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GSAPP, Columbia University
Master of Science Architecture and Urban Design

CONTENT

Nowadays, some urgent problems need to be solved, such as the inequality of gender, race, and occupation between people, the destruction of the natural environment by industrial development, and the brutal treatment of other lives, the mistreatment, the indiscriminate hunting of animals.

All these problems are caused by the pyramid structure of inequality. People or industry at the top exploit the resources of others and the natural environment. But in an ideal world, every person and every life should be equal and respected by each other, all lives should be of no distinction between high and low. Therefore, we should try our best to solve the problems caused by these imbalances and turn the world into a circular structure in which all life supports and relies on each other instead of ruling and dominating. In this way, human beings can develop for a longer time. So as an architect, how can we guide people to make changes in the way of architecture?

Lot(s) of People

- GSAPP 2019 Summer

01

These Routes Are Made For Walking

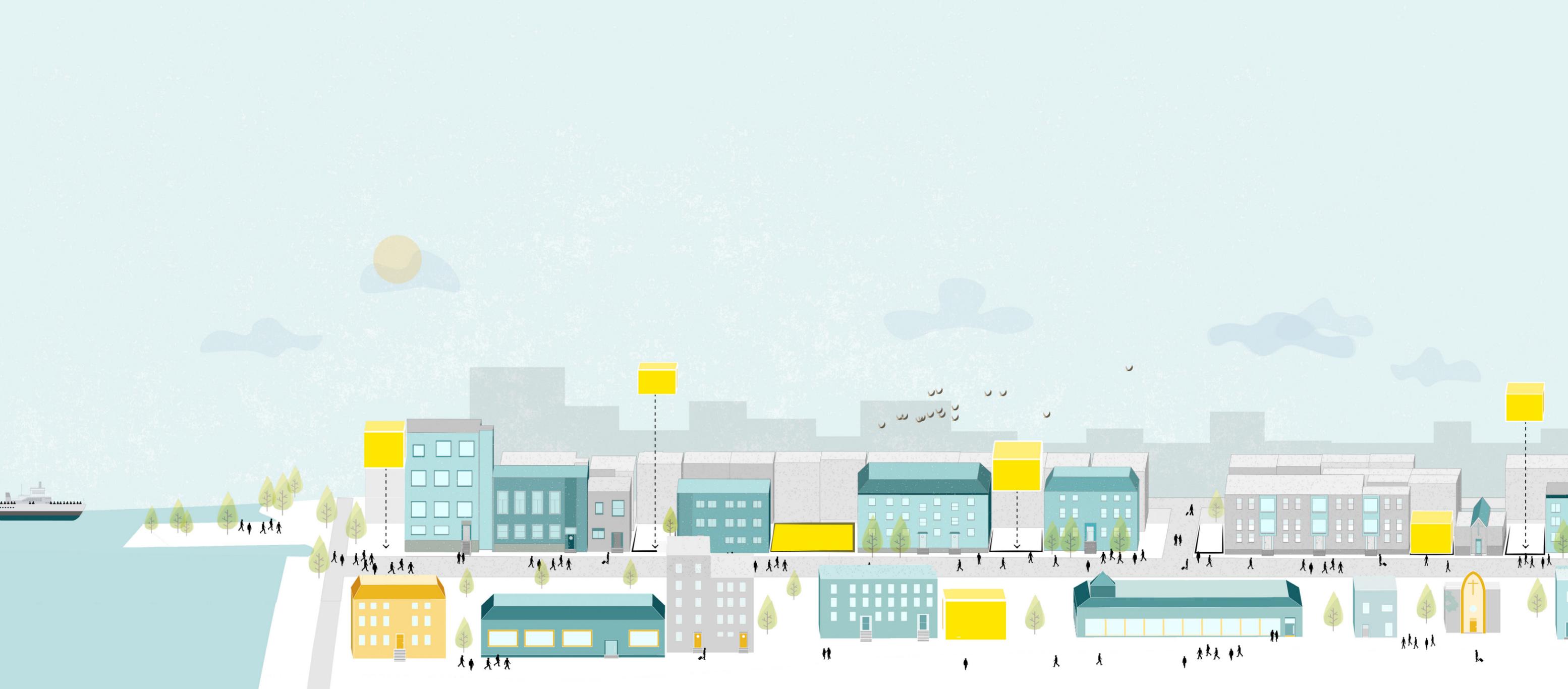
- GSAPP 2019 Fall

07

Recombinant Urbanism

- GSAPP 2020 Spring

12



01 Lot(s) of People

- Pop up design in Jersey City and Hoboken

Jersey City & Hoboken, Jersey, United State

July, 2019 -- August, 2019

Instructor: Tricia Martin, Nans Voron, etc.

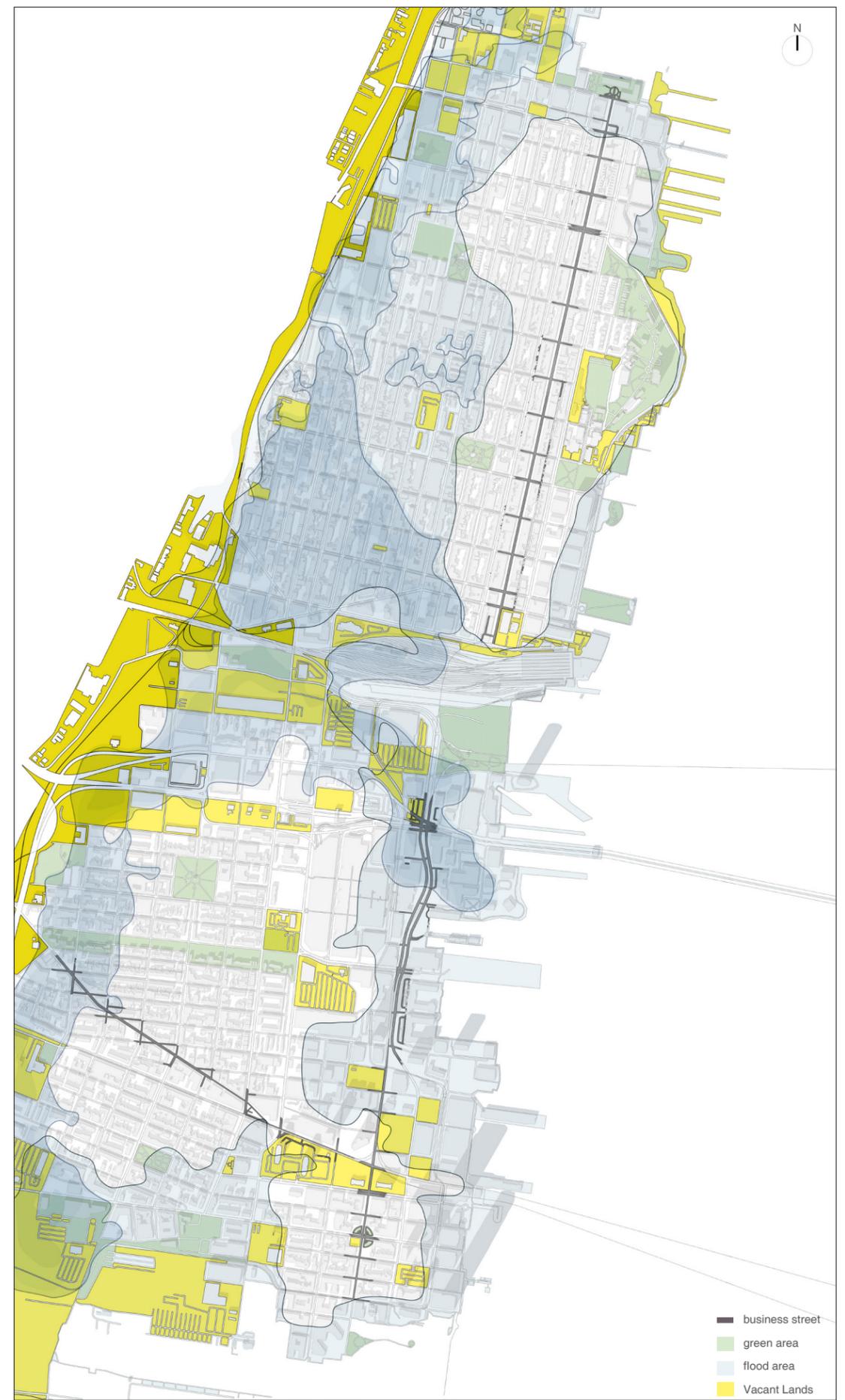
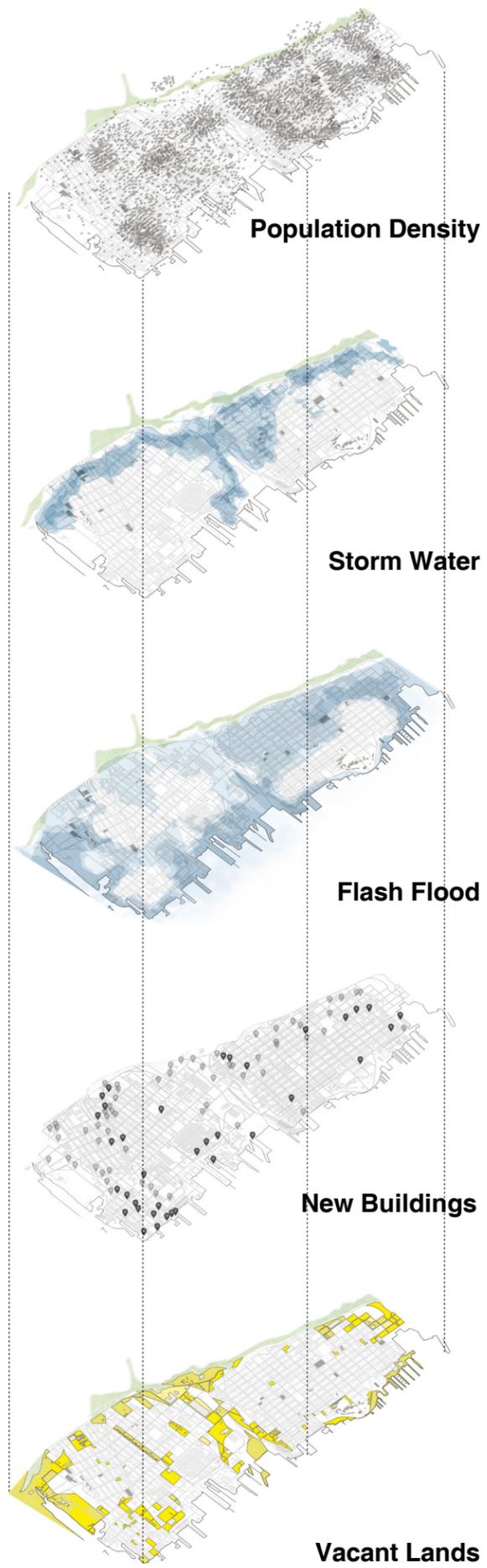
Academic work

