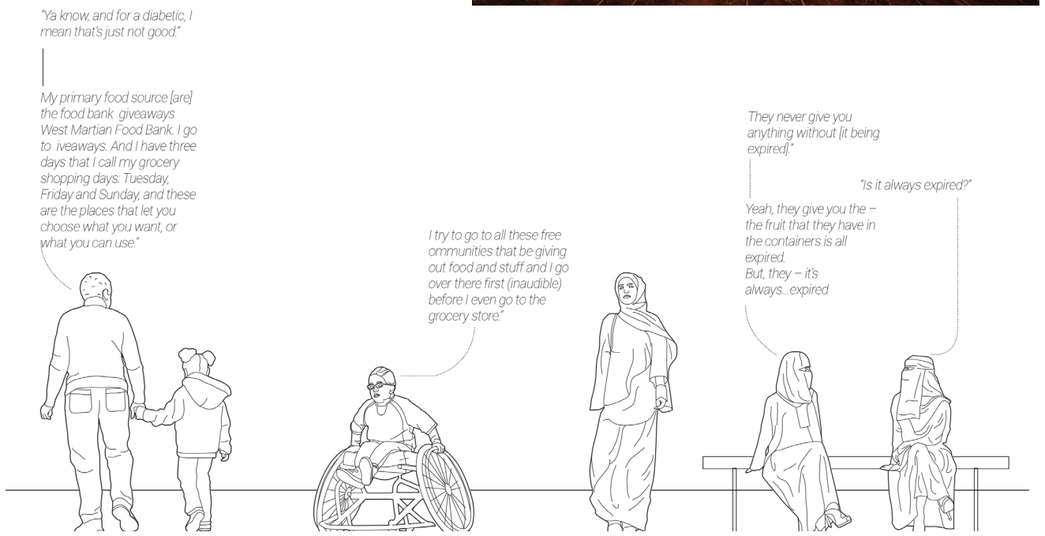
The issues date as far as the passing of the city's landmark fair housing ordinance in 1968, which opened the housing market to blacks and prompted decades of white flight. This depopulation depleted the city's tax base and coincided a period of deindustrialization that saw thousands of auto industry jobs leave the city.

The loss of jobs, the white flight that rapidly expanded after passage of the fair housing ordinance and retail flight. For the retailers that remain, crime is a concern; some businesses struggle to keep up with lost merchandise and vandalism. These conditions make it especially difficult to lure customers to existing businesses and draw new businesses to set up shop in Flint.











CONTEXT: MONEY TO BUY FOOD

Compounding the difficulties of locating supermarkets in the city are problems of **COMMERCIAL REDLINING** and the **REFUSAL OF INSURANCE COMPANIES** to provide insurance coverage to businesses located in predominantly black or minority neighborhoods. Business continue to suffer from the inability to procure loans in the inner city "because of the limited attention that mainstream banks paid them historically.

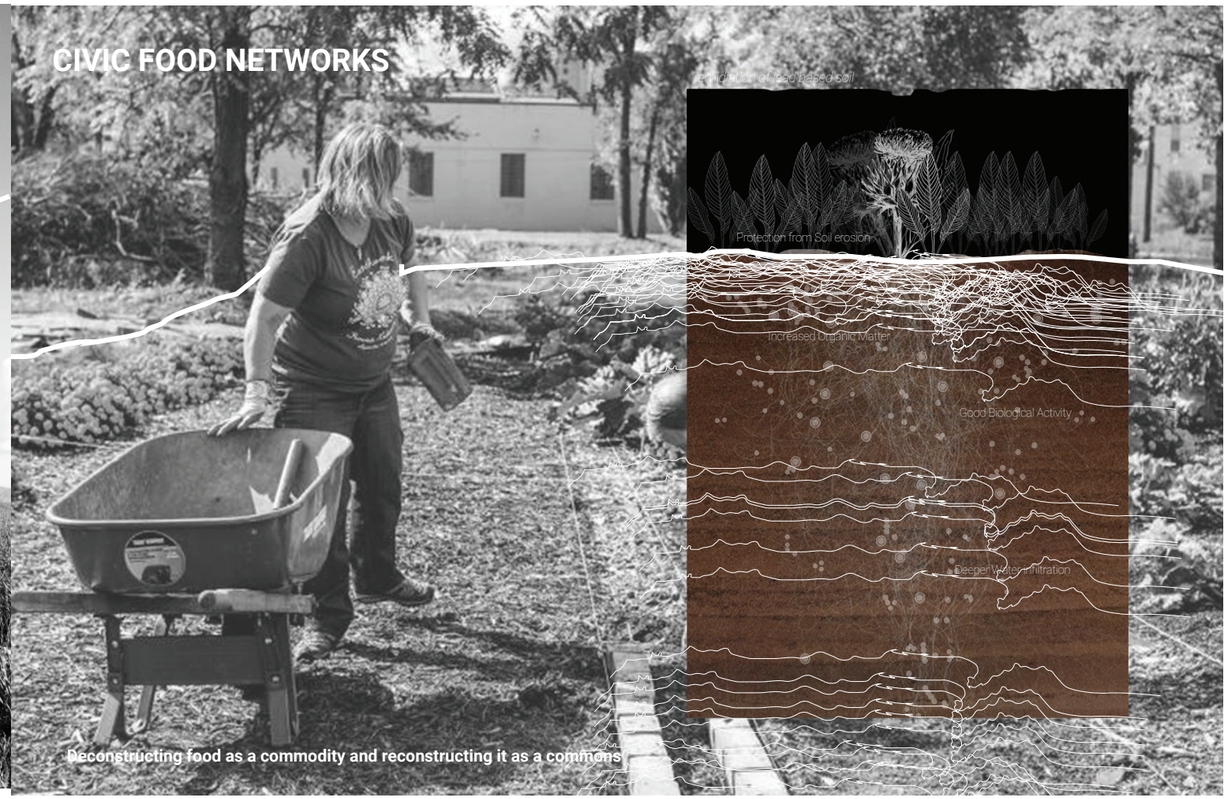
In general, banks are not enthusiastic about lending to small businesses because the transaction costs are high in comparison to loans given. Additionally, inner city residents have limited access to equity capital, Choices made within constrained circumstances are interpreted as freely chosen personal tastes

MPACT ON HEALTH

Residents suffer from rates of obesity at 45 and 36 respectively, comparatively higher than the white. Obesity has been linked to a wide range of health problems including Type 2 Diabetes, cardiovascular disease, various types of cancer, high blood pressure, and high cholesterol among both adults and children The rates of these diseases have been found to be higher among African Americans than whites Hispanics also face elevated risks for some of these diseases Though a causal relationship between obesity and an unhealthy food environment is difficult to establish for a number of reasons, data does exist to support the proposition that environment influences food intake.


