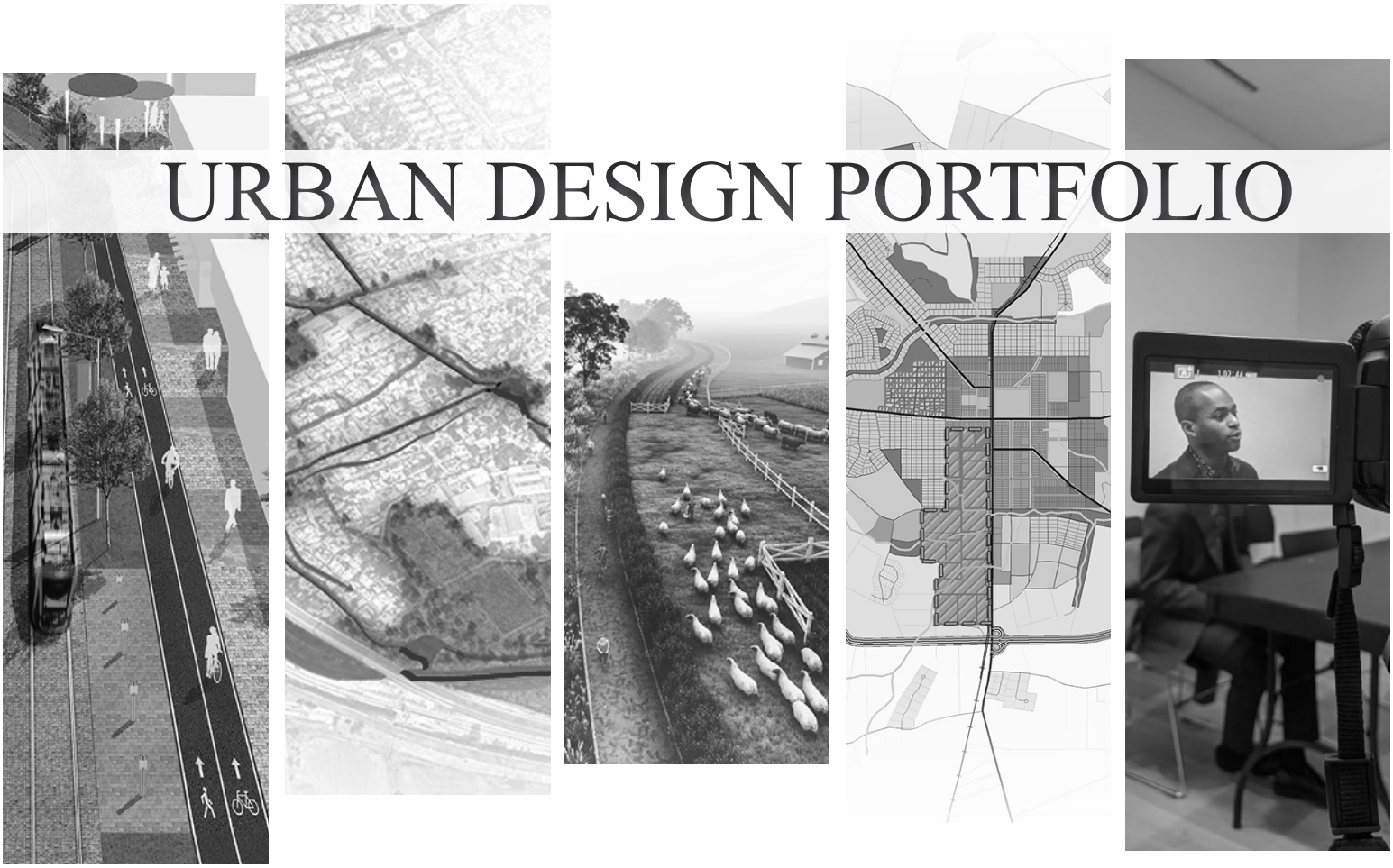
ANGUS PALMER

Masters of Science ***Architecture & Urban Design***

Graduate School of Architecture, Planning & Preservation

Columbia University

New York



URBAN DESIGN PORTFOLIO

COLUMBIA
GSAPP
URBAN DESIGN

SIGNIFICANT PROJECTS/RESEARCH

1 MUSAHOUSING

Urban Design Studio III (Spring 2020)

A strategy to densify two diverse working class neighborhoods of Tel Aviv, Israel; by providing much-needed housing, while improving social cohesion and connecting residents through water-driven urbanism.

2 MIGROCULTURE

Urban Design Studio II (Fall 2019)

A proposal for new farming systems through regenerative agriculture and carbon farming practices to connect farmers, improve local economies; while bringing agriculture to net zero carbon emissions in the Hudson Valley NY, under the principles of the Green New Deal.

3 HACKENSACK RIVER WATERFRONT

Urban Design Studio I (Summer 2019)

Design of an equitable transport orientated neighborhood in Jersey City NJ; that promotes local networks and diversity to reduce displacement through a new form of retail and local economy.

4 IMAGINING A GREEN NEW DEAL IN THE HUDSON VALLEY

Urban Design Studio II (Fall 2019)

Analysis of the life cycle of asphalt and concrete in the Hudson Valley; with intervention proposals to align this system with the Green New Deal + a model representation of a slice of the Hudson River.

5 BOTTOM UP URBAN TRANSFORMATIONS

Narrative Urbanism (Fall 2019)

A short documentary about the outcome of bottom up urban interventions; told through the lens of two polar opposite New York City projects, the Highline in Manhattan and Corona Plaza in Queens.

6 SANDICOTT COMPREHENSIVE PLAN 2020-2040

Land Use Planning (Spring 2020)

Development of a Comprehensive Plan outlining infrastructure, commercial, residential, education, open space and land use needs and requirements for a projected growing city.

7 OLYMPIC AFTERMATH

Difference & Design (Fall 2019)

A research project on the economic, social and infrastructure impacts from hosting Olympic Games. The project proposes a way forward by providing mechanisms and fair opportunity for all cities to host regardless of their economic or infrastructure capacity, and with a beneficial post game outcome.

8 PLACE, RETAIL & SUSTAINABLE TRANSPORT

DTEQ (Summer 2019)

Perspective render inspired by the Summer Studio showing a spatial scenario of an equitable transport orientated development.

MUŞAHOUSING

URBAN DESIGN STUDIO III (SPRING 2020)

Faculty: Kate Orff (Coordinator), Geeta Mehta, Thaddeus Pawlowski, Lee Altman, Dilip Da Cunha, Julia Watson, Adriana Chavez, Fitsum Gelaye

With: German Bahamon, Sophia Khan, Vasanth Mayilvahanan

An urban design strategy to densify the neighborhood and provide much-needed housing, improve social cohesion, connect residents through water-driven design and interpret the historic musah pattern.

Project Site & Context

Hatikva and Ezra are located in the south-east reaches of Tel Aviv-Yafo, Israel.

Located right on the Ayalon River, Hatikva and Ezra are both working class neighborhoods, which are rich in diversity and culture. Historically underinvested and marginalized communities, these neighborhoods struggle today to accept an influx of migrant workers and asylum seekers.

Hatikva and Ezra have a unique land parcelization situation which dates back to Ottoman rule. Owners share large parcels of land which lack a defined individual allotment.

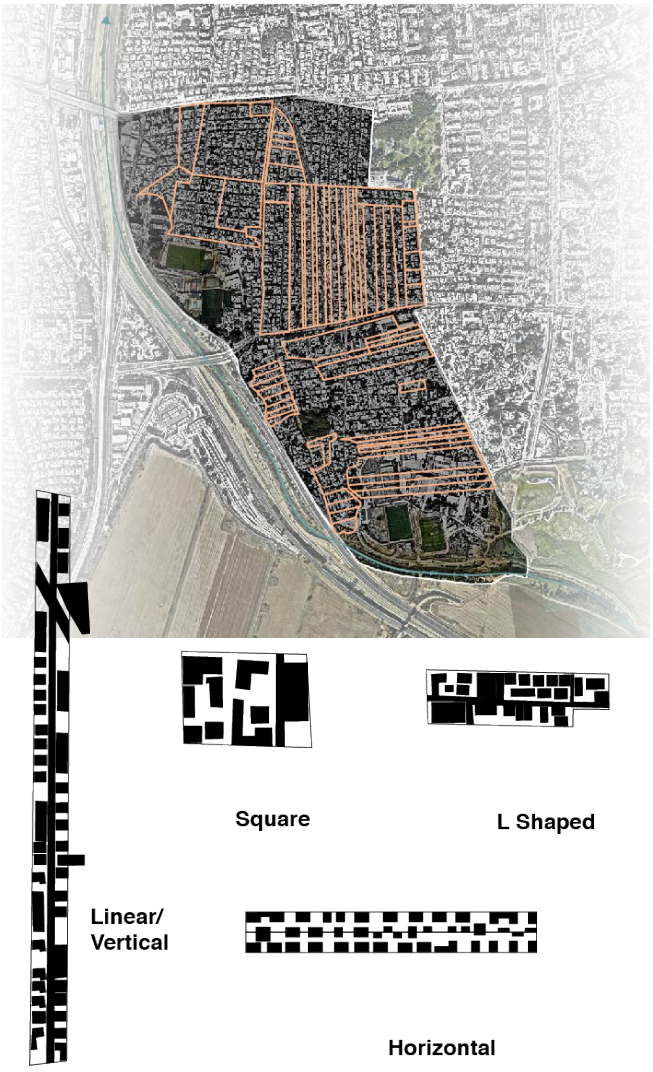
Subsequently, development pressures are threatening the uniqueness of these neighborhoods, with developers looking to take advantage of cheaper land and minimal planning regulations.

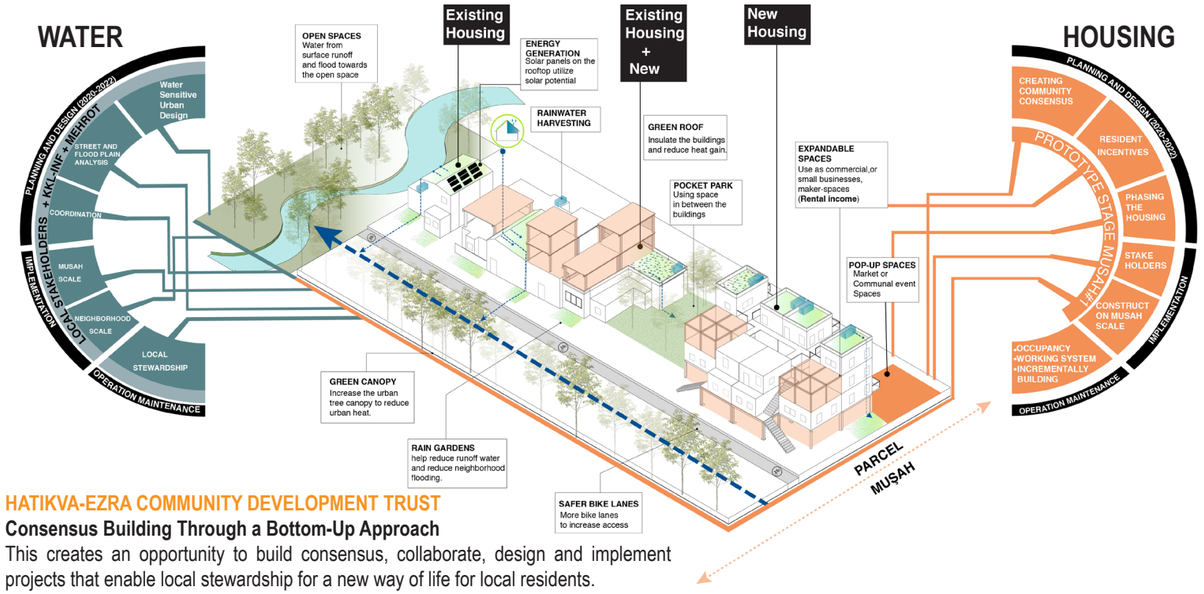
Design Proposal

Resolve and/or improve environmental, social and infrastructural matters for the more vulnerable communities of Hatikva and Ezra, by taking an incremental approach that uses the 'musah' parcelization as an opportunity and platform to enhance social capital in these neighborhoods.

Water sensitive urban design and productive landscapes are also used as tools and intertwined into these land entities as well as other public spaces to improve life on the street and enhance the quality of life for the residents of this area.

At a housing scale the intent is to incrementally densify the neighborhood by integrating and adapting to the existing housing typologies. This new housing system will enable the community to actively engage with the water infrastructure thereby letting them take advantage of the new urban landscape.