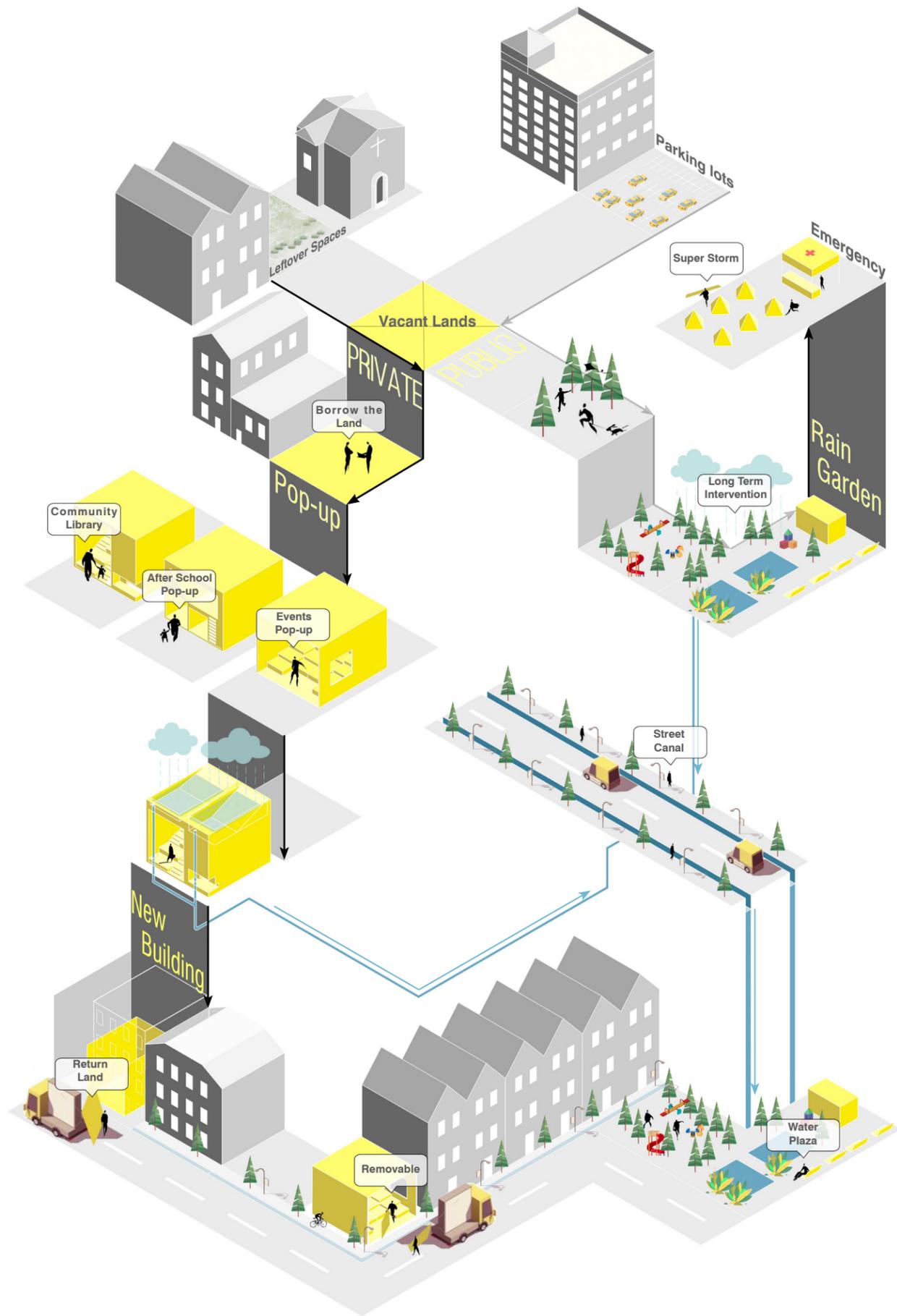
Group work (Yile Xu, Einat Lubliner, Palvasha Sophia Khan)

Video: <https://vimeo.com/354214258>

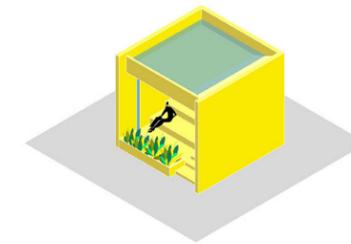
The population density in Jersey City and Hoboken is rapidly increasing. At the same time, climate change and poor drainage systems also plague these two cities. These problems create multiple interrelated issues like a lack of open space and a need for flood mitigation.

On the other hand, there are many vacant lots in the city fabric, both private and public. This design proposal focuses on borrowing private lots over a period of time to create temporary pop up spaces and redesigning permanent vacant spaces to resolve flash flood issues on publicly owned lots.