TACO BELL
COOKING
GREAT
SINCE
1968
Grinder
Breakfast Lunch & Dinner
FIGUEROA
CORRIDOR
cDonald's
99 BILLION SER VED
PLAYPLACE
4 pc. Chicken
McNuggets
$1
cones
59¢





CAPITALISED FOODSCAPES/
FOOD AS A COMMODITY

1. Food markets' imperfections
Concentration of power has significantly increased at various segments of food chains, both as a result of the industrialization of agricultural production and of food processing and as a result of globalization. . Large retailers tend to prefer to source from large wholesalers and large processing firms; this allows them to reduce transaction costs and to have access to a diversity of product types in a "one-stop shop"

2. Obliterating inequalities:
as long as food supply is driven by market demand (and that is what drives food production since food is treated as a commodity), it is the purchasing power of the rich, not the essential needs of the poor, that directs how resources are used – which foodstuffs are produced, under which conditions and for which markets. Food prices do not necessarily reflect human needs. Rather, prices are an indicator of demand, as expressed by those with purchasing power; the richer you are, the more votes you have in influencing the allocation of resources.

3. Dismissing the planetary boundaries:
Agricultural production that maintains soil health and resilience in the face of a changing climate should prioritize diversity through mixed cultures and frequent rotations, biological control of pests (rather than reli-ance on pesticides) and minimize the use of external (non organic) inputs. The result is industrialized farming on large areas of land to allow for the mechanization of production. Largely as a result of unsustainable farming practices, an estimated 33% of soil IN MICHIGAN IS highly degraded due to erosion, nutrient depletion, loss of organic matter, compaction and chemical pollution.

ISSUE PERSISTS:

Food has evolved from a common good and local resource to a national asset and then to a transnational commodity as the commodification process is rather completed nowadays.

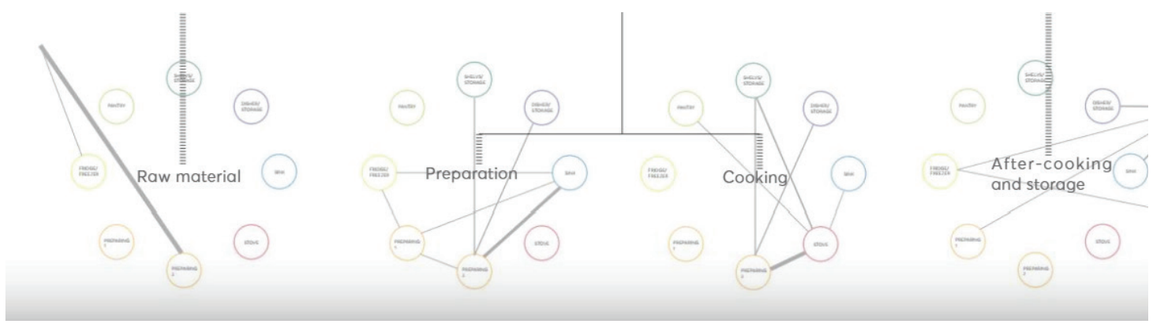
Cultivated food is fully privatized and this consideration means that human beings can eat food as long as they have money to but it or means to produce it. With the dominant no money-no food rationality, hunger still prevails in a world of abundance.

Why Food Should be a Commons Not a Commodity

If we were to treat food as a commons, it could be better produced and distributed by a combination of governance systems implemented at the local level and compounded by market rules, public regulations, and collective actions. This change would have enormous ethical, legal, economic, and nutritional implications for the global food system.

We can't rely on the market

Within the mainstream "no money no food" worldview, hunger still prevails in a world of abundance. Globally speaking, the industrial food system is increasingly failing to fulfill its basic goals of producing food in a sustainable manner, feeding people adequately, and avoiding hunger.