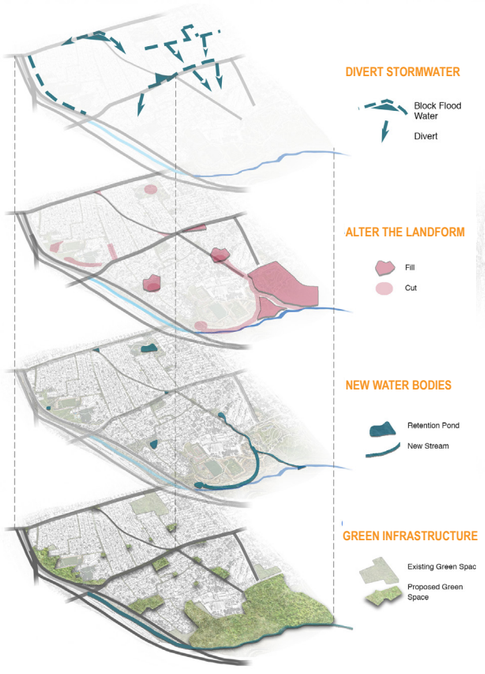


HATIKVA-EZRA COMMUNITY DEVELOPMENT TRUST

Consensus Building Through a Bottom-Up Approach

This creates an opportunity to build consensus, collaborate, design and implement projects that enable local stewardship for a new way of life for local residents.

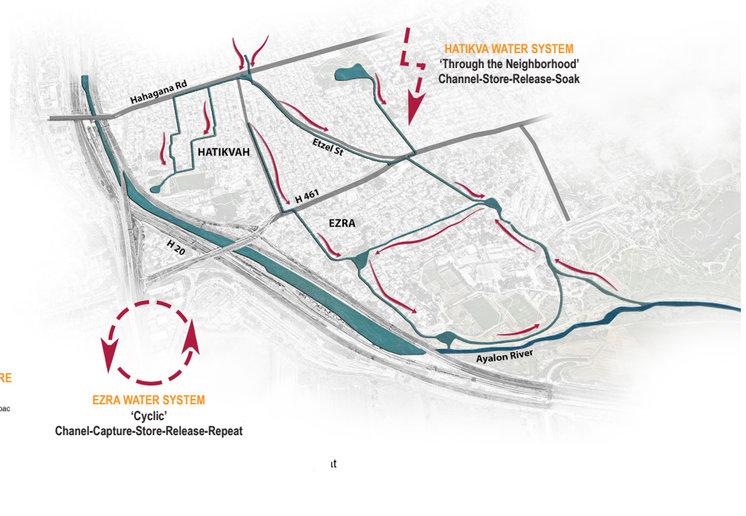
The sharing mechanisms of the muşah concept integrates water-sensitive interventions and the new housing typologies that allow local communities to connect and thrive.

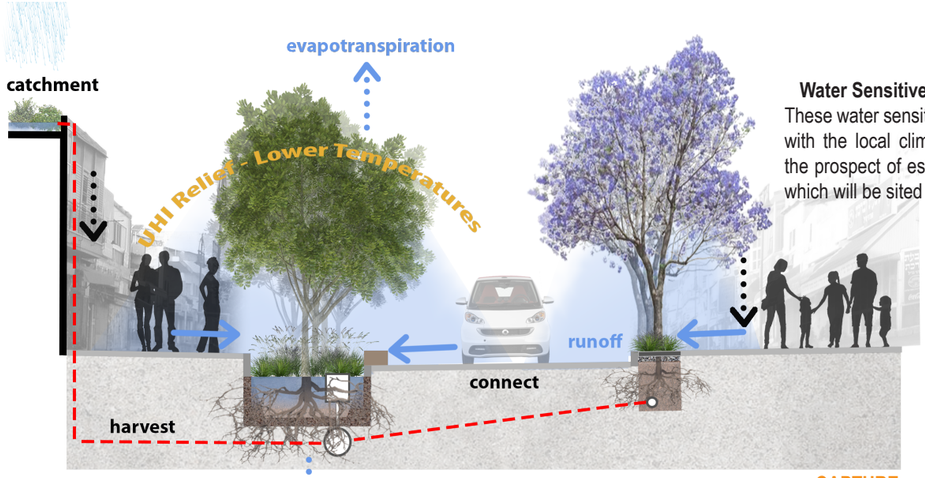


A NEW SYSTEM TO RETAIN AND REUSE STORMWATER

A Systematic Approach to Make Water Work for Local Benefit

Stormwater is retained, managed and used at a neighborhood and block scale. Not only are residents less vulnerable to flooding, they also benefit from a greener neighborhood with reduced ambient temperatures and increased shade cover to help alleviate urban heat.





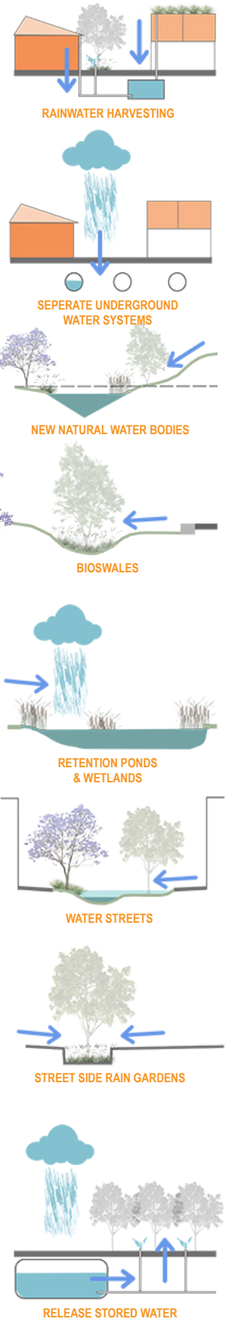
SEASONAL STRATEGIES

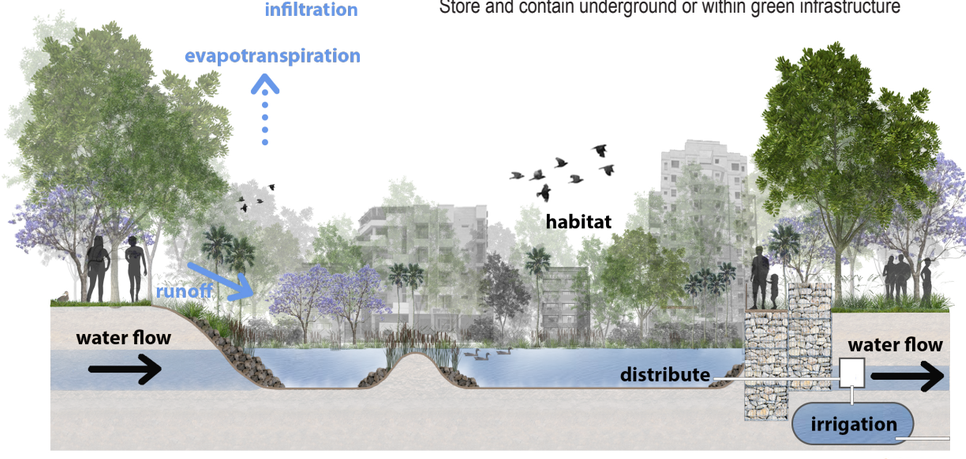
Water Sensitive Strategies to Improve Livability

These water sensitive strategies have been designed with the local climate in mind. This also enhances the prospect of establishing a better housing option, which will be sited within a more livable landscape.

CAPTURE

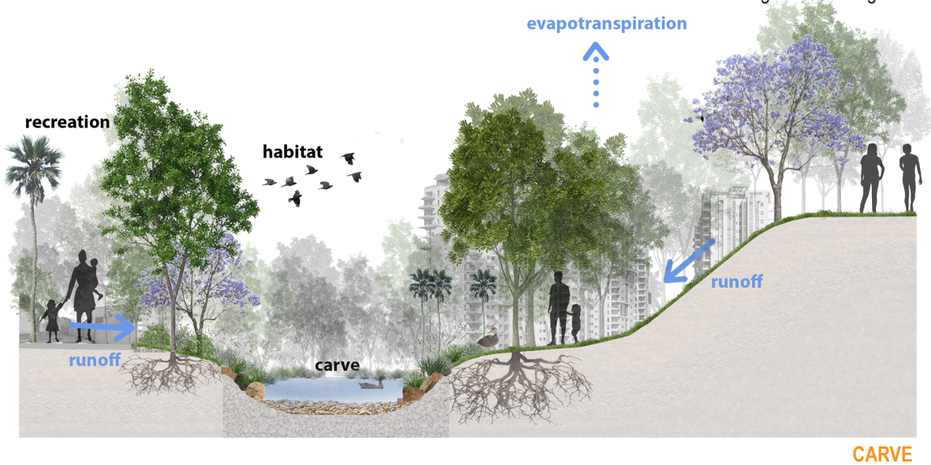
Seize as much stormwater as possible
Store and contain underground or within green infrastructure





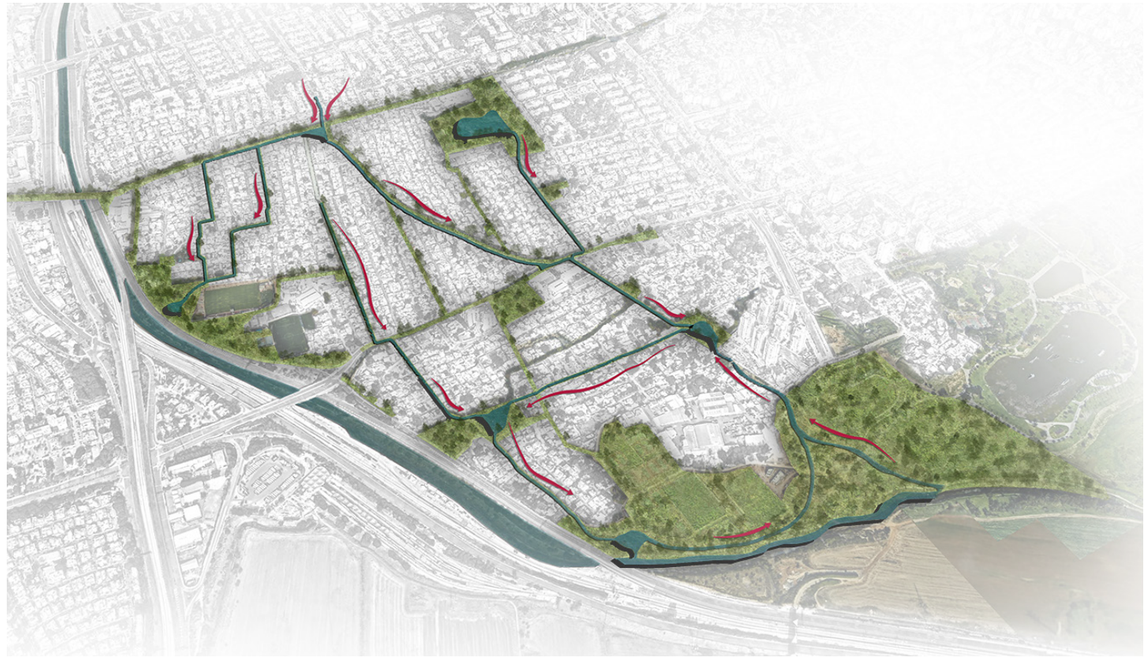
CREATE

Centralize new retention ponds which connect to new streams.
Reclaim water for neighborhood irrigation.



CARVE

Create new natural ecosystems by manipulating the land.
Maximise water flow to the new streams and retention ponds.



GARDENS OF HOPE

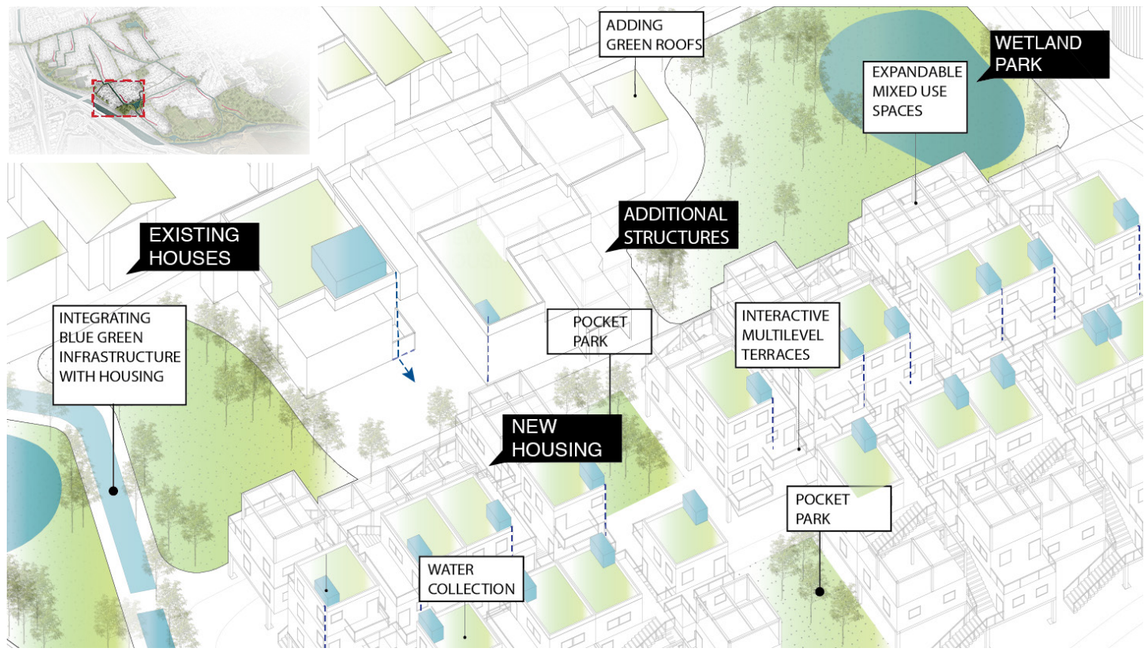
A Green and Blue Network to Connect Communities

Through manipulation of the land, creation of new stream beds, retention ponds, water streets and through water sensitive urban interventions, the hydrologic cycle can be replicated at a block and neighbourhood scale to nourish and help green infrastructure become established.