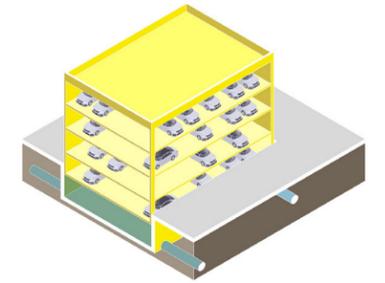




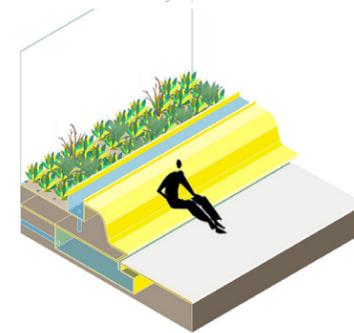
Playground



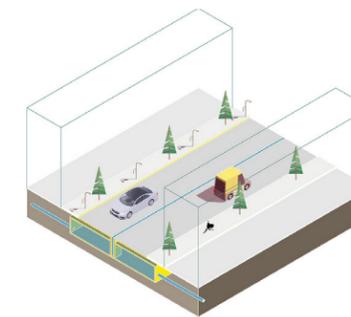
Storm Water



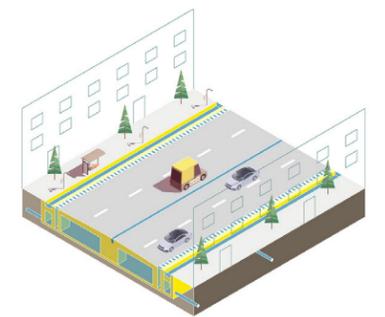
Parking



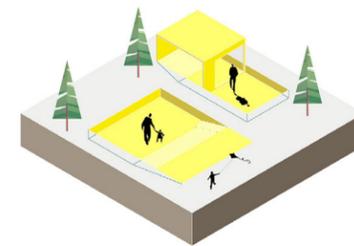
Sidewalk



"Channel" Street



Road



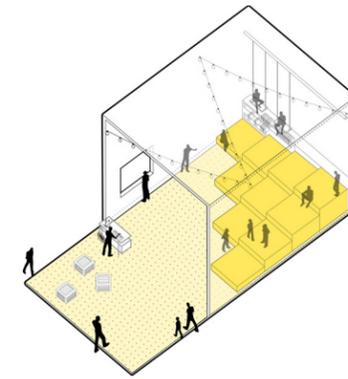
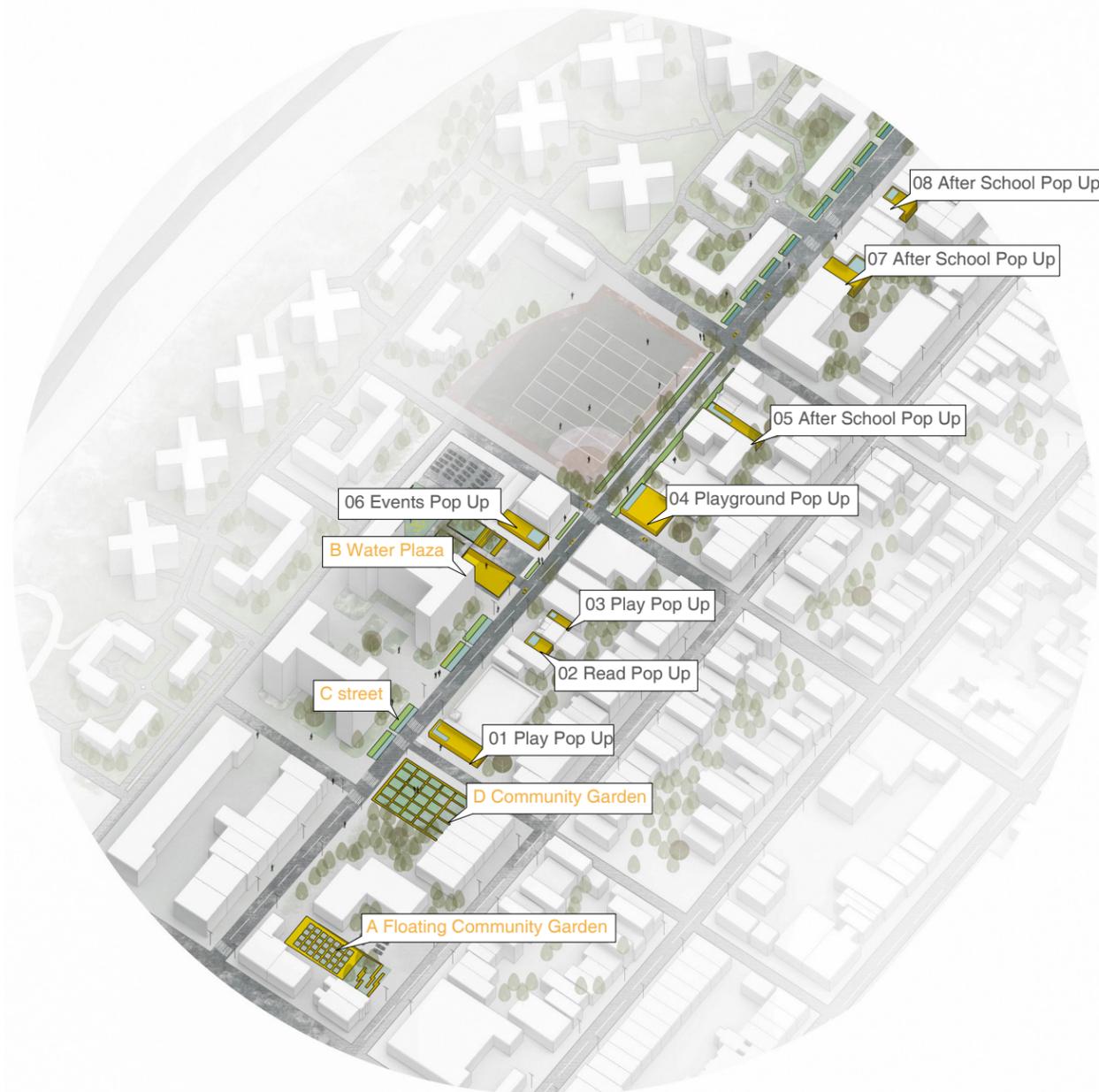
Water Plaza