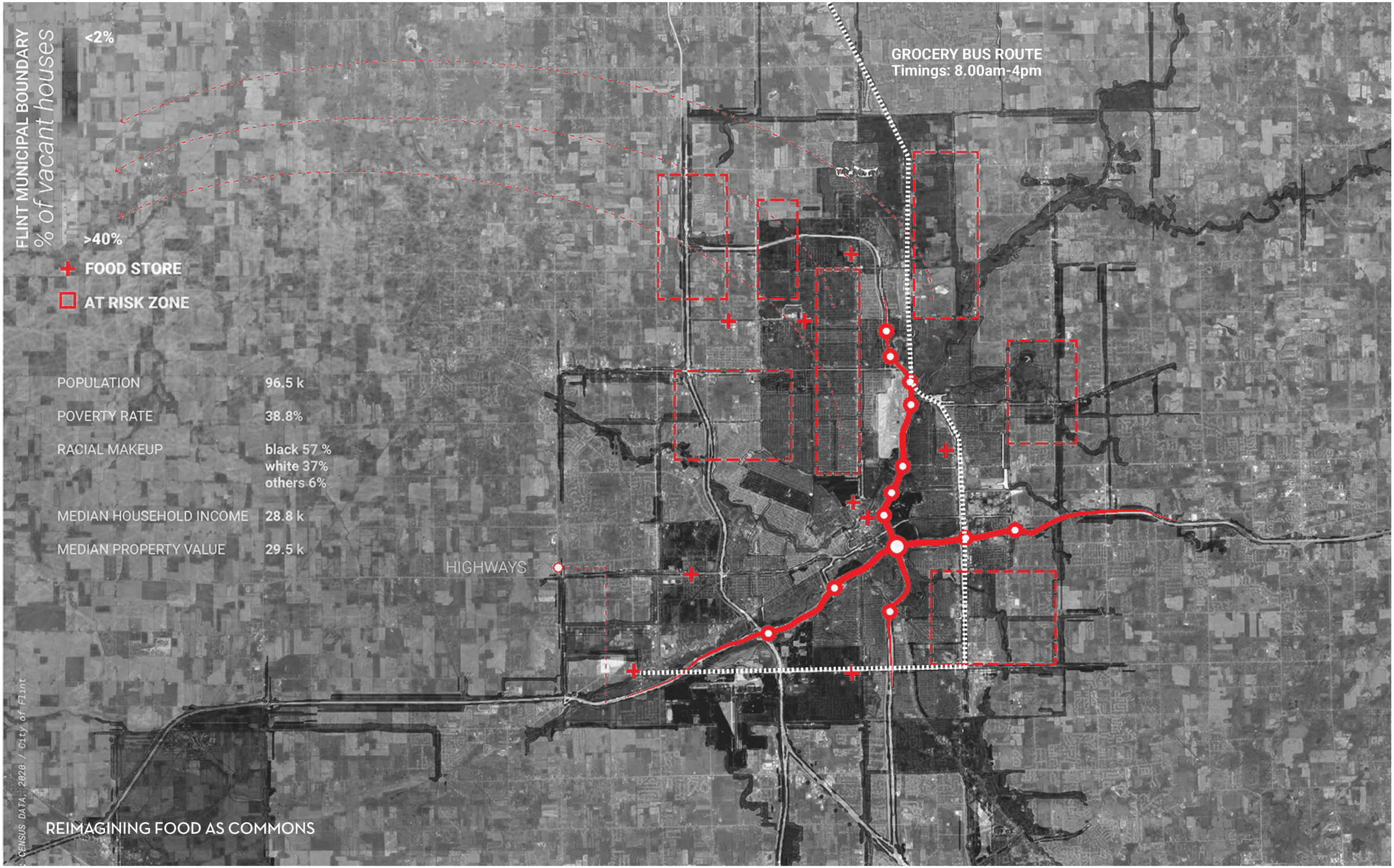


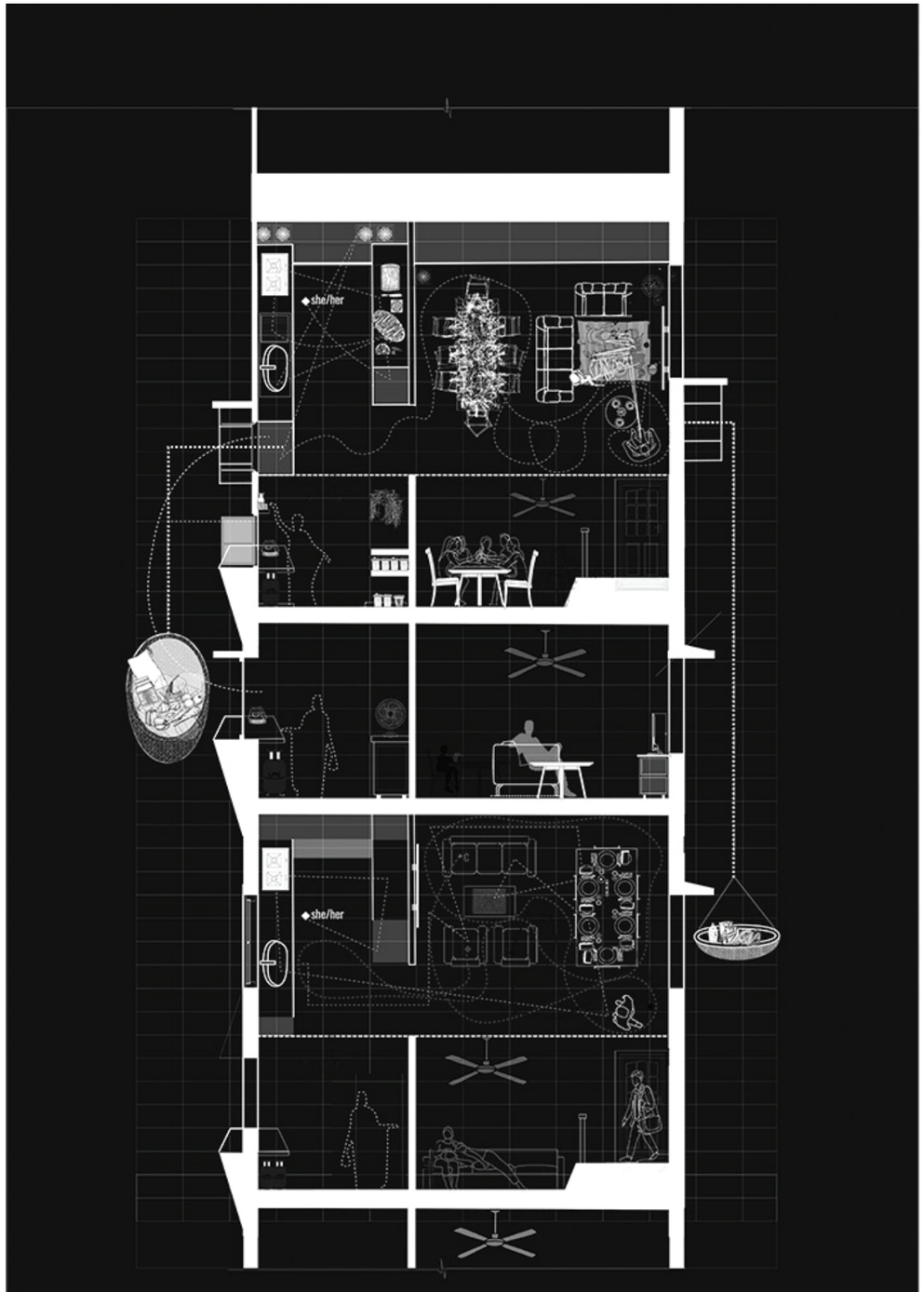
REIMAGINING FOOD AS COMMONS

The forces that act to make the choice of eating healthier foods more difficult for minorities are ignored, and instead, minority ' are characterized as Inferior and used to reinforce negative stereotypes of racefood systems. **This research proposes a re-conceptualization of food as a common good,** a necessary narrative for the redesign of the dominating agro-industrial food system that merely sees food as a tradable commodity. This aspirational transition shall lead us to a more sustainable, fairer and user-centred food system. Food becomes an important tool - not only from a perspective of growing, consuming or organizing territories, but in its entanglements within politicized landscapes. Through the lens of such contested produce, food becomes a tool for questioning, projecting and speculating alternative futures.