A NEW URBAN LANDSCAPE

Integrating Housing with the Green-Blue Infrastructure as a Pilot Project

Incrementally densify the neighborhood by integrating and adapting to the existing housing typologies through additions, new construction and integration. This new housing system will enable the community to actively engage with the water infrastructure thereby letting them take advantage of the new urban landscape.

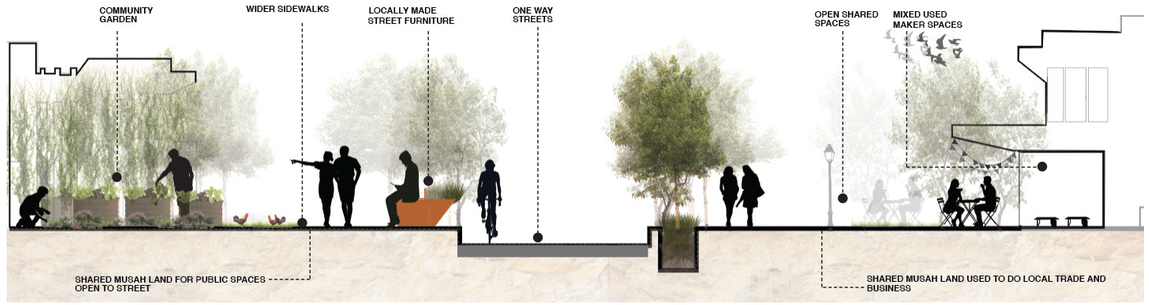


PLACEMAKING

Muşah as a Cooperative System of Living

The Muşah becomes not only be a tool for parcelization, but also a system to foster local trust and collaboration. The interconnected green-blue infrastructure creates flexible maker spaces, open streets, shared frontages, roof gardens, interactive multi-level terraces and markets.

The preserved housing and open water streets of **Hatkiva** above (with section) and the new densified housing typology of **Ezra** below.



MIGROCULTURE

URBAN DESIGN STUDIO II (FALL 2019)

Faculty: Kaya Kühl (Coordinator), Anna Dietzsch, Jerome Haferd, Liz McEnaney, Justin Moore, Shachi Pandey, Raafi Rivero, David Smiley, Dragana Zoric

With: German Bahamon, Nina Lish, Claudia Kleffmann, Nina Ndichu

Regenerative Agriculture may be the non-partisan unifier the Green New Deal needs.

Creating a system that brings agriculture to net zero carbon emissions in the Hudson Valley may well be an example the US and Industrial Agriculture needs to consider.

Agricultural Emissions

Industrial Agriculture in the US today operates in a way that is out of sync with both the long term sustainability of the land and the well being of the people it is designed to feed.

Regenerative Agriculture works with nature. It's practices rebuild soil, which leads to increased carbon storage, less need for nitrogen and herbicides, a reduction in the likelihood of flooding, less erosion and healthier water systems, as well as healthier food.

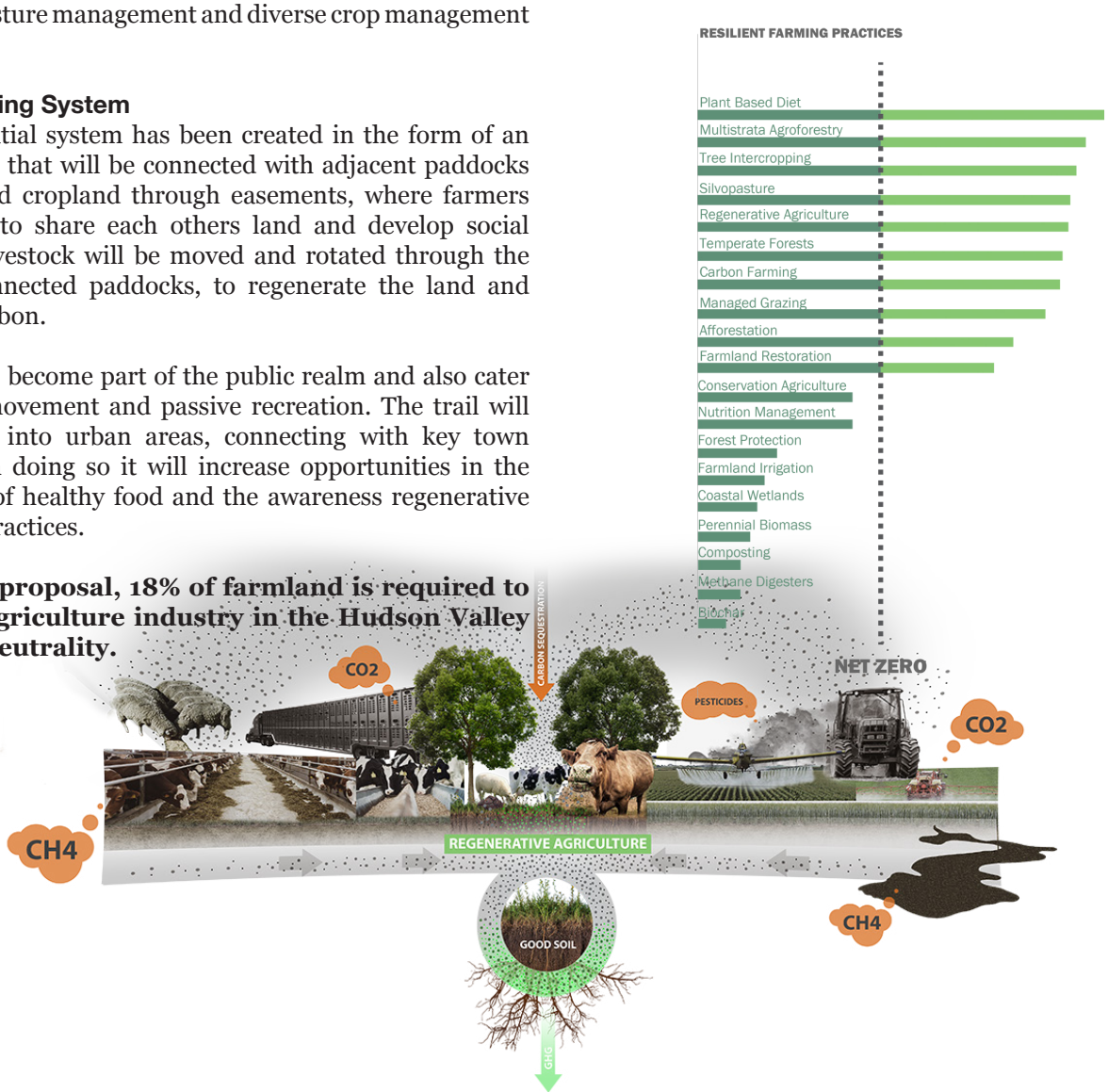
This farming system depends on livestock, which are crucial in keeping the land sustainable and productive if appropriate rotational pasture management and diverse crop management is applied.

A New Farming System

A unique spatial system has been created in the form of an arterial route that will be connected with adjacent paddocks and harvested cropland through easements, where farmers will be able to share each others land and develop social networks. Livestock will be moved and rotated through the trail and connected paddocks, to regenerate the land and sequester carbon.

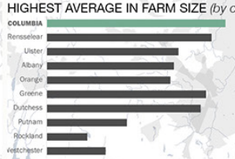
This trail will become part of the public realm and also cater for human movement and passive recreation. The trail will also venture into urban areas, connecting with key town nodes and in doing so it will increase opportunities in the distribution of healthy food and the awareness regenerative agriculture practices.

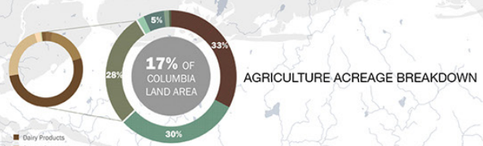
Under this proposal, 18% of farmland is required to bring the agriculture industry in the Hudson Valley to carbon neutrality.



AGRICULTURE IN COLUMBIA COUNTY

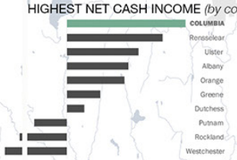
HIGHEST AVERAGE IN FARM SIZE *(by county)*





AGRICULTURE ACREAGE BREAKDOWN

HIGHEST NET CASH INCOME *(by county)*

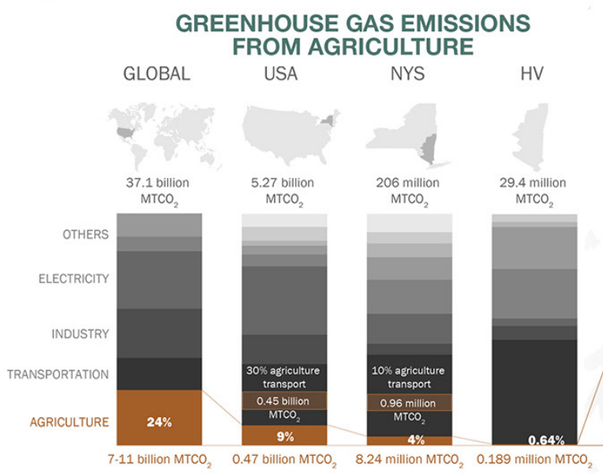


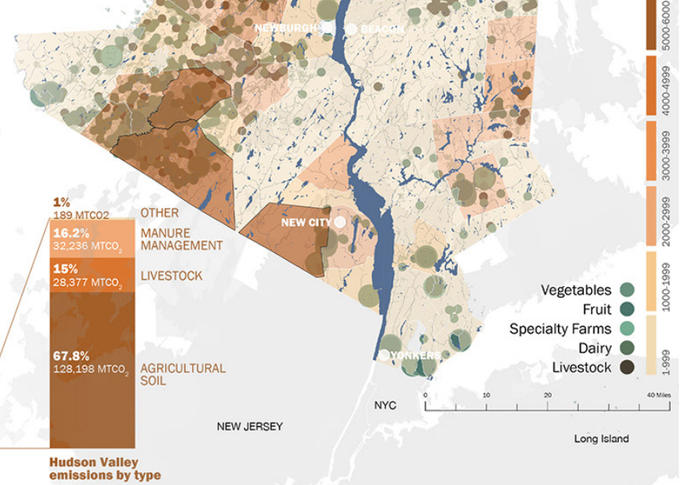
HIGHEST ACREAGE IN CROPLAND

HIGHEST LIVESTOCK SALE

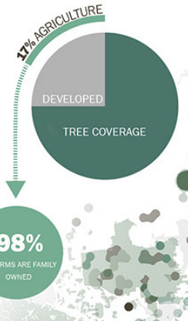
2017 agricultural census data with 2019 emissions by municipality