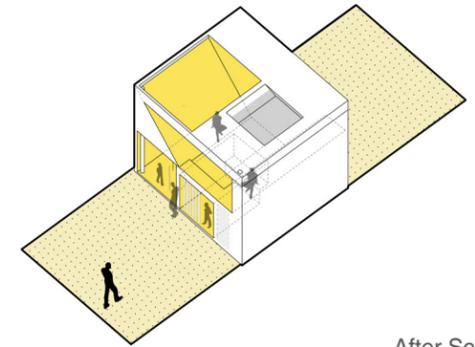
Community Garden



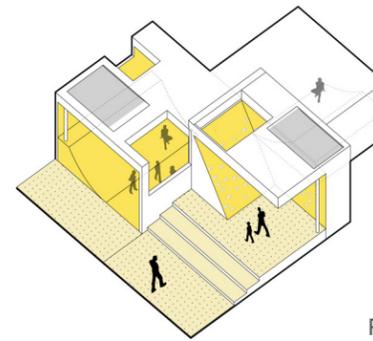
Park



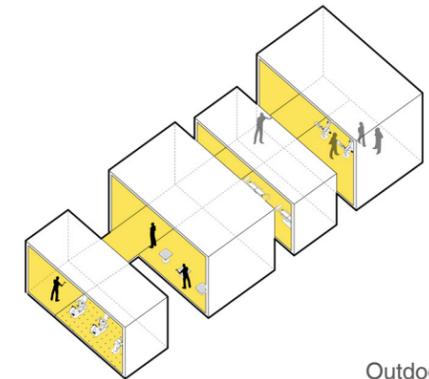
Half Year
Play Pop-Up



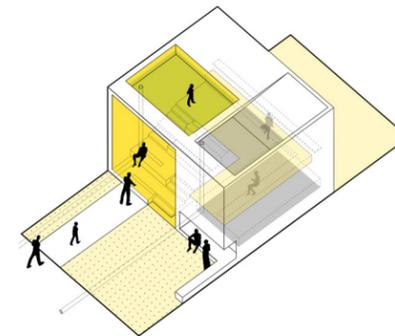
1 Year
After School Pop-Up



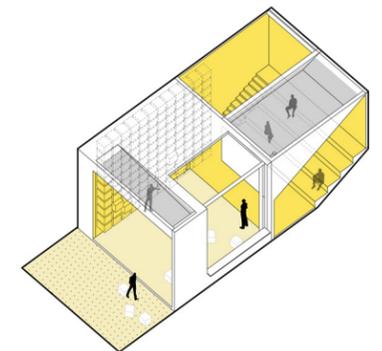
3 Year +
Playground Pop-Up



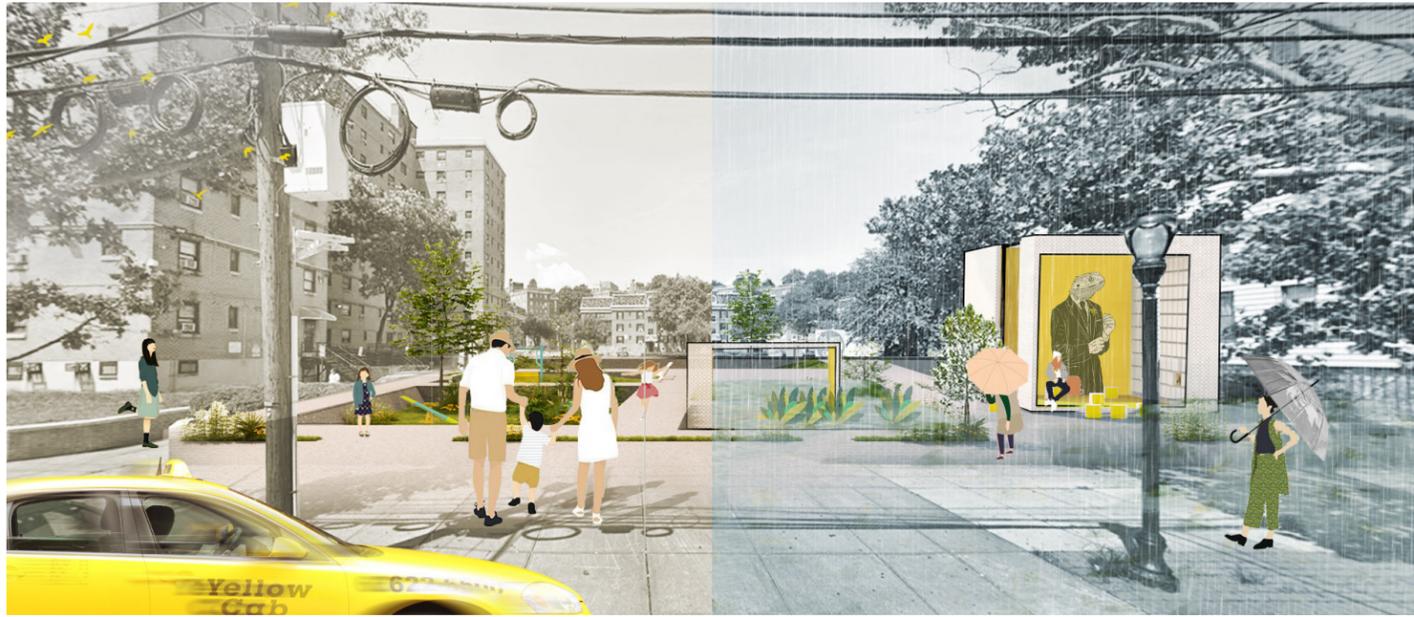
Half Year
Outdoor Gym Pop-Up



2 Year
Read Pop-Up



2 Year
Events Pop-Up



Vacant Land



Activity Space



Pop-up



Vacant Land

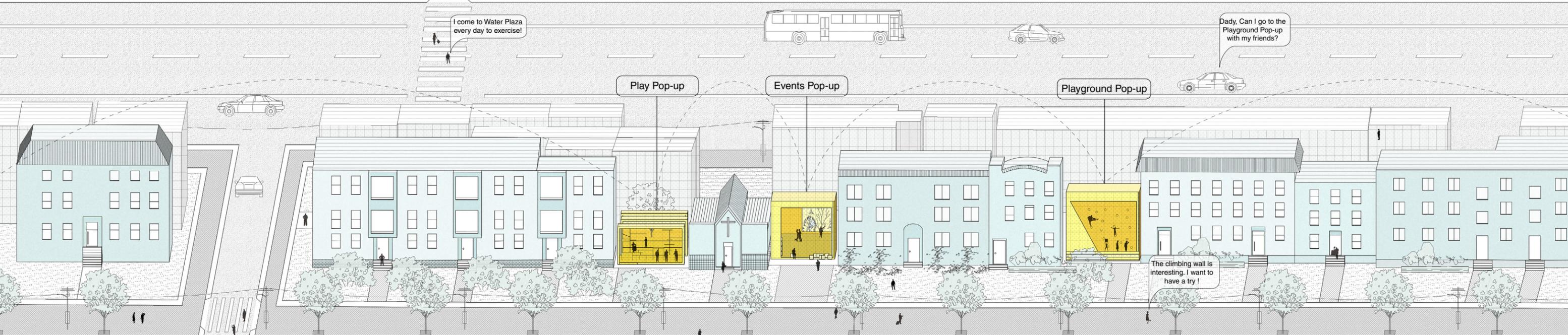


Water Plaza



Pop-up







02 These Routes Are Made For Walking

- Potential Natural Connections in the Hudson Valley

Woodbury, New York, United State

October, 2019 -- December, 2019

Instructor: Prof. Kaja Kühl (Coordinator), Anna Dietzsch, Jerome Haferd, Liz McEnaney, Justin Moore,

Shachi Pandey, Raafi Rivero, David Smiley, Dragana Zoric

Group work (Yile Xu, Jaime Palacios, Kunal Mokasdar, Lino Caceres.)

Video link: <https://vimeo.com/380163656>

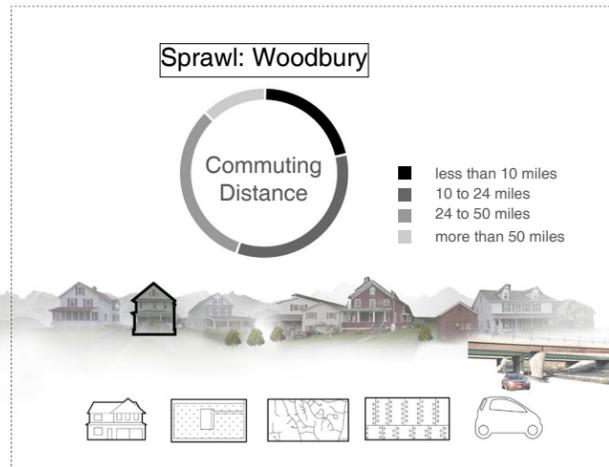
Sprawl has been one of the major contributors to the increase in carbon emissions in Hudson Valley, due to its dependence on private vehicles, and by replacing natural carbon sequestering landscapes with lawns. Our strategies address both effects simultaneously.

The infrastructure is already there, all we need to do is update and equip it to actually serve its purpose: connect.

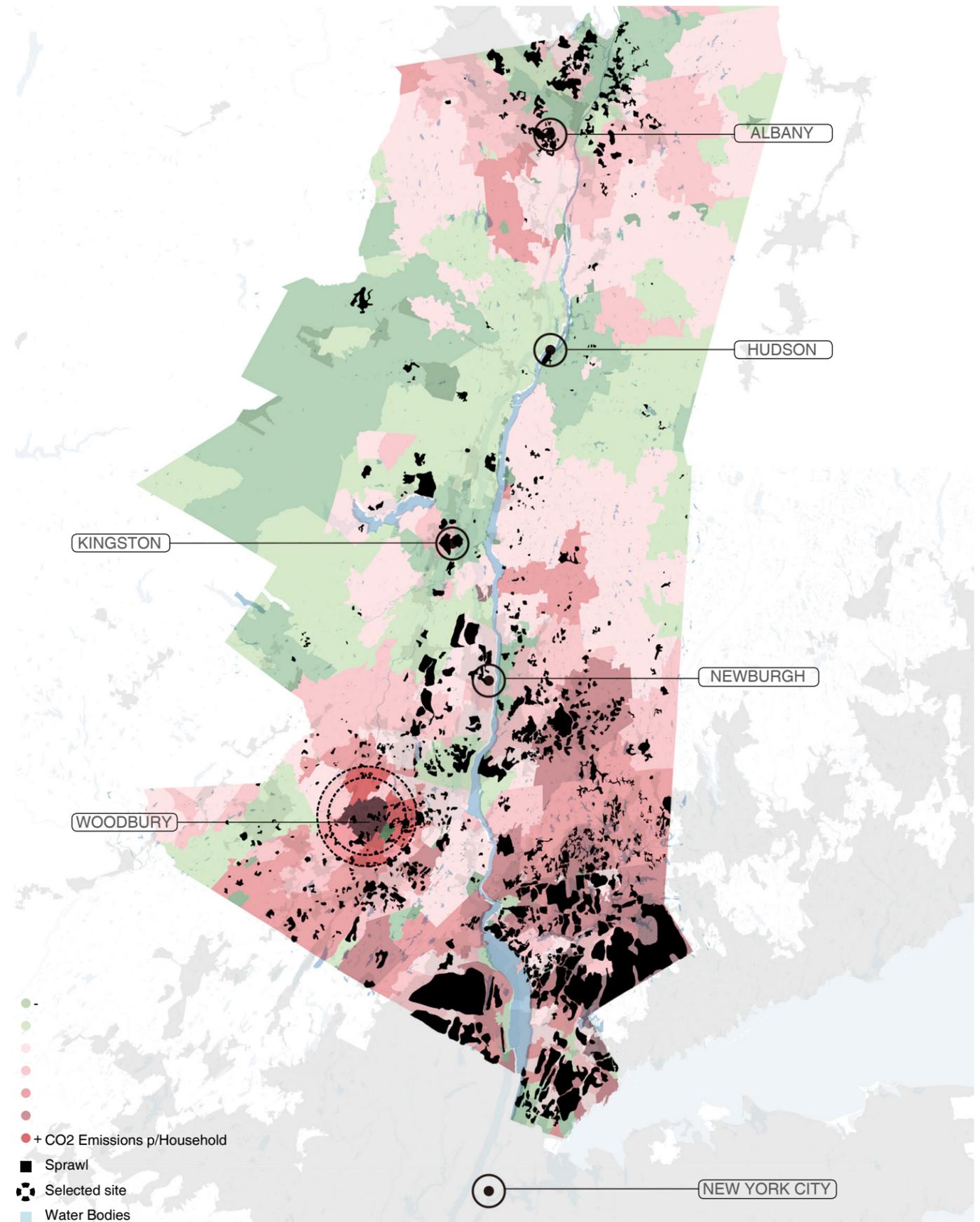
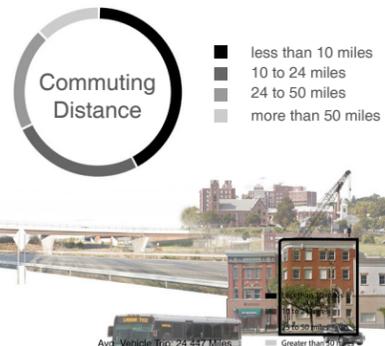
By providing residents with low-carbon mobility options, more activity nodes, and creating room for green corridors in the isolated communities, we follow the Green New Deal's goal of "removing greenhouse gases from the atmosphere and reducing pollution by restoring natural ecosystems through proven low-tech solutions that increase soil carbon storage".

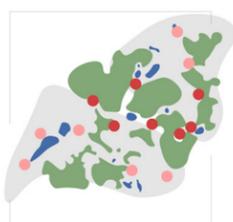
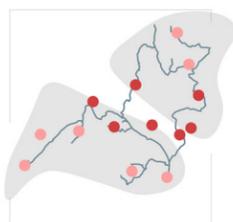
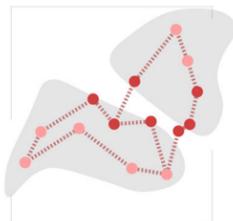
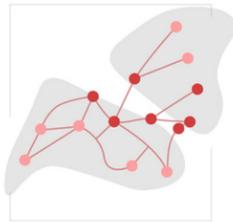
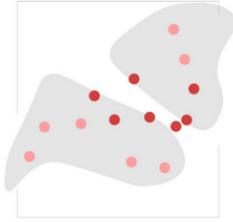
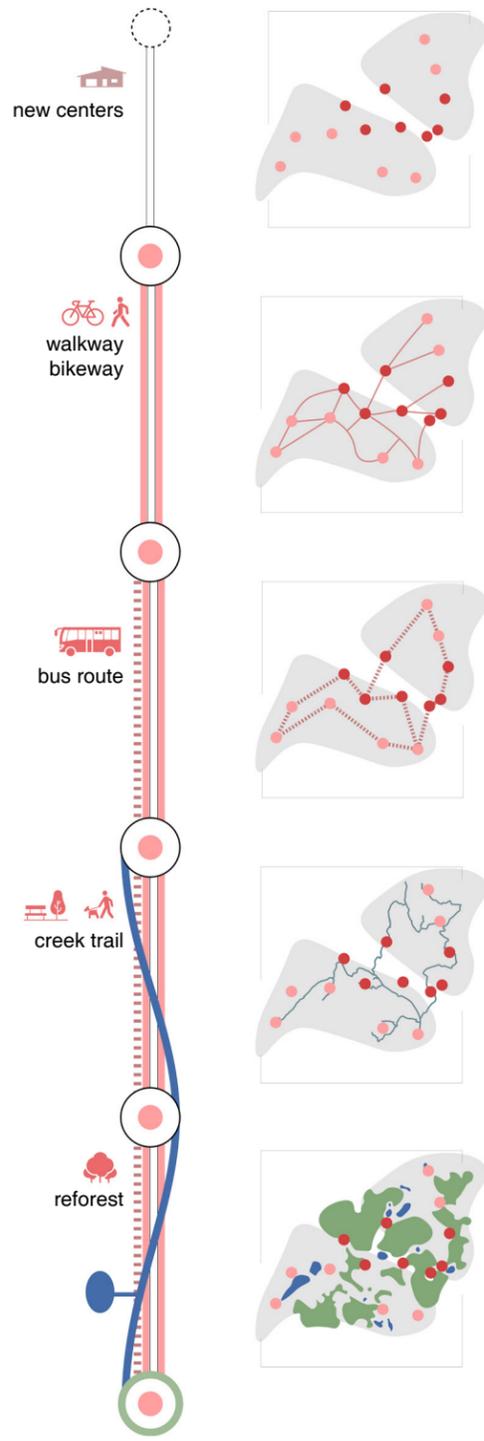
But mainly, we intend to present an alternative lifestyle where the boundaries of our daily routine and connecting with nature are dissolved.