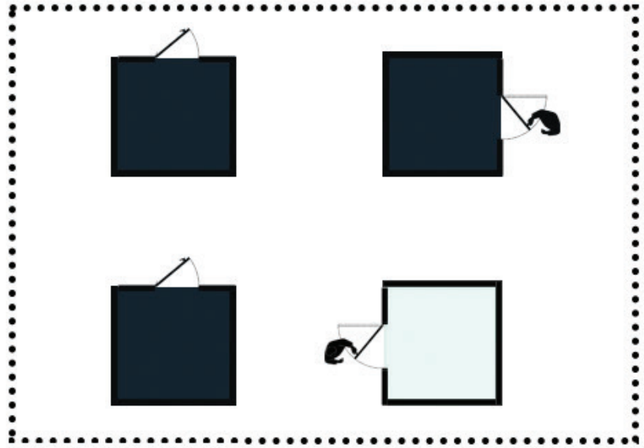
Civic food networks generally emerge at the local level and aim to preserve and regenerate the commons that are important for the community.

There have been two streams of civic collective actions for food running in parallel. In rural areas, small-scale food producers, rely-ing on low-input or agroecological production, seek to develop types of farming (as well as local processing and marketing) that evade the constraints of long supply chains controlled by large food manufacturers or retailers. In urban and peri-urban areas, alternative food networks (AFNs) are emerging, for instance in the form of community-supported agriculture (CSAs) or urban agriculture.


FLINT MUNICIPAL BOUNDARY
% of vacant houses
<2%
>40%
FOOD STORE
AT RISK ZONE
POPULATION 96.5 k
POVERTY RATE 38.8%
RACIAL MAKEUP black 57 %
white 37%
others 6%
MEDIAN HOUSEHOLD INCOME 28.8 k
MEDIAN PROPERTY VALUE 29.5 k
HIGHWAYS
GROCERY BUS ROUTE
Timings: 8.00am-4pm
CENSUS DATA, 2020 / City of Flint
REIMAGINING FOOD AS COMMONS

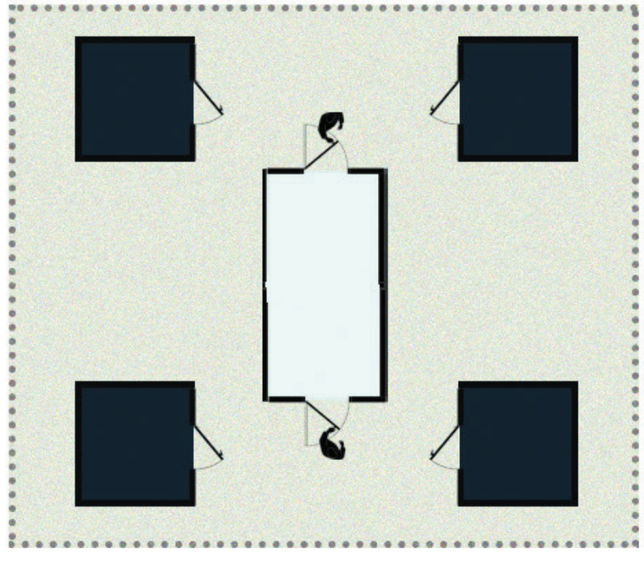


STANDARD KITCHEN CONCEPTS



ADJACENCY
PUBLICY
HOUSEHOLD COMFORT

COLLECTIVE KITCHEN
IN THE SAME BUILDING



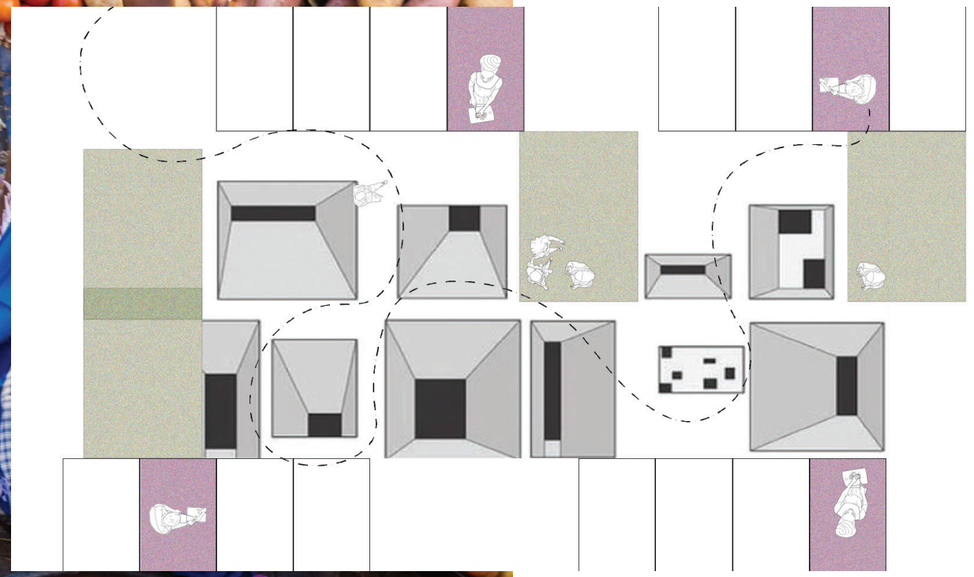
ADJACENCY
PUBLICY
HOUSEHOLD COMFORT

COLLECTIVE KITCHEN
IN THE NEIGHBOURHOOD

EXPANDING THE KITCHEN

REDISTRIBUTING THE COMMONS

Interstitial spaces and communal kitchens allow for a fragmented yet continuous social engagement that breaks the monotony of domesticity and enables consumersims and table mannerisms to expand beyond the borders of home, making eating an urban act.