GREENHOUSE GAS EMISSIONS FROM AGRICULTURE



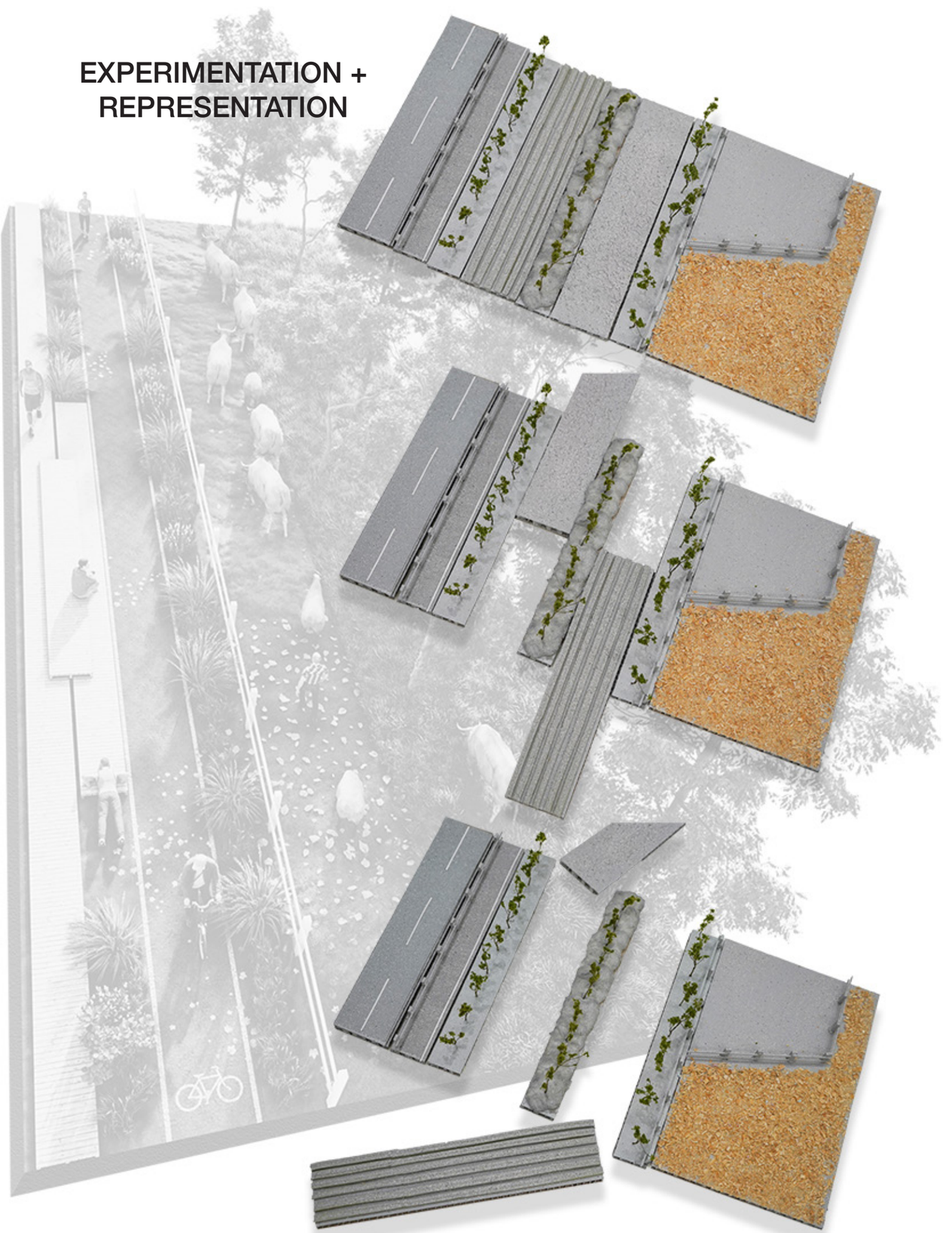


AGRICULTURE IN THE HUDSON VALLEY



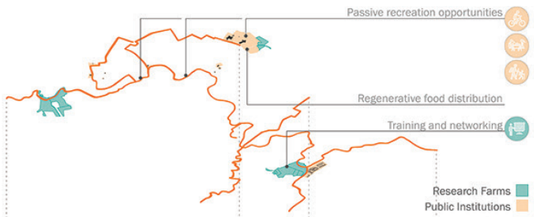
98% OF FARMS ARE FAMILY OWNED

EXPERIMENTATION + REPRESENTATION

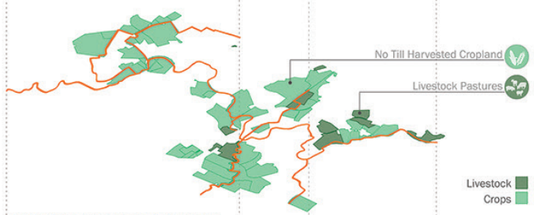


MIGROCULTURE

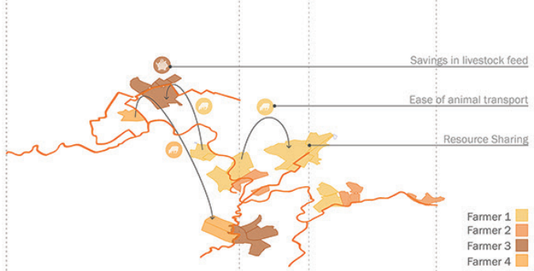
VALATIE AND KINDERHOOK CASE STUDIES



INSTITUTIONAL OPPORTUNITIES

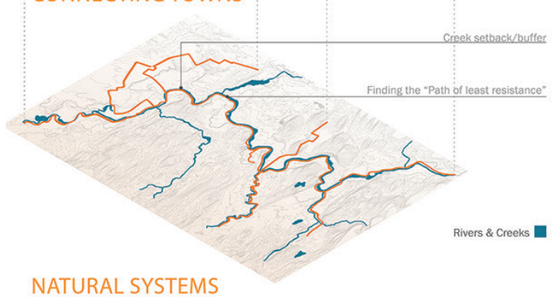


CONNECTING FARMS

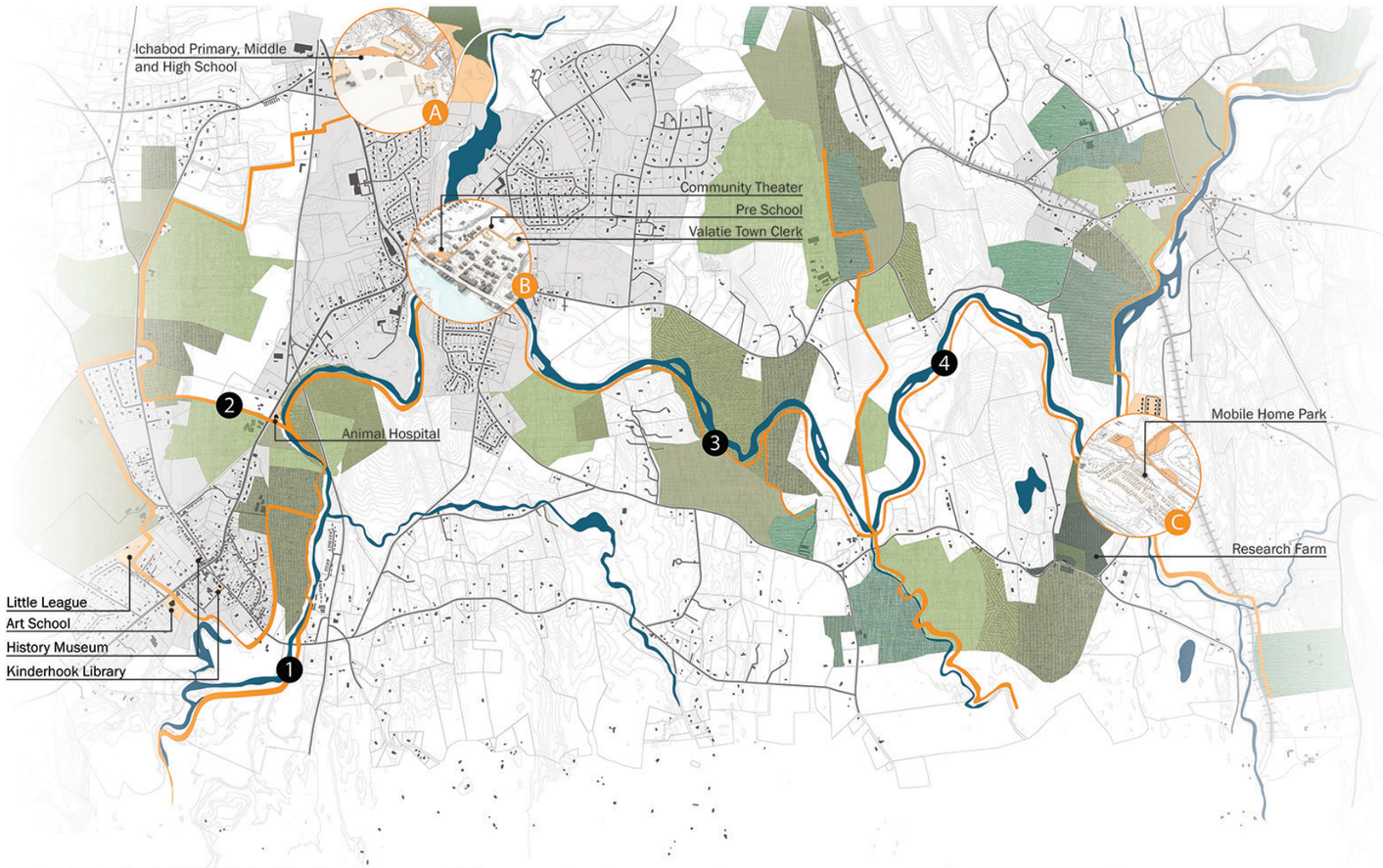


RURAL COLLABORATION

CONNECTING TOWNS



NATURAL SYSTEMS



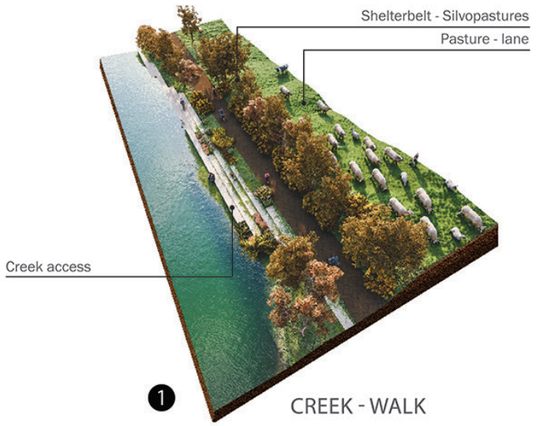
A

FARM + INSTITUTIONS

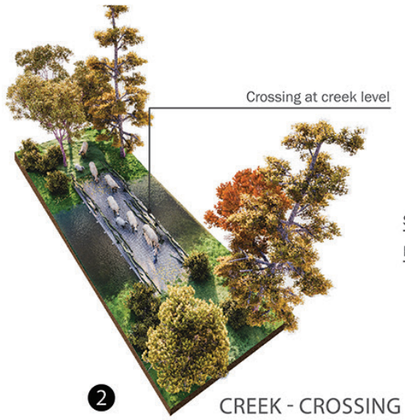
B

VALATIE MAIN STREET

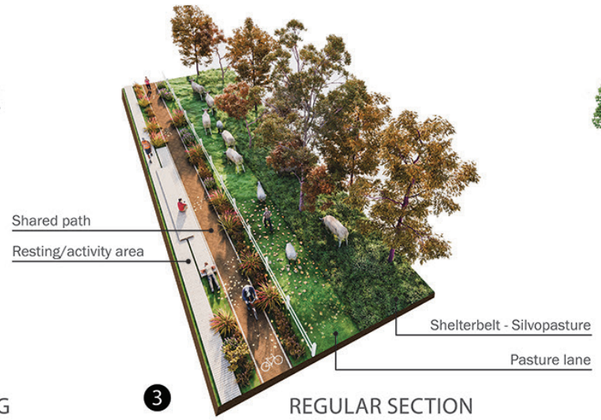
TRAINING CENTER



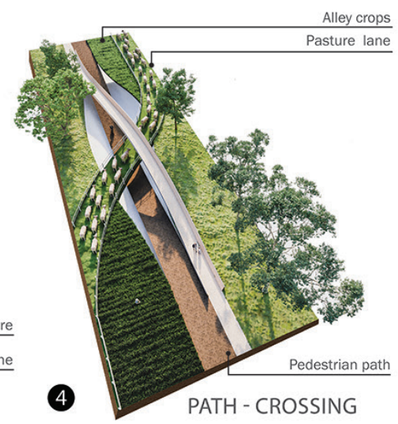
1 CREEK - WALK



2 CREEK - CROSSING



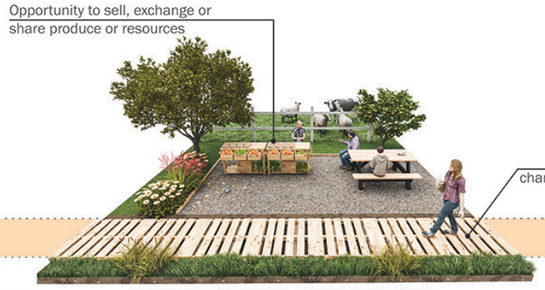
3 REGULAR SECTION



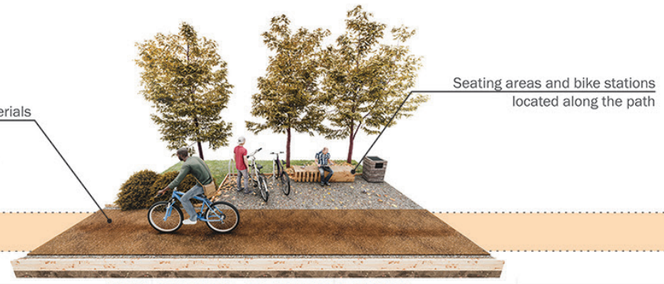
4 PATH - CROSSING

WINTER RECREATION

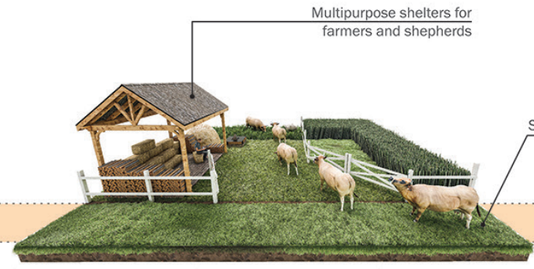
PATH DESIGN



PICNIC MARKET: SHOP AND EAT



BIKE STATION: REST AND PUMP



FARMER SHELTER: HOLDING AREA

A JUST TRANSITION ECONOMIC MODEL

TOP DOWN FUNDING

A new Co-operative is established to manage Regenerative Network

$

TRANSITIONING FARMER

INDUSTRIAL FARMER

NEW FARMER

ROAMING FARMER

ADD POULTRY

EDUCATIONAL WORKSHOPS

SELL FARM MACHINERY

FARMERS PARTNER

DIVERSIFY ASSETS

CONSTRUCTION AND TRAINING

MAINTENANCE JOBS AND NEW CIVILIAN CONSERVATION CORPS

INCREASE HERD/FLOCK

SILVOPASTURE AND ALLEY CROPS

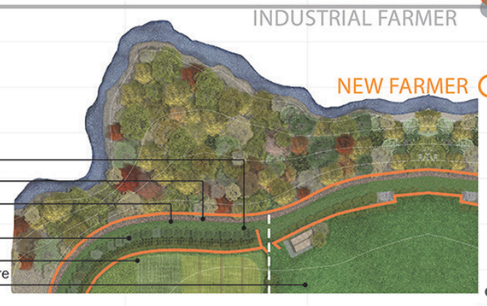
CARBON CAPTURE INCENTIVES

INSTITUTIONAL BIDDING AND PARTNERSHIP

PROFITS UP +30%

ROI *MET*

NITROGEN TAX PENALTIES



PLANNING AND INVESTMENT
EARLY AGROBUSINESS RETURNS

TRANSITION
PLAN AND COMMENCE CHANGES

GROWTH AND RETURNS
PATH IMPLEMENTATION AND TOP DOWN FUNDING

TODAY

1 YEAR

YEAR 2

CO-OPERATIVE NETWORK

"More than a mere alternative strategy, regenerative agriculture represents a fundamental shift in our culture's relationship to nature."