Rural: Maybrook

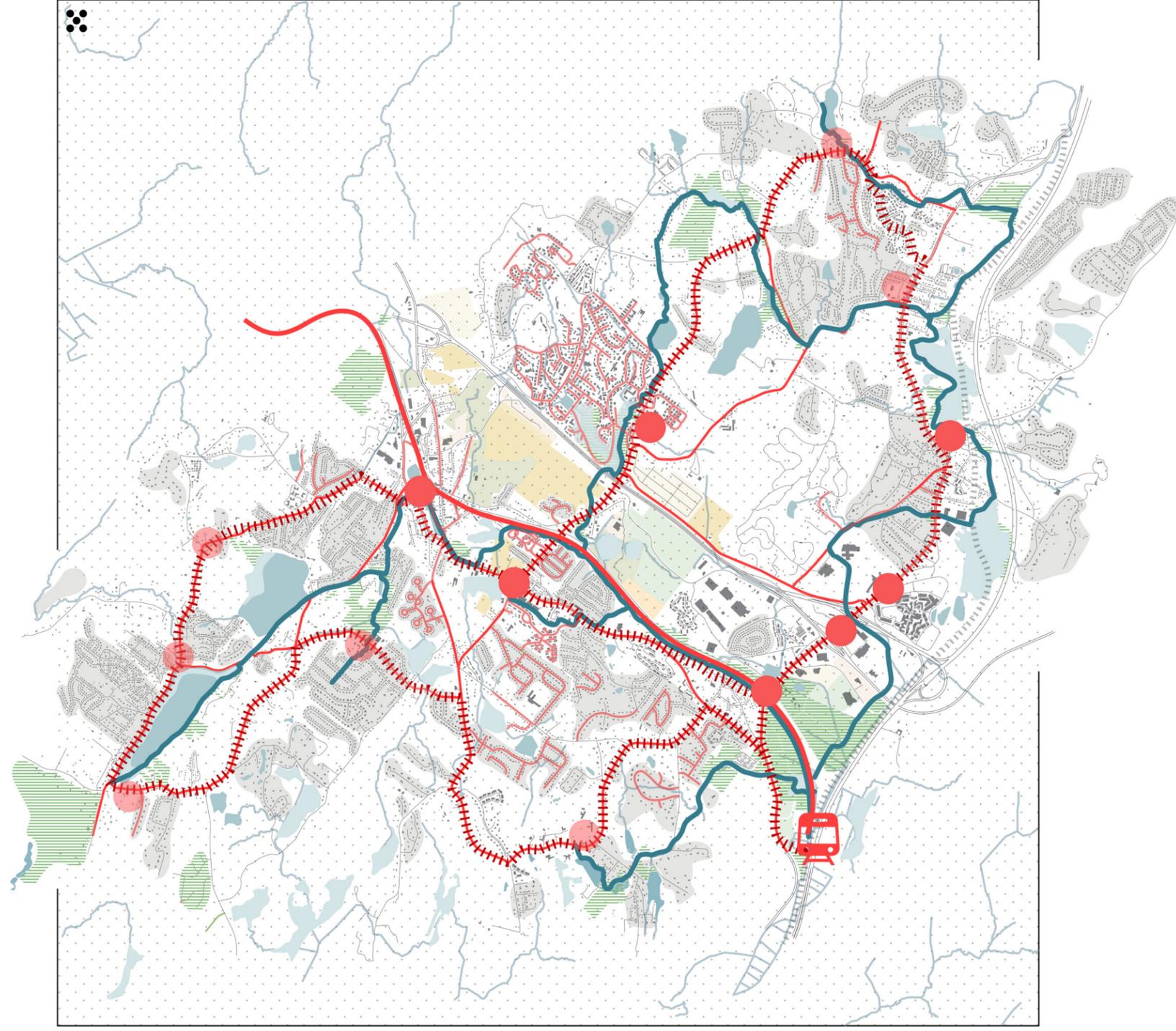


City: Newburgh

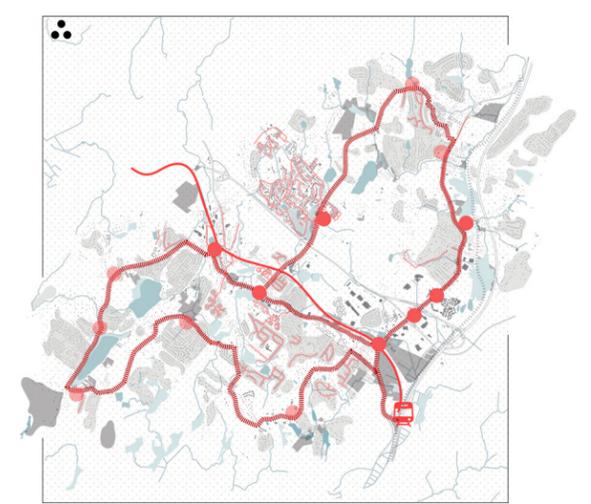
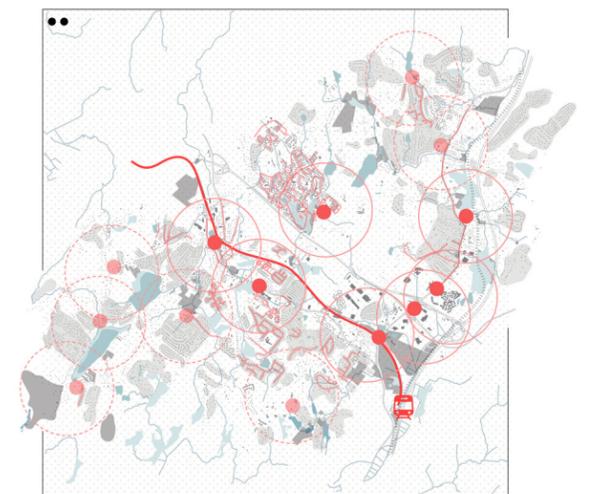
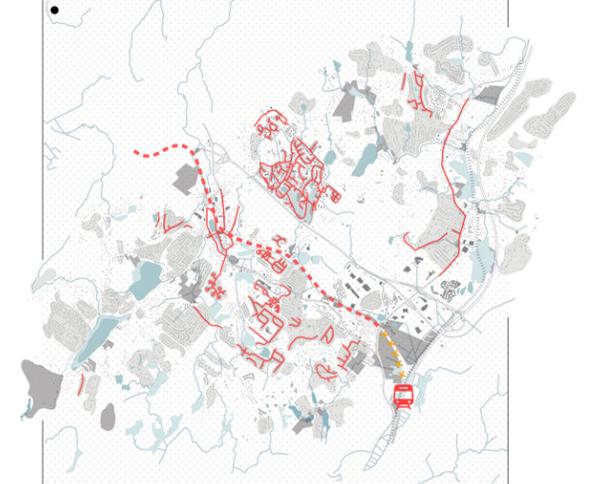




- existing nodes
- new nodes
- traffic lanes
- walkway & bike path
- - - bus route
- creek trail
- forest
- waterbodies