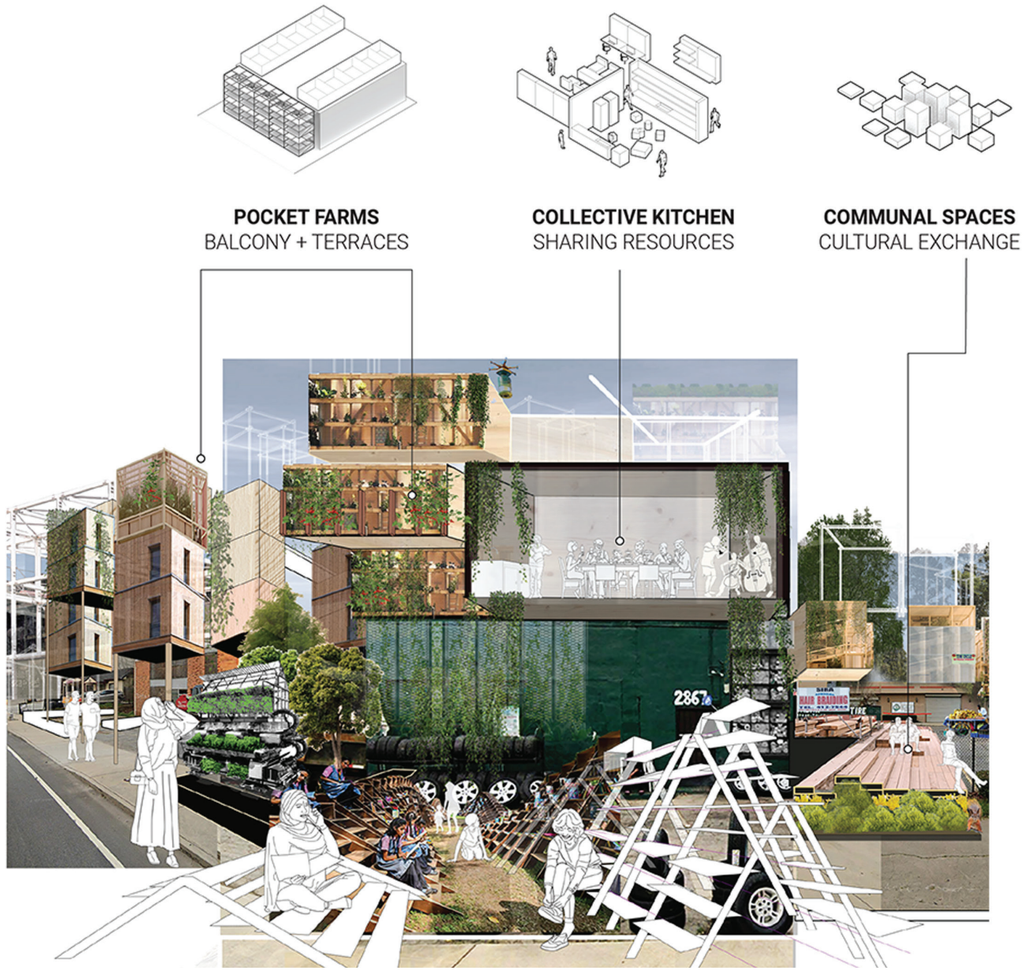




Thus understood, the right to food can be secured:

(i) by obtaining incomes from employment or self-employment;
(ii) by social transfers from the state or from family and community net-works; or
(iii) by own production, for individuals who have access to land and other productive resources.

Through these channels, that often operate in combination with one another, the right to food should ensure that each person has access to a diet that, "as a whole ... contains a mix of nutrients for physical and mental growth, development and maintenance, and physical activity that are in compliance with human physiological needs at all stages throughout the life cycle and according to gender and occupation" Thus, a convenient way to summa-rize the normative content of the right to food is by referring to the requirements of **AVAILABILITY, ACCESSIBILITY, ADEQUACY AND SUSTAINABILITY,** all of which must be built into legal entitlements and secured through accountability mechanisms.





We eat different foods. We eat them in different ways. The foods we eat and the ways in which we eat them have traversed bodies, lands, and hence cultures and politics.

The act of eating, **FROM THE INTIMATE TO THE INDUSTRIAL, IS ONE THAT SHAPES ROUTINES IN CULTURES AND ECONOMIES** worldwide. The phenomenon that is food is complex from its production to consumption—ingredients and sources; methods and demographics of preparation; manners and mannerisms of consumption;

Ateya Khorakiwala

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KITCHEN STORIES

A DE-COLONIAL RECIPE

by Yasmine Katkhuda
for Difference + Design'21

IN ~~DIS~~—APPEARANCE

INGREDIENTS
+
INSTURCTIONS

In ~~dis~~ appearance
Kitchen Stories

Yasmine Katkhuda

INTRODUCTION

The space of a Palestinian kitchen holds fragments of stories untold by time, places lost in memory, and histories erased through politics. This recipe guide suggests thinking about food, in its processes and political dimensions, at the juncture of architecture's entanglements with settler colonialism. The Israeli agenda in large, is facilitated through architectural tropes - including that of segregated roads, land seizures, air and water control, military blockades checkpoints, an apartheid wall, seemingly rhizomatic settlements and so forth. This design research project does not intent to cover the history of the Palestinian-Israeli conflict nor suggest a solution to an impossible question that is most definitely intertwined with the built environment - but it does begin to rethink our associations and understandings of the food which we consume and take pride in, at home and in the diaspora, to reinitiate conversations around traditional Palestinian cuisine towards a future of liberation.

CONTEXT

Sitting with my Palestinian mother, aunties and grandmothers in listening to their conversations, following their hands while cooking only to become part of their kitchen adventures - I grew fascinated with inherent spatial dimensions to food and its consequent processes. As with many countries in the Middle East, common dishes are interpreted and styled differently across borders. They are also appropriated by colonial and imperial powers in their own pursuits. Msakhan, is one such dish that has upheld its immense popularity as being synonymous to the national dish of Palestine. It holds the power of existence within it - which for Palestinians ensues a right to return - consequently making of this dish, and many others, contested especially in the fragmented territories across Palestine. From labour practices that are interwoven in the production and maintenance of food facilities and lands, to the water we all need and the roads we use to transport - stories of politics and frustrations are equally a part of the domestic space as they are contentious within the urban fabric.