- MIKE **CATRONE** -

"Carbon aside, the advantages of silvopasture are considerable, with financial benefits for farmers and ranchers."

- MATT **SHEPHARD** -

"We know carbon farming practices work, we just need to make them happen by creating infrastructure and diverting resources to farmers."

- MARTINA **SKJELLERUDSVEEN** -

GHG
emissions
189,000
MTCO2

NET ZERO

18% of FARMLANDS
required to reach net zero in the Agricultural industry in the Hudson Valley

"At that point in time, as a farmer myself, it was clear that there's a lot of things that the farming community and farmers can do to help reverse the detrimental impacts of climate change."

- GAIL **TAYLOR** -

"A lot of farmers are being educated about the capacity of soil to sequester carbon. It gets them excited to think that they can contribute to a reversal of climate change."

- MATT **SHEFFER**-

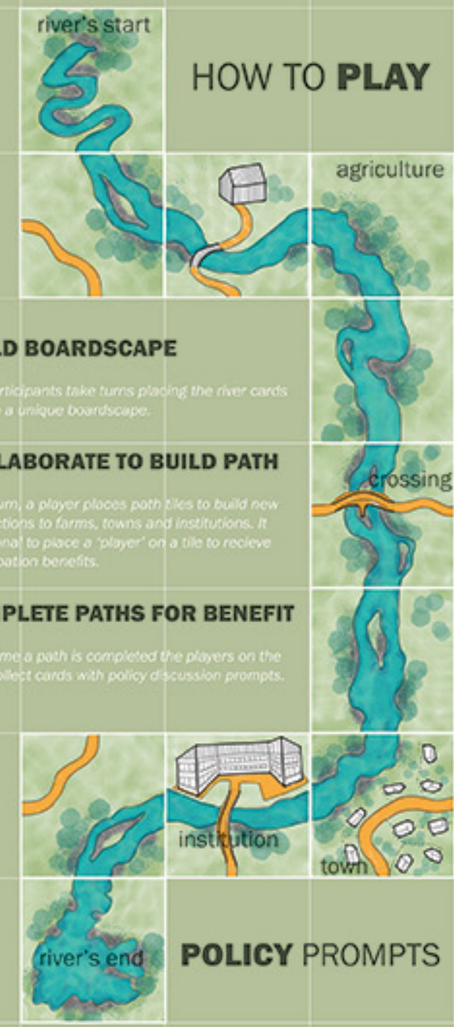
THE GREEN NEW DEAL

AGRICULTURAL GOALS

"Working collaboratively with farmers and ranchers in the united states to eliminate pollution and greenhouse gas emissions from the agricultural sector as much as is technologically feasible."

"Providing all people of the united states with – (i) high-quality health care; (ii) affordable, safe, and adequate housing; (iii) economic security; and (iv) access to clean water, clean air, healthy and affordable food, and nature."

WORKSHOP



HOW TO **PLAY**

1. BUILD BOARDSCAPE

The participants take turns placing the river cards to form a unique boardscape.

2. COLLABORATE TO BUILD PATH

Each turn, a player places path tiles to build new connections to farms, towns and institutions. It is optional to place a "player" on a tile to recieve participation benefits.

3. COMPLETE PATHS FOR BENEFIT

Each time a path is completed the players on the path collect cards with policy discussion prompts.

POLICY PROMPTS

INSTITUTIONS

The local school district's food vendor contract is expiring. Discuss with your co-operative how to win the bid.

INFRASTRUCTURE

The creek crossing is entering community design review. Prepare your pitch with your co-operative.

HACKENSACK RIVER WATERFRONT: AN EQUITABLE TRANSPORT ORIENTATED NEIGHBORHOOD

URBAN DESIGN STUDIO I (SUMMER 2019)

Faculty: Tricia Martin & Nans Voron (Coordinators), Hayley Eber, Sagi Golan, Quilian Riano, Austin Sakong, Shin-pei Tsay, Alex Burkhardt

With: Zhou Wu, Anai Perez

Creating a new neighborhood around an extended transit line; that promotes local networks and enables it's diversity to reduce displacement through a new form of retail and local economy.

Project Site

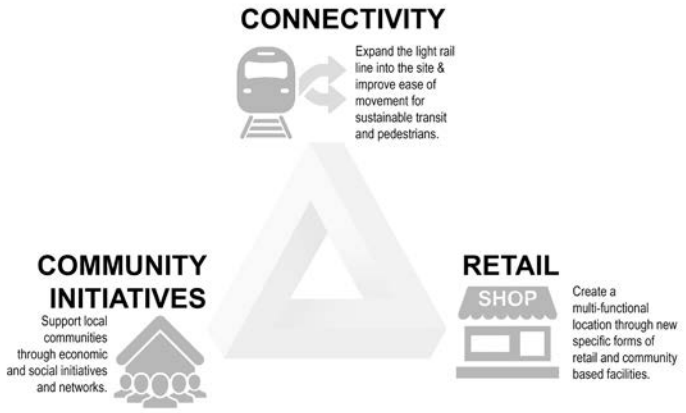
The Hackensack River which is located on the western side of Jersey City is regarded as the forgotten part of town by its residents. The intended design site is bookended by Lincoln Park and the imminent Bayfront Development.

Design Objective

The primary objective of the design is to create an equitable transport orientated locality that benefits the existing community, and will also instigate future urban growth.

This vision can be achieved through the enhancement of three correlated systems that have a distinct reliance upon each other. Firstly, the locality needs to be better connected with effective sustainable transport options. This will provide an opportunity to create a unique multi-functional retail setting around the transit hubs.

The development of community initiatives in the retail area, will serve the purpose of providing assistance and support to the existing lower income households. This will ensure local networks can be developed, which will reduce displacement and promote economic opportunity and diversity within the retail identity.

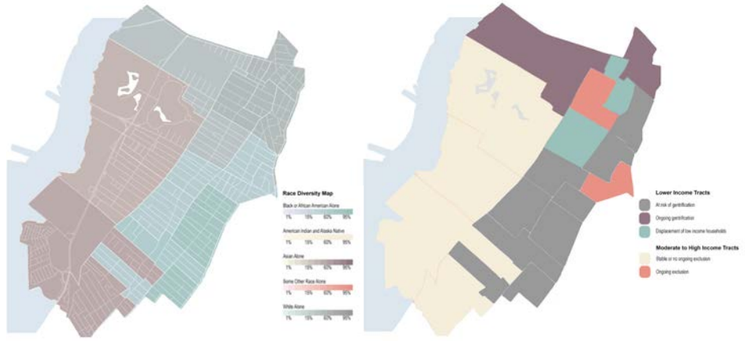


DIAGNOSTICS

URBAN CHARACTER OF WESTERN JERSEY CITY:

- Detached from the rest of the municipality
- Established industry to the north
- Lacking transit connectivity
- Negative population growth
- Low population density
- Mixed property values
- Local retail is in decline
- Medium to low income households