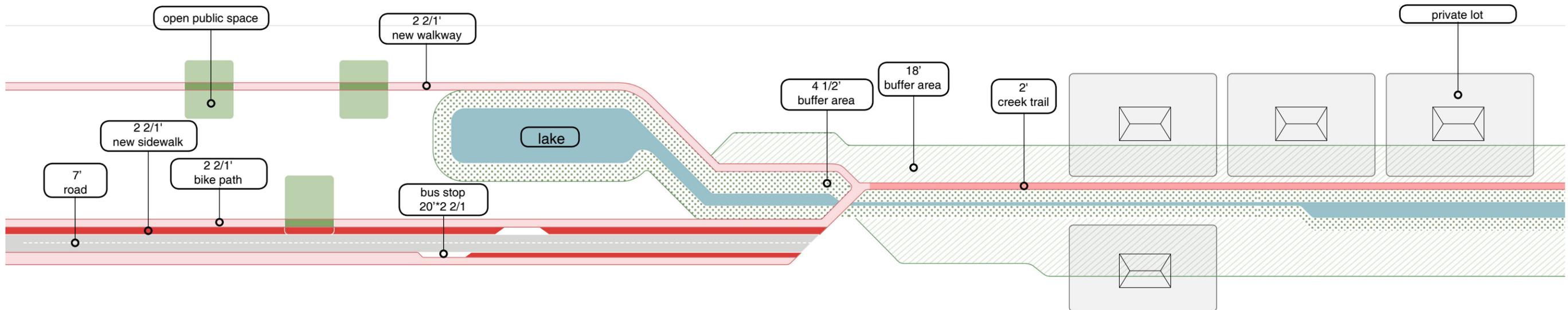
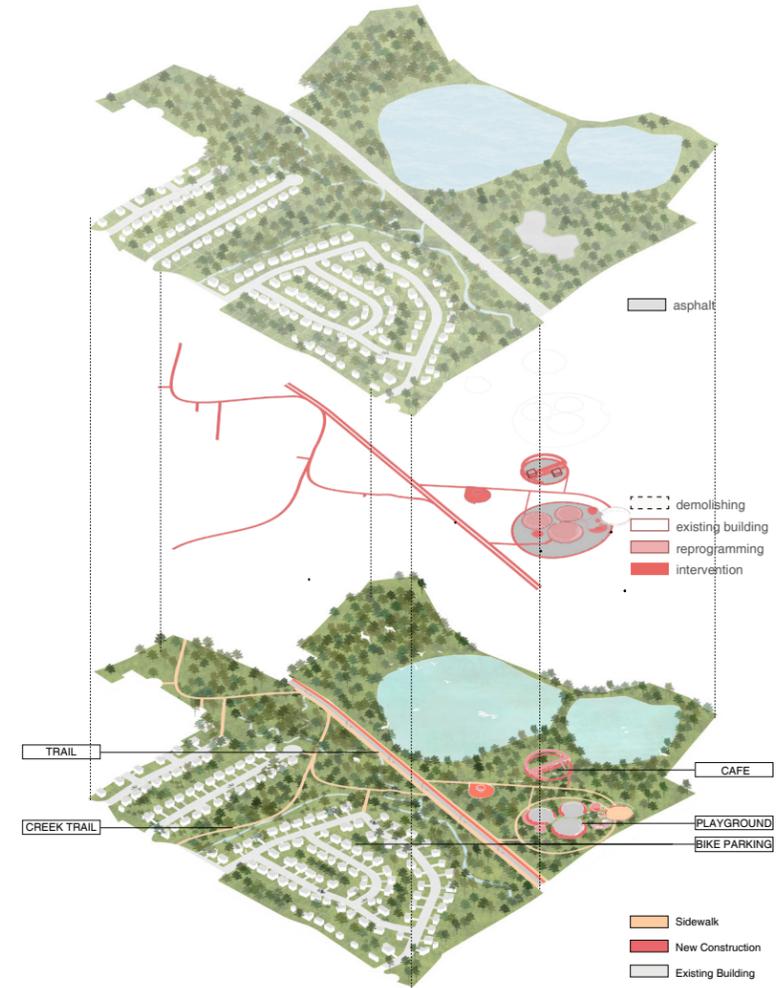
- existing sidewalks
- new nodes
- existing nodes
- port-jarvis rail
- new trail
- - - bus route
- walkway & bike path
- creek trail
- reforest lands
- sprawl
- wetlands
- waterbodies
- creeks
- traffic lanes
- vacant areas
- developable areas



Site A RESIDENTIAL TRAIL



Site B HERITAGE TRAIL



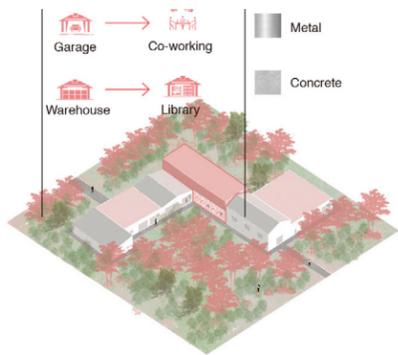
NEW PATHS HOST DIFFERENT USES TO INCREASE TRANSPORTATION OPTIONS

- roads
- water body
- creek trail
- bus route
- bike path
- walkway
- 4 1/2' buffer area
- 18' buffer area
- open public space