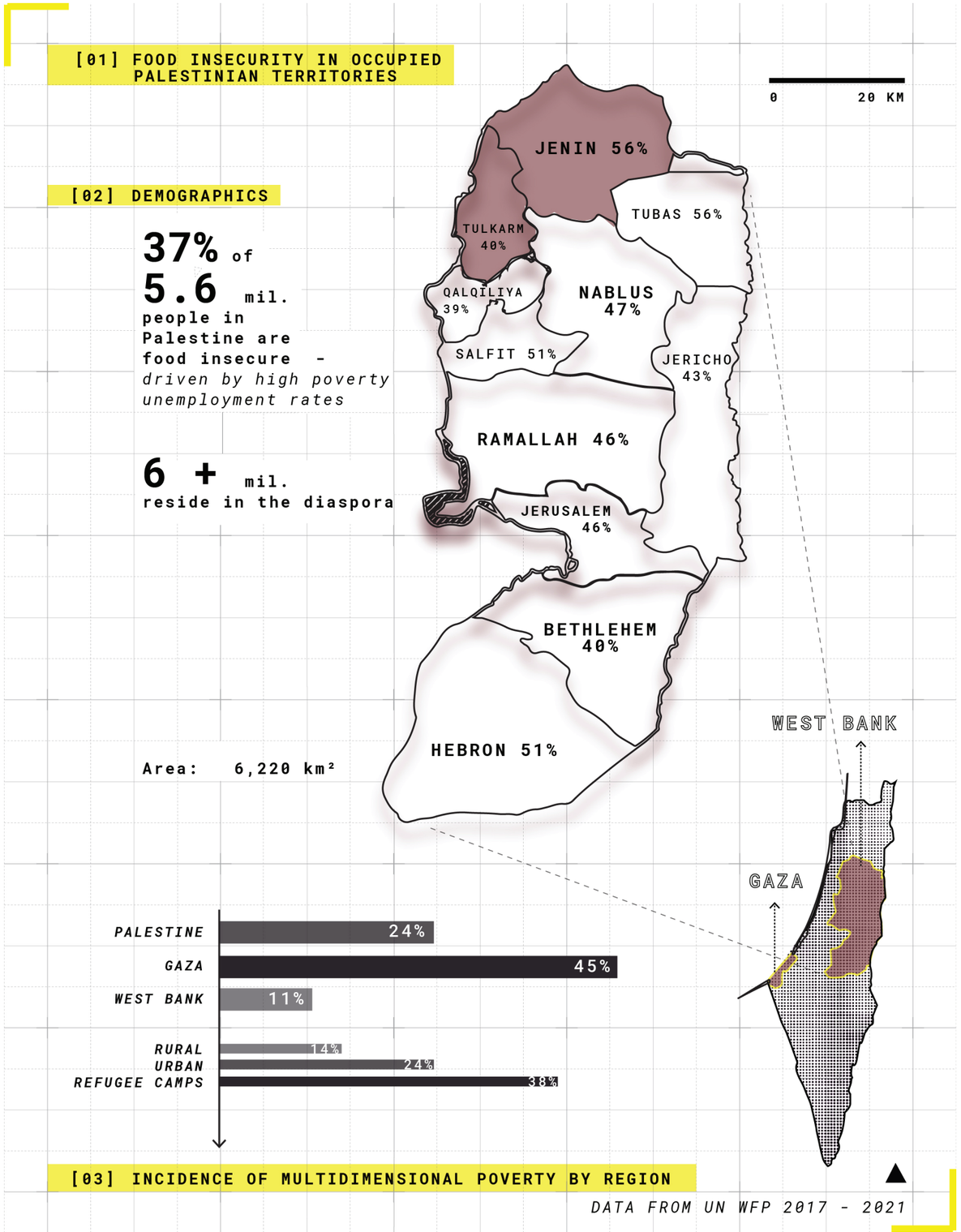
ISSUES

There are exhaustive dimensions to the Palestinian-Israeli conflict - my focus however dwells in how the right to adequate food, in this context becomes contested and highly politicized - slowly detaching from the love of food within the community at home and in the diaspora . Palestinians face an alarming rate of food in-access, where over 2.2 of 5.6 million people within the borders in rural and urban areas alike are food insecure.[1] This is not surprising, as 61% of the West Bank is also classified as zone C per the Oslo Accords, assumes Israeli control over the land - therefore acts of farming are severely hindered. Palestine has historically been a farmer community on fertile lands, and processes of the soil and seeding where passed across generations. This local knowledge is diminishing fast in the light of technologies and policies crippling the labor of land in access and cultivation processes. Fruits and vegetables are now largely imported from Israel, where neoliberal developmental policies and limited access to land and markets have diminished the Palestinian agricultural sector.

DESIGN

An intervention between the imaginary or possible, and the real and existing - this seemingly straightforward recipe menu unpacks dimensions of food as design and culture in Palestine. It aims to construct and reconstruct one's relationships to place, history, society and politics, through images and info-graphics. As the research and design meander between the tangible and intangible acts and associations of food - of land practices, sourcing, cooking, eating, hosting and conversing - social concerns and limitations of contemporary political dilemmas, which reflect upon the conditions that characterize contemporary Palestinian communities are broken into digestible elements. Understood through and between its fragments, this design research brochure suggests foods inherent entanglements with architecture and urban design, especially in the context of settler colonialism.

1 "Palestine: World Food Programme."



MUSAKHAN

Recipe adopted from
Chef **Rawia Bishara**
Tanoreen Brooklyn '88

+DEFINITION:
A staple Palestinian slow-cooked chicken dish smothered in onions and bright, tangy sumac, set on top of taboun flat-bread.

+ ORIGIN:
Jenin & Tulkarm region in the North

+ DESIGN PREMISE:
Musakhan is one of many dishes appropriated by Israel, that is undoubtedly Palestinian. Displayed here as a multi-faceted recipe, each dimension becomes the result of meticulous research that looks into relation of the meal and its components and effects of occupation on it.

+ FOLLOWING SPREAD:
Counter-ingredients: a politicized reading of the meal.