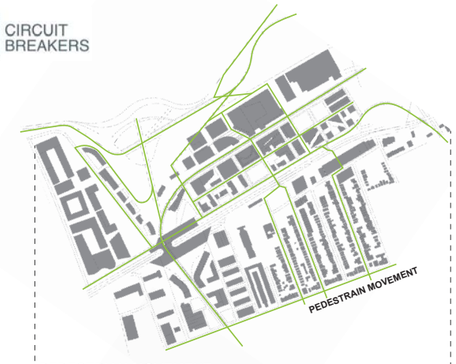
PROJECT LOCATION



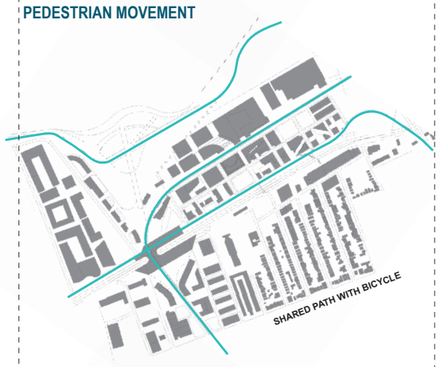
CULTURAL DIVERSITY

GENTRIFICATION & DISPLACEMENT

CIRCUIT BREAKERS



PEDESTRIAN MOVEMENT



SHARED BICYCLE PATH MOVEMENT

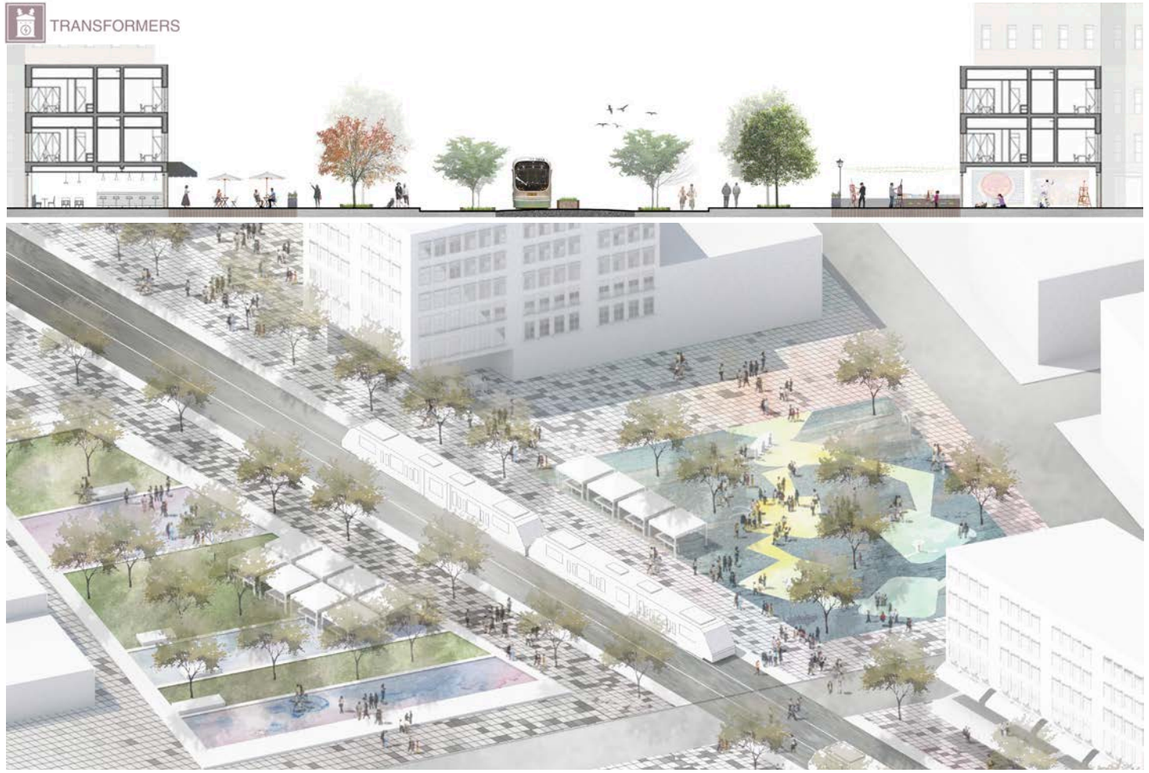
LIGHT RAIL EXTENSION

ECONOMIC & LOCAL BUSINESS SUPPORT

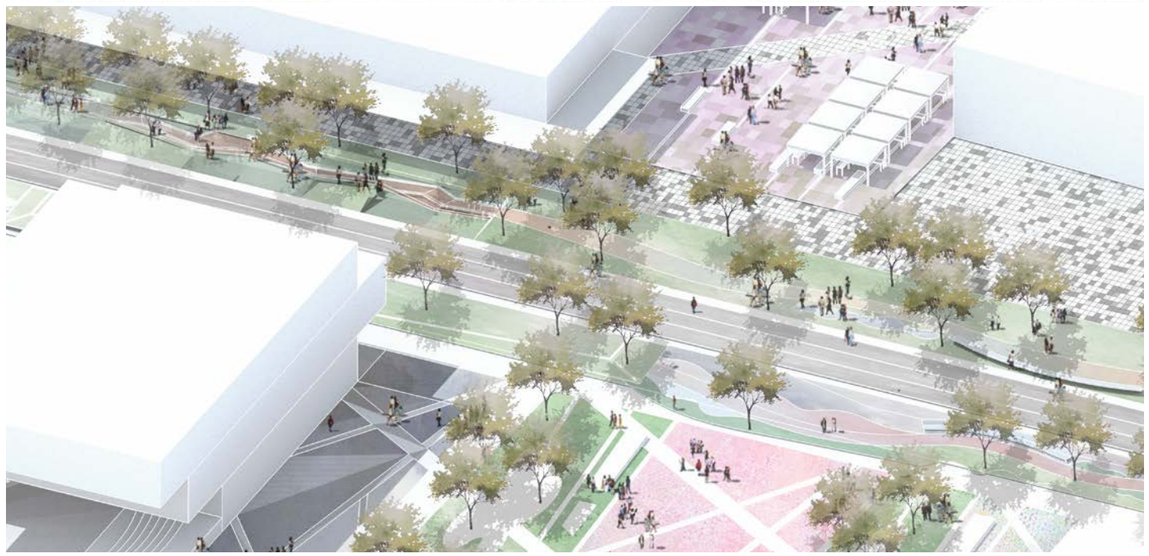
FOOD & URBAN AGRICULTURE

ARTS DRIVEN PLACEMAKING

TRANSFORMERS



SECTION & AXONOMETRIC PERSPECTIVE - CREATING NEW PUBLIC PLACES AROUND AFFORDABLE HOUSING AND AFFORDABLE OFFICE SPACE



SECTION & AXONOMETRIC PERSPECTIVE - CREATING MAKERSPACES, PLACES FOR INCUBATORS AND MARKETS AROUND TRANSPORT AND RETAIL

WIRING IT ALL TOGETHER

Hackensack River

CREATING A MULTI-FUNCTIONAL LOCATION THROUGH NEW LOCALIZED FORMS OF RETAIL AND COMMUNITY BASED FACILITIES

IMPROVE LIVABILITY THROUGH THE SITE BY OPENING UP THE WATERFRONT AND CREATING PUBLIC PLACES

CREATING AREAS THAT WILL BE VIBRANT

IMPROVE EASE OF MOVEMENT FOR SUSTAINABLE TRANSPORT AND PEDESTRIANS

EXPAND LIGHT RAIL LINE INTO THE SITE

SUPPORTING EXISTING LOWER INCOME FAMILIES TO PREVENT DISPLACEMENT THROUGH EFFECTIVE STRATEGIES

Route 440

- Light Rail
- Green Infrastructure
- Pedestrian
- Retail
- Community Initiatives
- Affordable Housing & Office
- Open Plaza
- Existing Building

THE CLIMATE CRISIS: IMAGINING A GREEN NEW DEAL IN THE HUDSON VALLEY

URBAN DESIGN STUDIO II (FALL 2019)

Faculty: Kaya Kühl (Coordinator), Anna Dietzsch, Jerome Haferd, Liz McEnaney, Justin Moore, Shachi Pandey, Raafi Rivero, David Smiley, Dragana Zoric

ASSIGNMENT II

SYSTEMS OF THE HUDSON VALLEY: ASPHALT AND CONCRETE

With: Eleni Kalapoda, Sophia Khan, Minjung Lee

Asphalt and concrete play an important role in the Hudson Valley. These materials benefit the local region by providing safe and efficient transport surfaces and a number of jobs in an industry that is localized due to logistical and production dynamics.

However, there is an unnecessary amount of asphalt and concrete surfaces in towns of the Hudson Valley. Some of these spaces could be strategically reclaimed, depaved and replaced with recycled materials or new green infrastructure. This would instigate a need for new jobs in specific capacities of skill, material production and labor.

Concrete is the third highest contributor to greenhouse gas emissions in the world.

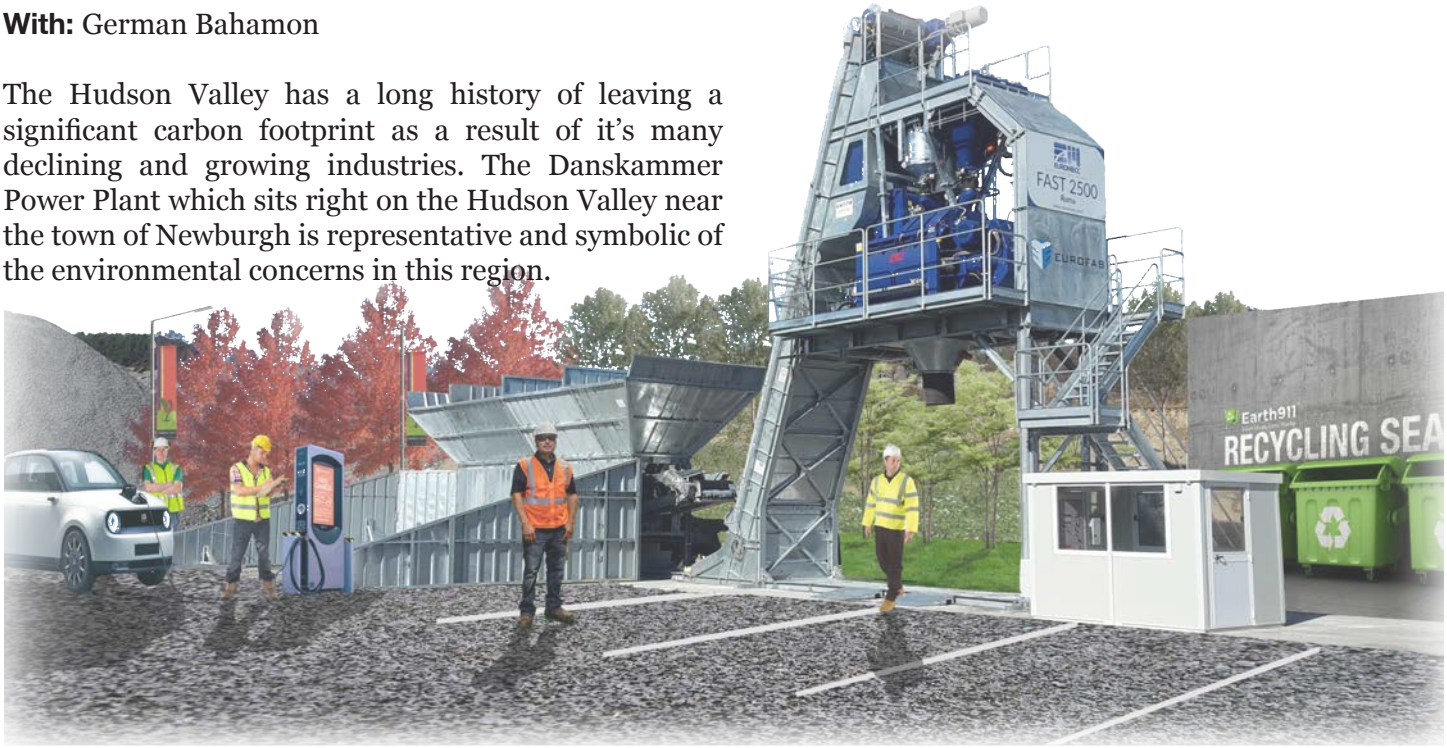
Every month globally, the equivalent of one New York City is built in concrete.

ASSIGNMENT I

REPRESENT A SLICE AND NARRATIVE OF THE HUDSON VALLEY THROUGH A MODEL

With: German Bahamon

The Hudson Valley has a long history of leaving a significant carbon footprint as a result of it's many declining and growing industries. The Danskammer Power Plant which sits right on the Hudson Valley near the town of Newburgh is representative and symbolic of the environmental concerns in this region.



BIG YELLOW TAXI

ASPHALT AND CONCRETE

ASPHALT

A dark surface that is created through the mixture of a liquid form of petroleum and aggregates.

Roads & Parking Lots
15–20 Years

CONCRETE

Cement is a binder that sets and hardens construction materials, typically rock and/or sand together to form concrete.

Buildings, Sidewalks & Precast or Engineered Products
30–50 Years

HISTORY

1870-1907

TIME SAVING

The first use of asphalt as a road surface & the increase of cars caussed demand for a road system.

1921-1938

WWII

The Federal Highway Act and the The New Deal which led to more jobs to create new roads.

1970'S

AUTOMATION

Asphalt and cars became a symbol of progress. A subsequent energy crisis led to recycling of asphalt.

NOW

CLIMATE CRISIS

Enormous car parks and large hardstand areas in urban areas such as shopping malls.

CITY OF KINGSTON

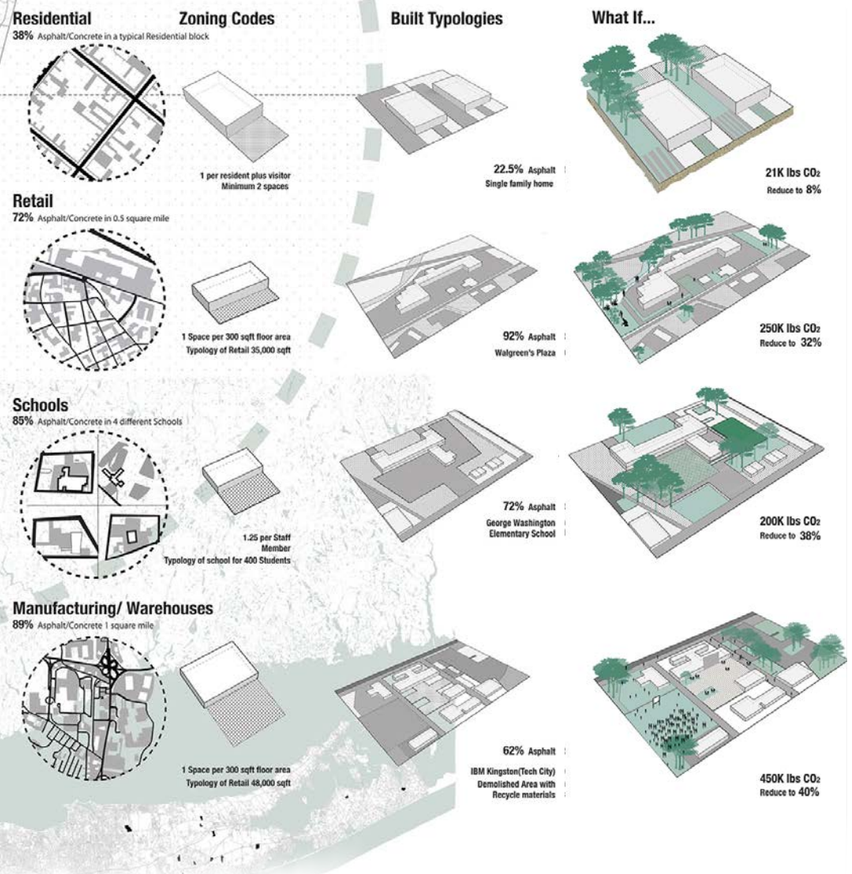
City: 8.77 mi²
Land: 7.48 mi²
Water: 1.29 mi²