Site C NEW CENTER



NEW CENTER



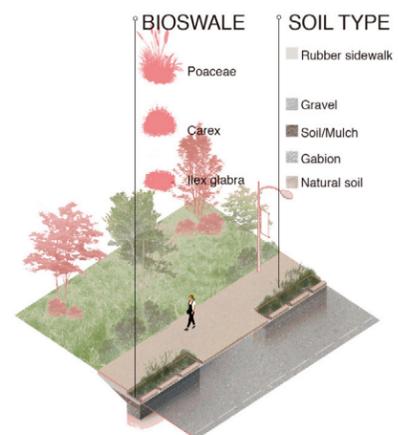
REPROGRAMMING



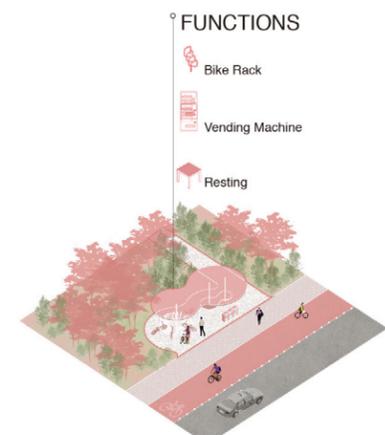
BUS STOP



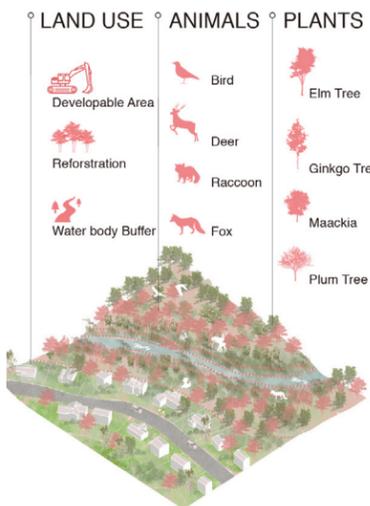
BIODIVERSE YARDS



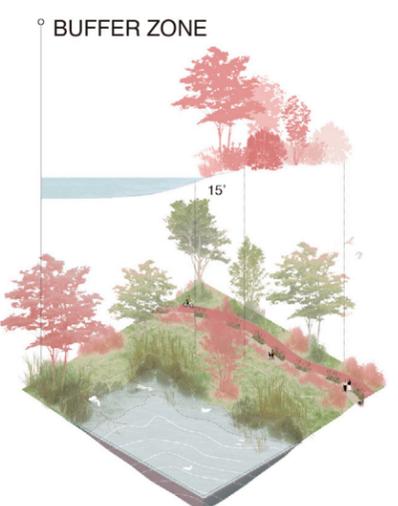
SIDEWALK



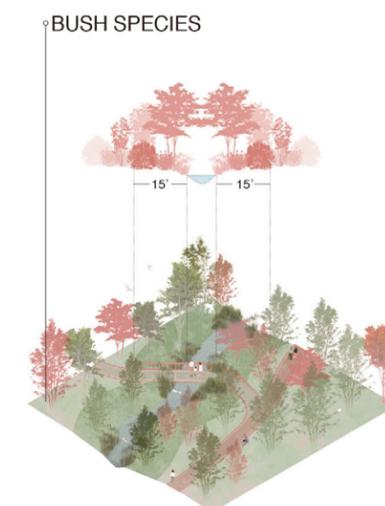
BIKE STOP



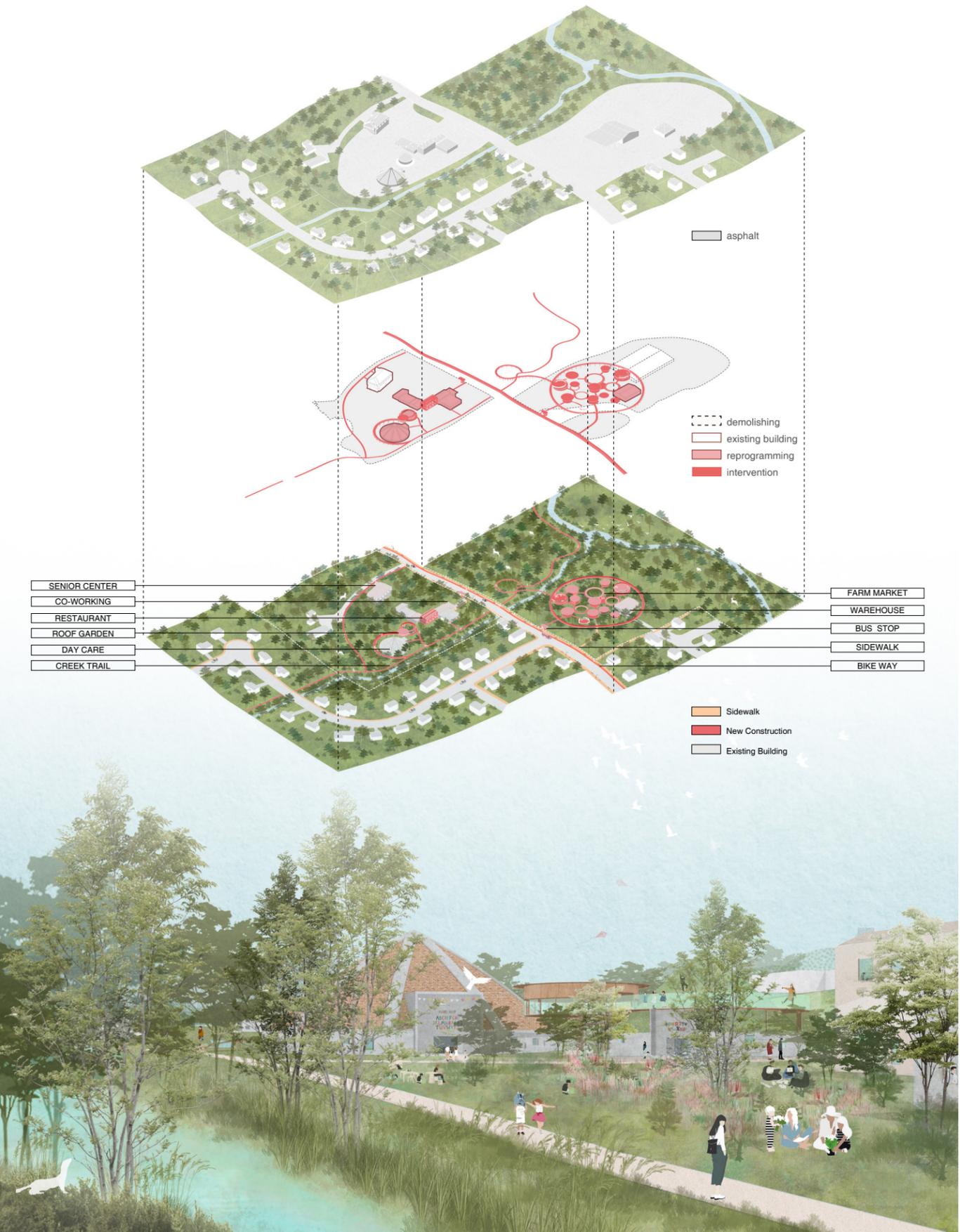
PRESERVATION AREA

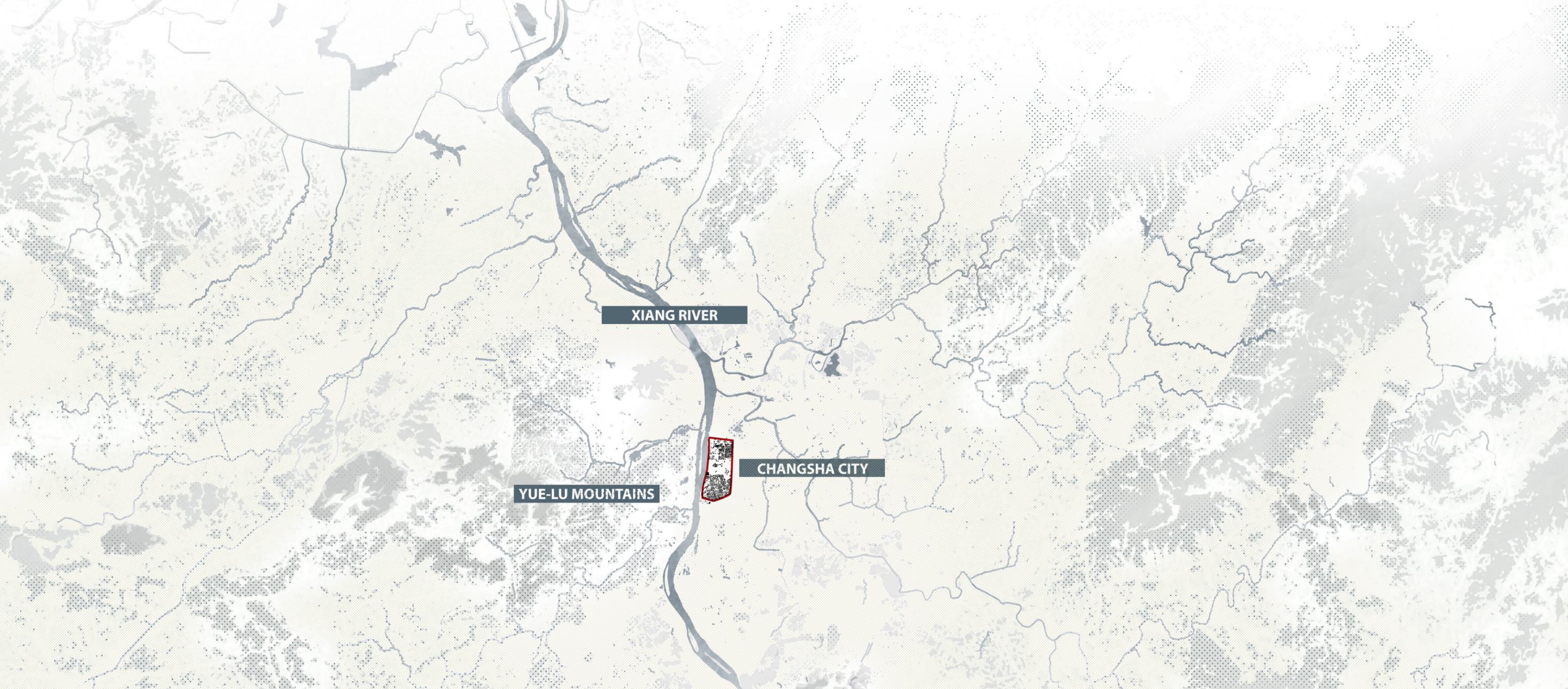


WETLAND



CREEK TRAIL





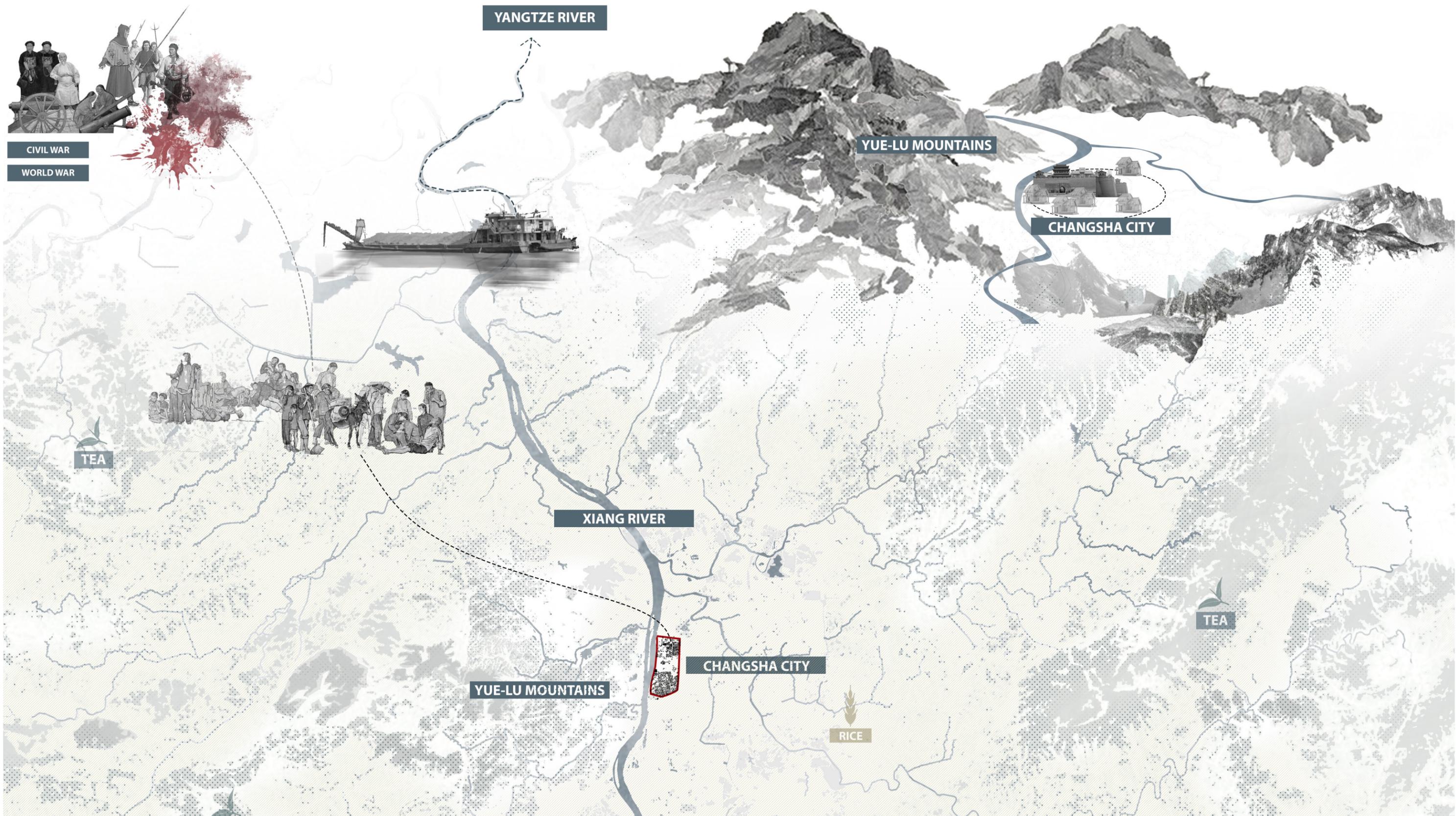
03 Changsha City Model

- *Recombinant urbanism*

Changsha, Hunan province, China
Feb. 2020 -- May, 2020
Instructor: David Shane
Academic work
Group work (Yile Xu, Wei Zhang, Menghan Zhang, Qingkai, Luo)

Changsha is located in Southern China. It is the capital of Hunan Province. It has around 3000 years of history. At the beginning, the city originated from a river flush plain and developed river transportation and agriculture. After 1900s, the city started developing railways and commerce. Nowadays, Changsha 11 satellite cities and connecting with Zhuzhou and Xiangtan, formed as a mega city.