INGREDIENTS

TIME: 1hr
SERVES: 4

1 tsp. ground allspice

½ tsp. ground cardamom

½ tsp. ground cumin

2 Tbsp. sumac, more for sprinkling

4 whole chicken legs (thigh and drumstick; about 2½ lb. total)

Kosher salt

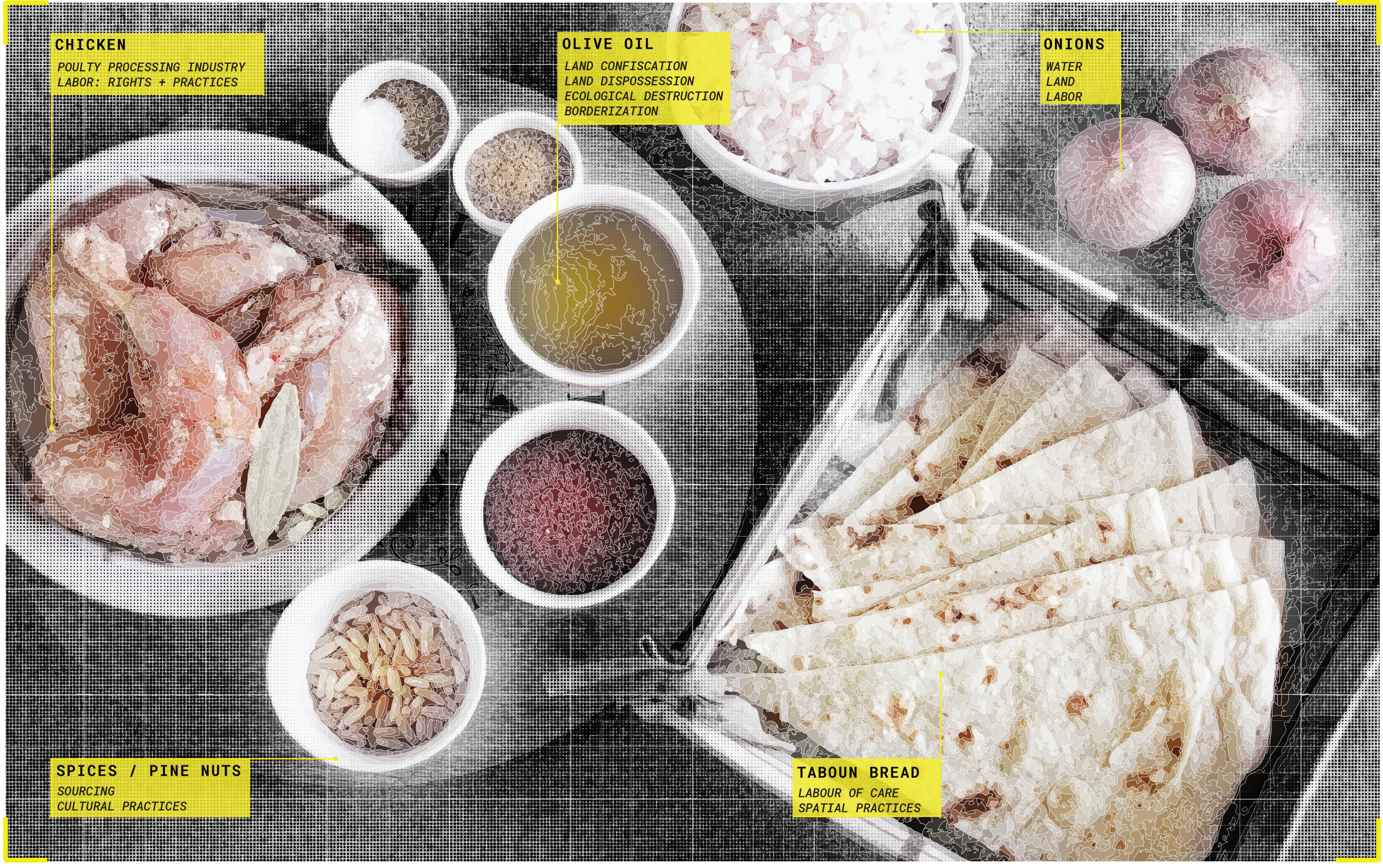
¼ cup plus 1 Tbsp. extra-virgin olive oil

3 white onions, coarsely chopped

¼ cup pine nuts or slivered almonds

Taboon bread, warmed

1 lemon, halved


CHICKEN
POULTY PROCESSING INDUSTRY
LABOR: RIGHTS + PRACTICES
OLIVE OIL
LAND CONFISCATION
LAND DISPOSSESSION
ECOLOGICAL DESTRUCTION
BORDERIZATION
ONIONS
WATER
LAND
LABOR
SPICES / PINE NUTS
SOURCING
CULTURAL PRACTICES
TABOUN BREAD
LABOUR OF CARE
SPATIAL PRACTICES