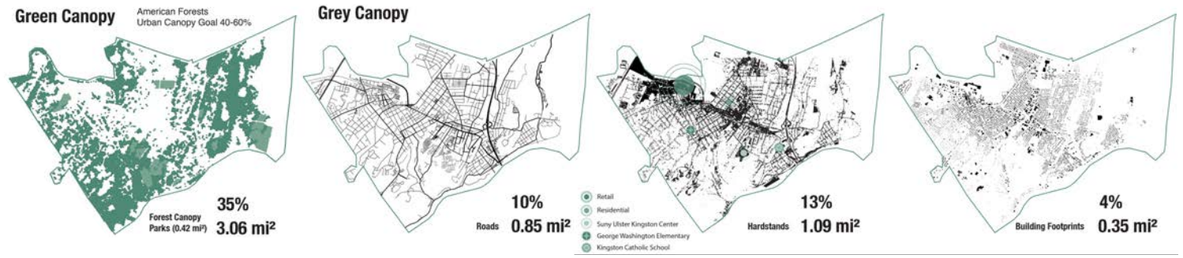
Manhattan 22.82 mi²

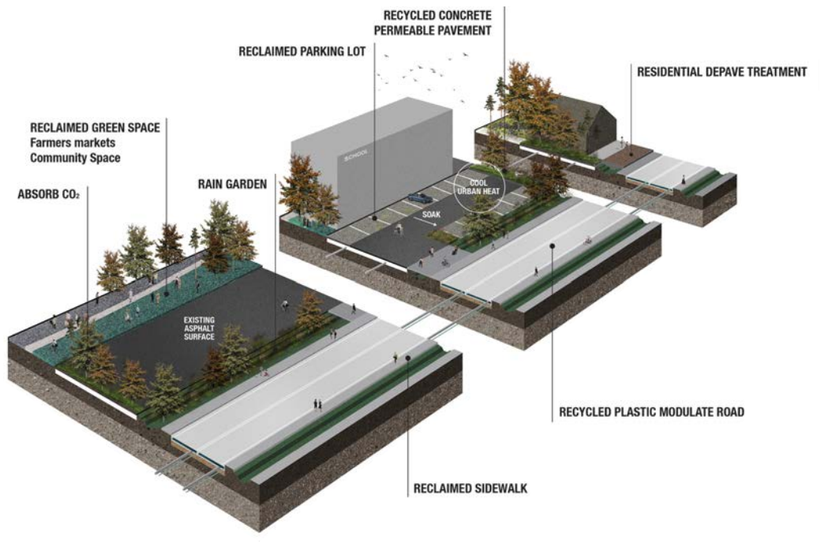
Central Park NY: 1.317 mi²

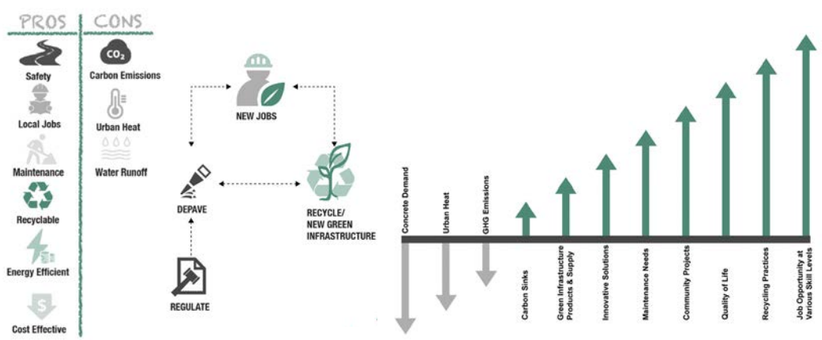
2 mi

PARKING ZONING RATIO

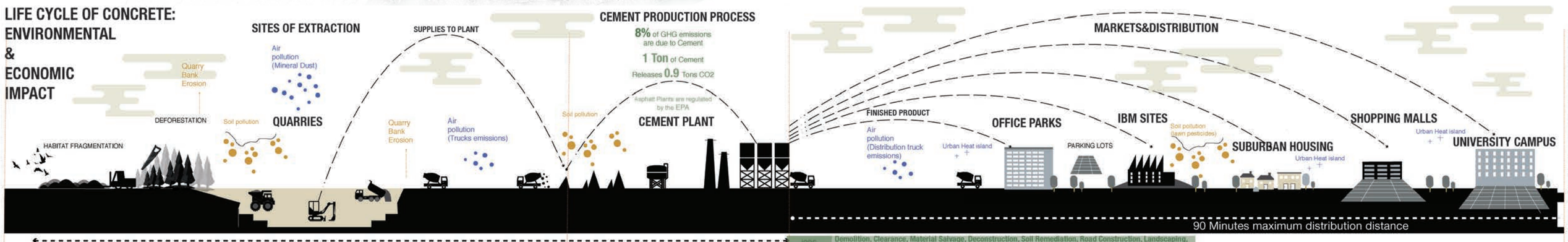








LIFE CYCLE OF CONCRETE: ENVIRONMENTAL & ECONOMIC IMPACT



EXPERIMENTATION + REPRESENTATION

BOTTOM UP URBAN TRANSFORMATIONS

NARRATIVE URBANISM: DOCUMENTARY FILMMAKING FOR DESIGNERS & PLANNERS (FALL 2019)

Faculty: Cassim Shepard

DOCUMENTARY SYNOPSIS

A short documentary about the process and outcome of 'bottom-up' public space projects.

Told through the lens of two polar opposite New York City projects; the Highline in Chelsea, Manhattan and Corona Plaza in Corona, Queens where both initiated at similar times, but with contrasting budgets, community stakeholders and user types.

Storytelling through a juxtaposition, the documentary highlights the distinct differences between the two projects; but with a common thread in how both these projects came to life through community input and passion.

With interviews throughout the documentary about the background of the projects and how the sites are used today, the narrative navigates through a standard day showing imagery of how these spaces are used through the day, ending in the evening with closing commentary comparing the contrasts and similarities between the two interventions.

Public space is one of New York City's greatest assets. The input of a community is essential in designing and delivering livable and efficient public spaces.


CORONA PLAZA
Corona, Queens

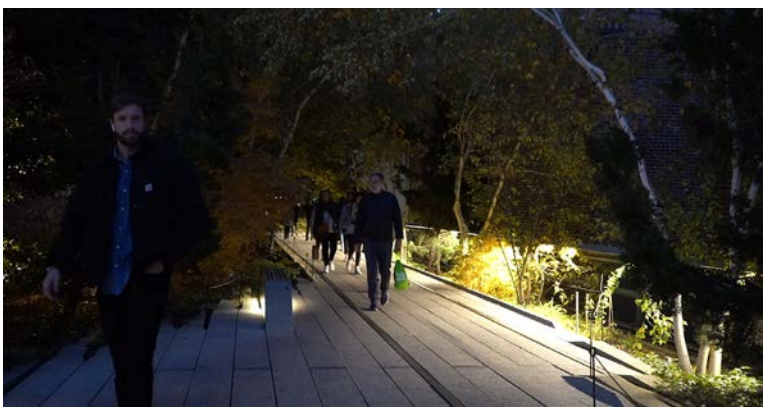

THE HIGHLINE
Chelsea, Manhattan


Corona Plaza


JUSTIN MOORE
NYC Public Design Commission


RITE AID


RICARDI CALIXTE
Queens Economic Development Corporation



SANDICOTT COMPREHENSIVE PLAN

LAND USE PLANNING (SPRING 2020)
Faculty: Jonathon Martin

With: Sophia Khan, Nicholas Perry, Caroline Thompson, Haoran Zhang

Background

Through the criteria and conditions specified in Hypothetical City *(Esnard, Berke, Godschalk & Kaiser),* a Comprehensive Plan has been compiled for the fictitous City of Sandicott; located in Upstate New York.

Comprehensive Plan Summary

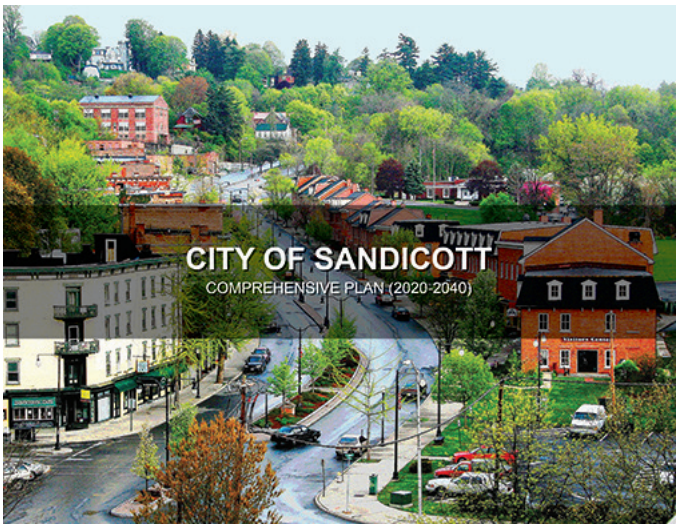
The Comprehensive Plan sets strategic framework to cope with projected population growth and it's demands. Instigated by the prospect of a new Business Park in the former IBM site, Sandicott looks set to attract a number of new residents.

As the City of Sandicott enters a new era, this Comprehensive Plan aims to create a community for all with goals and a vision which emphasize the conservation of the environment, the creation of a plethora of different housing and development, social equity, new jobs, an urban growth boundary to protect local agriculture and the establishment of an integrated sustainable transport network - all while engaging many different sectors of the public to do so.

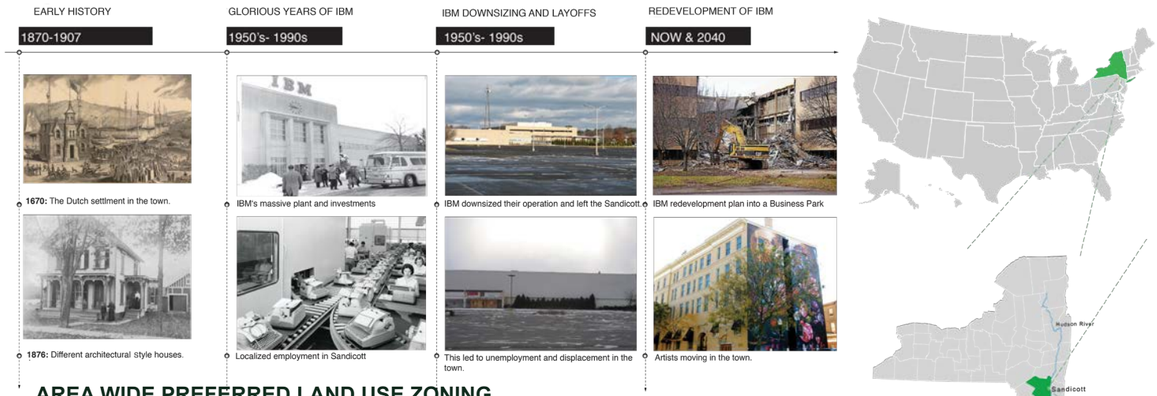
The policies and objectives outlined in the plan intend to guide the growth needed to meet the needs of a dynamic population. Instigated through the process of consensus building through the establishment of Direction Setting Framework; with key stakeholders and local residents, this has enabled future objectives through the development of an Area Wide Policy, Communitywide Land Use Design, a Small Area Plan of the former IBM site and a Development Management Plan.

With a projected population growth over the next 10 years, this Comprehensive Plan has set a vision for the city's future.

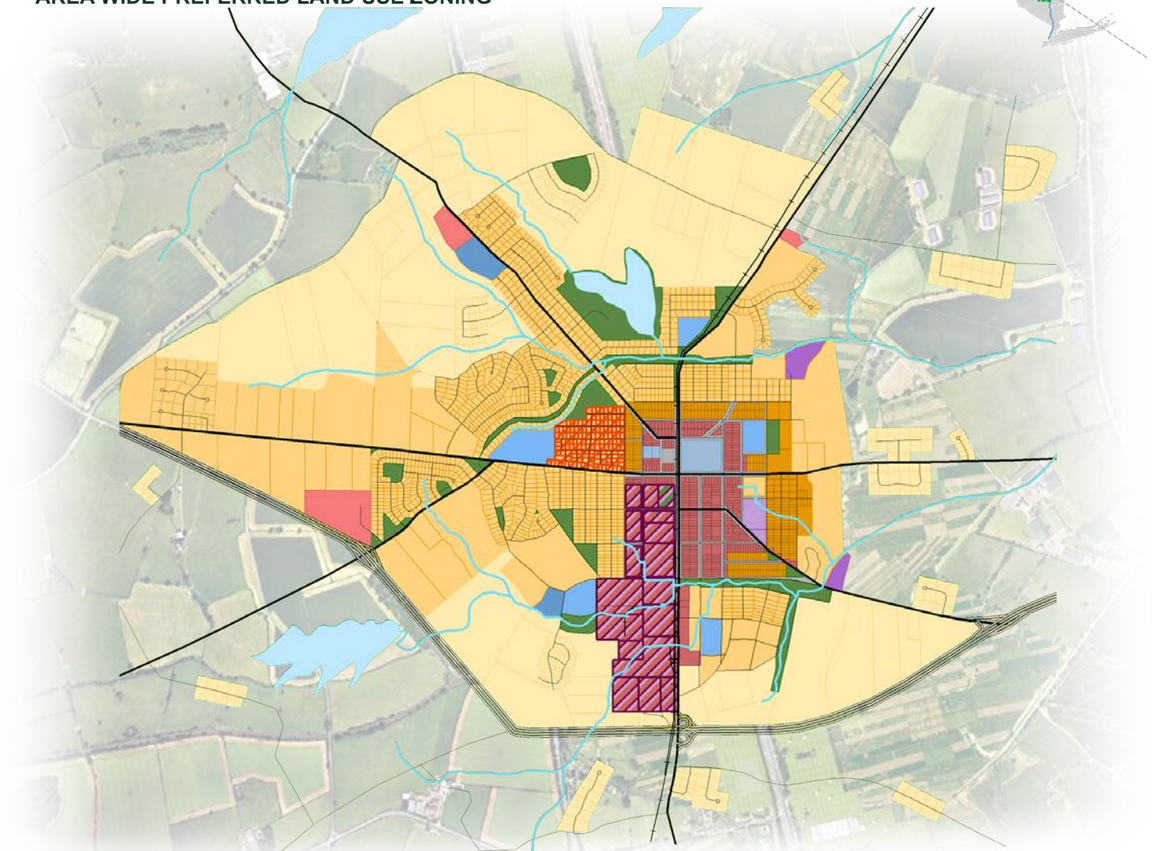
This Plan outlines the shared aspirations of the local community in making Sandicott a better place to live and work.