INSTRUCTIONS

01
Preheat oven to 350°. Mix allspice, cardamom, cumin,+ 2 Tbsp. sumac in a small bowl to combine.

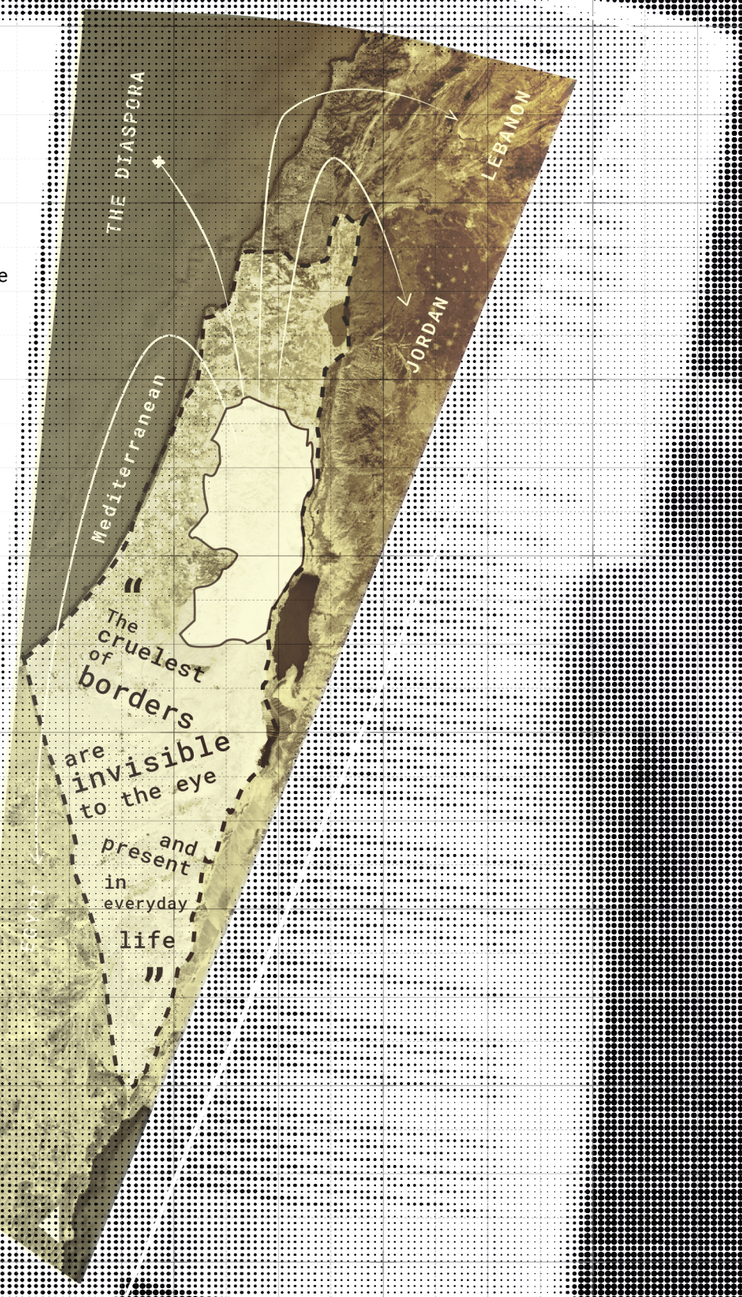
02
Season chicken all over with salt in a large bowl. Rub with half of spice mix, pressing and working it into the meat.

03
Heat ¼ cup oil in a large ovenproof skillet over medium-high. Cook chicken, turning occasionally, until golden brown on both sides and some fat is released, 3–5 min.a/ side. Transfer chicken to a large plate, leaving fat in skillet.

04
Return skillet to medium-high heat. Cook onions, scraping any browned bits on bottom of skillet and adding a splash of water if pan gets dry, until softened and golden brown, 18–25 min. Sprinkle with remaining spice mix and continue to cook, stirring frequently, until fragrant, about 30 sec. Add ¼ cup water, season with salt, and bring to a simmer. Nestle chicken back into skillet, skin side up, and transfer to oven. Bake, uncovered, until liquid is mostly evaporated and chicken is cooked through, 30–35 min. Let cool 10 min. in skillet.

05
While chicken is cooking, toast pine nuts in remaining 1 Tbsp. oil in a small skillet over medium heat, stirring frequently, until golden brown and fragrant, about 3 min. Remove from heat and season with salt.

06
Arrange warmed bread on a platter and top with chicken and onions. Scatter pine nuts over and sprinkle with more sumac. Squeeze juice from one lemon half over chicken. Cut remaining lemon half into wedges to serve alongside.





ECOLOGICAL x ECONOMIC: Palestinian farmers harvest their olives in the West Bank village on lands engulfed by the Apartheid Wall. [REF al jazeera gallery]



SOCIAL: Within the domestic sphere, food preparation is assumed by the matriarch - regardless of social class. Meals and their preparation are often central to family life.. [REF Ramallah-by-@eyalyassky]



ECONOMIC x SOCIAL: Workers attempting to save chickens after poultry farm was destroyed by missiles - both laborers and chickens under threat. [REF middleeastmonitor]



CULTURAL: Beyond intimate family setting, in gathering and communal meals - food become resistance against occupying forces, in reasserting joy and solidarity amongst community. [REF Mirna Bamieh]

ONGOING LIST OF THE ARCHITECTURES OF OPPRESSION

TREE + CROP BURNING
WATER INACCESS
LAND SEIZURE
SETTLEMENTS
FORCED DISPOSSESSION
WEAPONIZATION
CHECKPOINTS
LABOUR EXPLOITATION
DISPROPORTIONATE
RIGHTS AND RESTRICTIONS
MOVEMENT LIMITATIONS
BORDERIZATION
ECOLOGICAL RUIN
PERSTICIDE WAR
SURVEILLANCE ...

The Israeli state has deployed architectures of apartheid to displace, surveil, control, starve, segregate and ethnically cleanse Palestinians. Stories of hope, arise at the margin, in food towards a future of liberation.





OUTCOMES

Israel suffers from labor shortages and therefore must source outside labor for economic productivity. On the other hand, Palestine has excess labor and unemployment rates because of lack of opportunity as the result of occupation which restricts economic, ecological, and social mobility in accessing work permit and movement of both laborers and produce, limiting and controlling land development, controlling the only aquifer in the West bank and rerouting water supply to settlers and their farms, as well as many others.

This ties directly into Palestinian households who need to source food elsewhere, work jobs in undesirable ethical and often physical conditions to afford a living whilst upholding a sense of dignity, and for those lucky to be able to own and cultivate land - face unpredictability in accessing it, or supplying water to it, and unfortunately result in becoming dispossessed of it.

CONCLUSION

While Musakhan is a delicious Palestinian dish - it ultimately ties all dimensions of the conflict bringing it into the space of the kitchen. Conversations shared in the preparation and consumption of the dish lend to future imaginaries of liberation beyond contemporary entanglements within the architectures and systems of settler colonialism. Palestinian traditional food, and Musakhan in specific, holds fragments of stories untold by time, places lost in memory, and histories erased through politics.

As a lineage of contested bodies, our food carries stories we must reclaim in our modernity as to pass it on to future generations at home and in the diaspora. A meal becomes a space of reflection for socio-political realities, attitudes, and fashions - unearthing often suppressed elements of culture and history. Now more than ever, food is a means of historical validation, where processes of food production and consumption become a form of peaceful resistance.

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