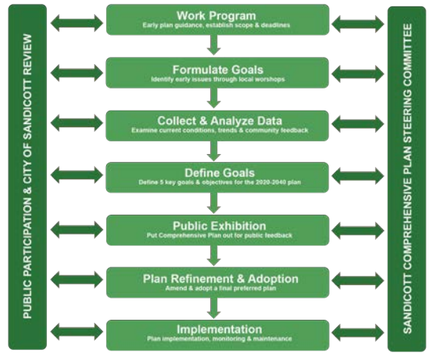
HISTORIC TIMELINE OF THE CITY OF SANDICOTT & LOCATION CONTEXT



AREA WIDE PREFERRED LAND USE ZONING



COMPREHENSIVE PLANNING PROCESS



GOALS & OBJECTIVES

GOAL 1 Control urban sprawl
By 2025, limit the outward expansion of Sandicott to curb the construction of expensive and potentially wasteful low-density infrastructure. By 2025, preserve surrounding open, water, and green space of all types - agricultural, forest, and parks & recreational.

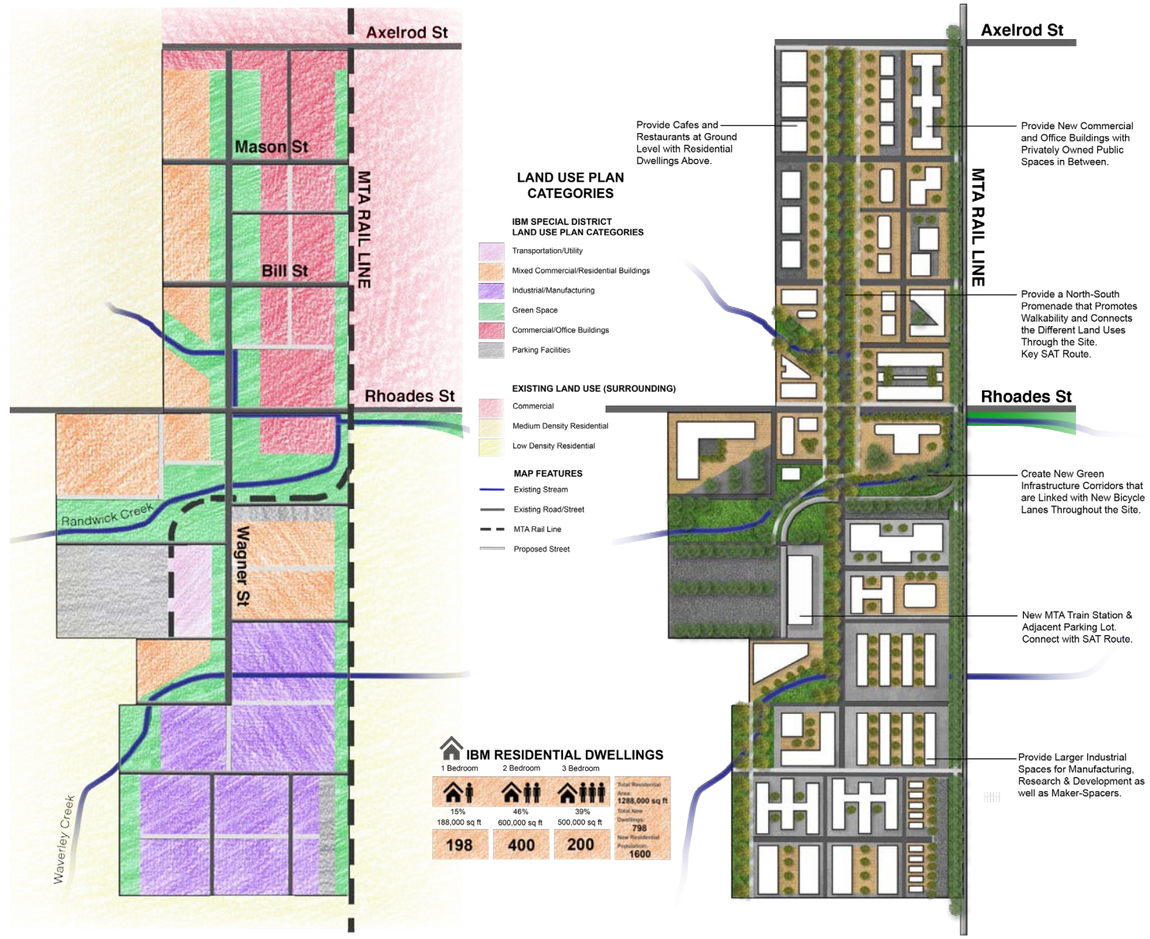
GOAL 2 Have a diversity of housing types available
By 2025, support specific high-density, medium-density, and low-density residential areas. By 2025, create more multi-family and mixed-use buildings. By 2025, foster more sustainable housing growth.

GOAL 3 Improve environmental sustainability
By 2025, life cycle economics, generational social consequences, and environmental impacts can come into focus as a part of our planning process. By 2025, the environmental system can be more sustainable, facing climate crisis and global warming.

GOAL 4 New commercial and industrial locations for new jobs
By 2025, establish a new tech and innovation industry utilizing the former IBM site as a new Industrial Park. By 2025, create new jobs of different range of skill sets.

GOAL 5 An efficient transport system
By 2025, have a new light rail system that runs east to west and induces high demand and ridership. By 2025, increase cycling travel from the current 5% to 10%. By 2025, provide infrastructure for green vehicles in 50% of the public owned parking lots as well as commercial and industrial on street parking.

IBM SPECIAL DISTRICT SMALL AREA PLAN



Establish Planning Process & Scope → Invitation & Expression of Interest → Meetings & Workshops → Draft Plan for Exhibition & Feedback → Second Stage Planning & Collaboration → Final Small Area Plan on Public Display → Adoption of IBM Special District Small Area Plan

IBM SPECIAL DISTRICT SMALL AREA PLAN - ISOMETRIC VIEW

OLYMPIC AFTERMATH

DIFFERENCE & DESIGN (FALL 2019)
Faculty: Justin Moore

RESEARCH PROJECT SUMMARY

Background

The Summer Olympic Games are an international sporting event held every four years involving over 200 nations and are considered the pinnacle world-sporting event.

Great Olympics revitalize rundown city districts, enhance tourism, the local economy, bring profit, improve political relations, inspire young people into sport and leave a city with fantastic sites and public places, like they did with Seoul (1988), Barcelona (1992) and Atlanta (1996). The worst Olympics leave nations crippled by debt and abandoned venues.

The reason cities struggle after the Olympic Games does vary. This can be due to such factors as poor legacy planning, facilities being poorly constructed due to time and budgetary issues, facilities becoming under used, maintenance costs, venues and assets being out of place with its surrounding environment, or worse still venues just becoming abandoned.

The International Olympic Committee (IOC), which is made up of volunteers, is the not-for-profit independent governing body that is responsible for organizing the Olympic Games. Unfortunately, despite trying to move with the times, an archiac mindset and lack of forward thinking has still left hosting cities with a large amount of post game debt, amongst other social and infrastructural issues.

The Economic and Social Impacts on a Host City After The Games: The Issues and a Way Forward

This system will help grow peace through sport, and bring equal opportunity for economic growth globally through a more equitable and more considered framework and support system.

In 2014, the IOC set out a strategic road map for the future of the Olympics through a rigorous candidature process under the mechanisms of Olympic Agenda 2020.

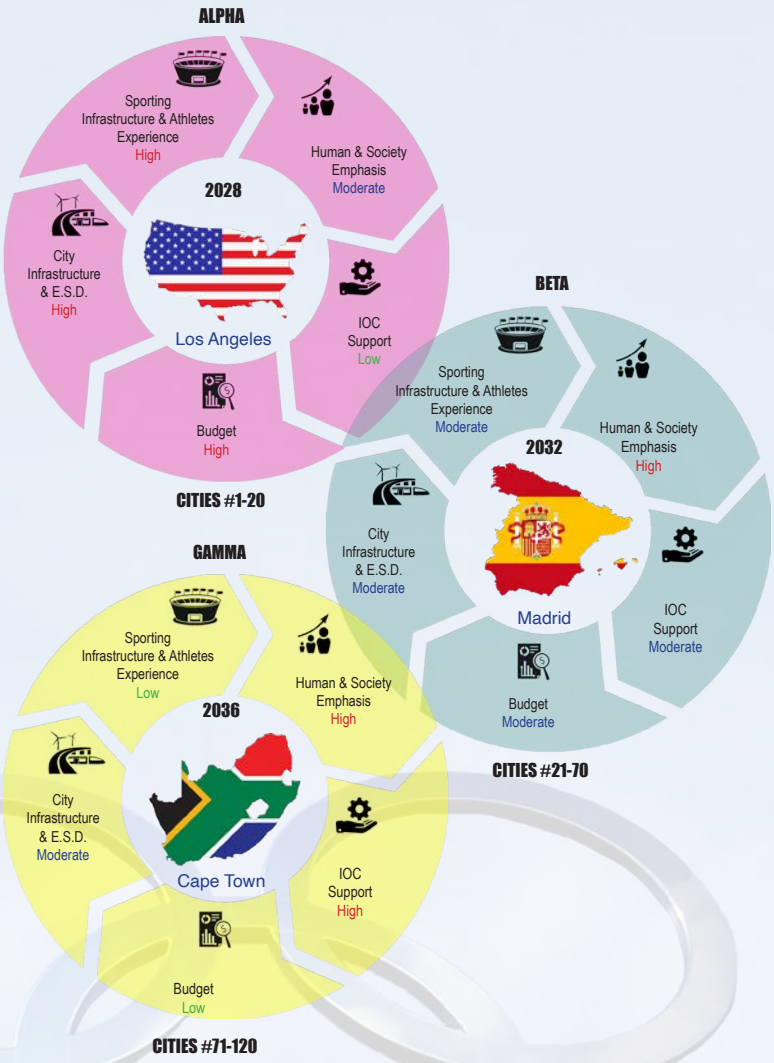
Sadly, the Olympic Agenda 2020 framework has now scared off cities from bidding, reducing hosting cities to a select few, particularly the major Global Cities such as London and Tokyo who have key infrastructure and systems already in place.

Creating Opportunity for all Potential Hosts

Instead, a more considered process, which could group cities into three different categories based on various indicators relevant to planning, hosting and legacy barometers needs to be established. Examples of these measurements could be similar in the way Global Cities or Livability indexes and outlooks are gauged. But the markers would be tailored to the necessities of a successful Olympic Games, for both the athletes and the hosting city.

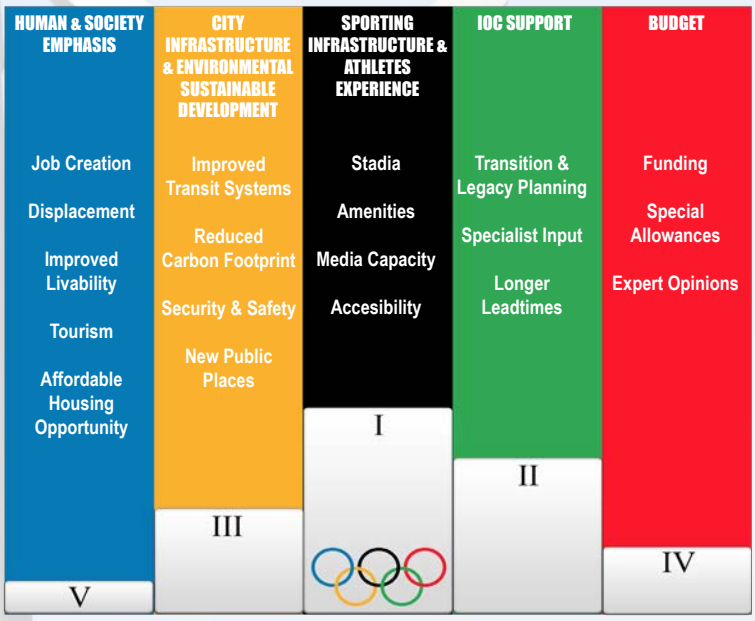
The three tiered categories would then be rotated every four years allowing a fair and equitable chance for different city types to host once every twelve years. Cities ranked in the 'Gamma' catergory would recieve more assistance than 'Alpha' and 'Beta' cities. Through these mechanisms, it provides cities regardless of their economic or infrastructure capacity, an opportunity to be on the world stage as an Olympic host and then reap the social and economical benefits after the games have been and gone.

THE NEW RINGS



PAST & HYPOTHETICAL HOSTS

OLYMPIC HOST CITY INDEX DIMENSIONS



PLACE, RETAIL & SUSTAINABLE TRANSPORT

DTEQ (SUMMER 2019)

Faculty: Carmelo Ignaccolo & Kyle Hovenkotter (Coordinators), Shuman Wu, Jesse Hirakawa, Richard Chou

RENDER RATIONALE

As an Australian landscape architect and inspired by the idea of the Summer Studio project of creating an Equitable Transport Orientated Neighborhood, the vision was to take the vibrant textures of North American trees and amalgamate that into a render depicting a new public place, that is surrounded by retail and dissected by a light rail system and bicycle network.

Render created through AutoCAD, Sketchup, Rhino and Photoshop.

First time opportunity to portray the vibrant textures of North American vegetation into a vibrant dynamic public space.