In this class, we did a research of this city, and combined with four city models: Arche-Citta, Cine-Citta, Tele-Cita and Mega city.



YANGTZE RIVER

YUE-LU MOUNTAINS

CHANGSHA CITY

CIVIL WAR

WORLD WAR

TEA

XIANG RIVER

TEA

CHANGSHA CITY

YUE-LU MOUNTAINS

RICE

DEVELOPMENT ALONG XIANG RIVER

FROM WATER TO RAILWAY

FROM WALL TO OPEN SPACE

RUINING PERIOD

FROM NORTH-SOUTH TO CROSS-RIVER

CIRCLE

202BC-220 HAN DYNASTY
Feudal Princes

618-1279 TANG & SONG DYNASTY
Free from war, Economic flourishing in Southern China

202BC-220 HAN DYNASTY
Feudal Princes

Beijing

Yuehan Railway

Changsha

Guangzhou

1636-1912 QING DYNASTY
Capital of Hunan Province
Powerful Xiang Army put down Taiping Rebellion
Benefit from Yuehan Railway

1904
Open port

1917
Demolition of city wall for commercial road at Huangxing Road

Huangxing Road

Destoried by Wenxi Fire

1938-1942 ANTI-JAPANESE WAR
Wenxi fire disaster
Battle of Changsha
City center was transformed from government to commercial

Beijing-Guangzhou Railway

Industrial zone

Xiangjiang Bridge

Wuyi Road

Industrial zone

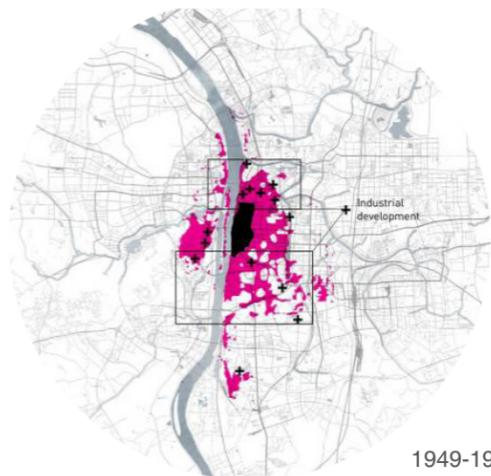
1949-1965
Port moved to south
Railway moved to east
Newly built industrial zone broke development structure along the river

1966-1978
Close cross-river relationship between east and west part with Xiangjiang Bridge and Wuyi Avenue

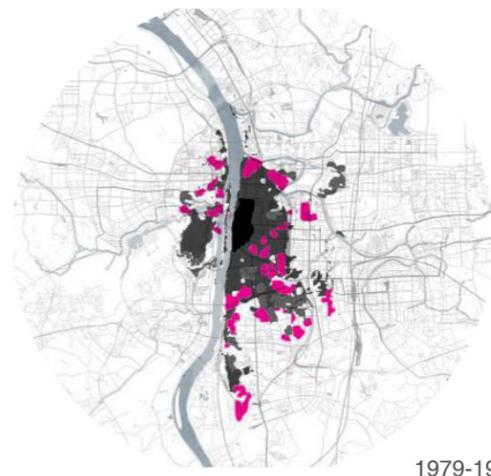
1979-1989
Surrounding small towns began to develop

Since 1990
Circle development with a commercial center in Wuyi Square and several commercial belts.

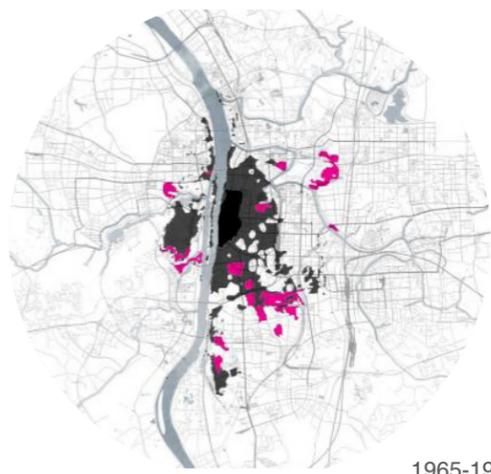




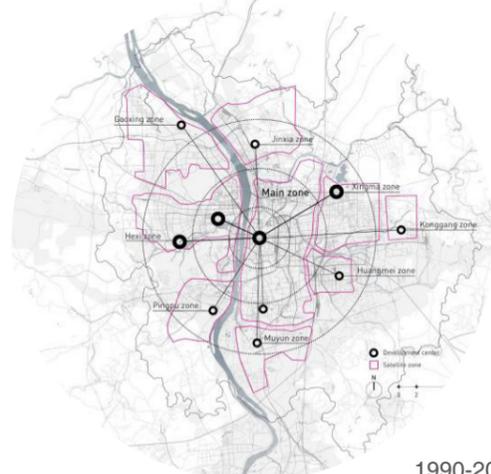
1949-1965



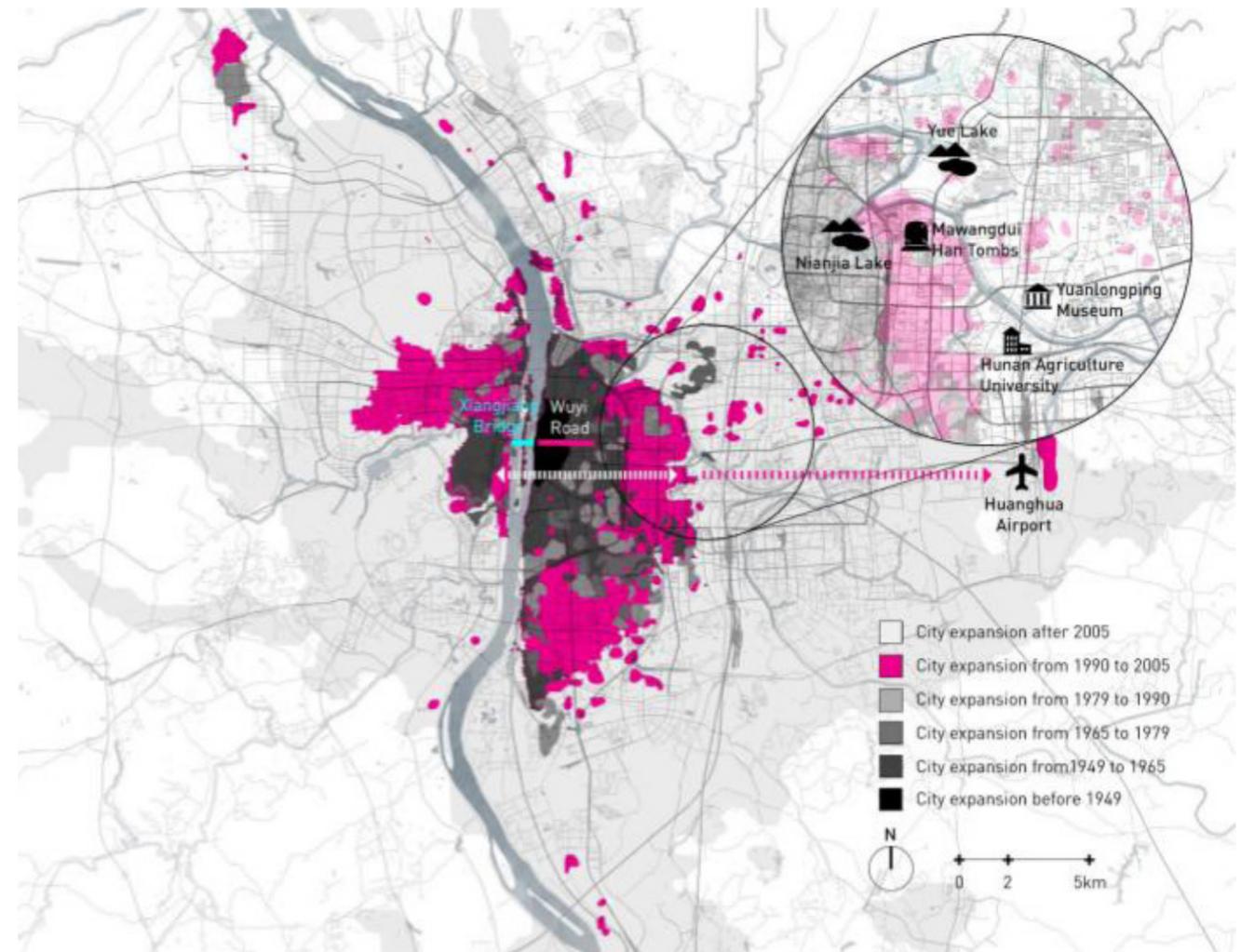
1979-1990

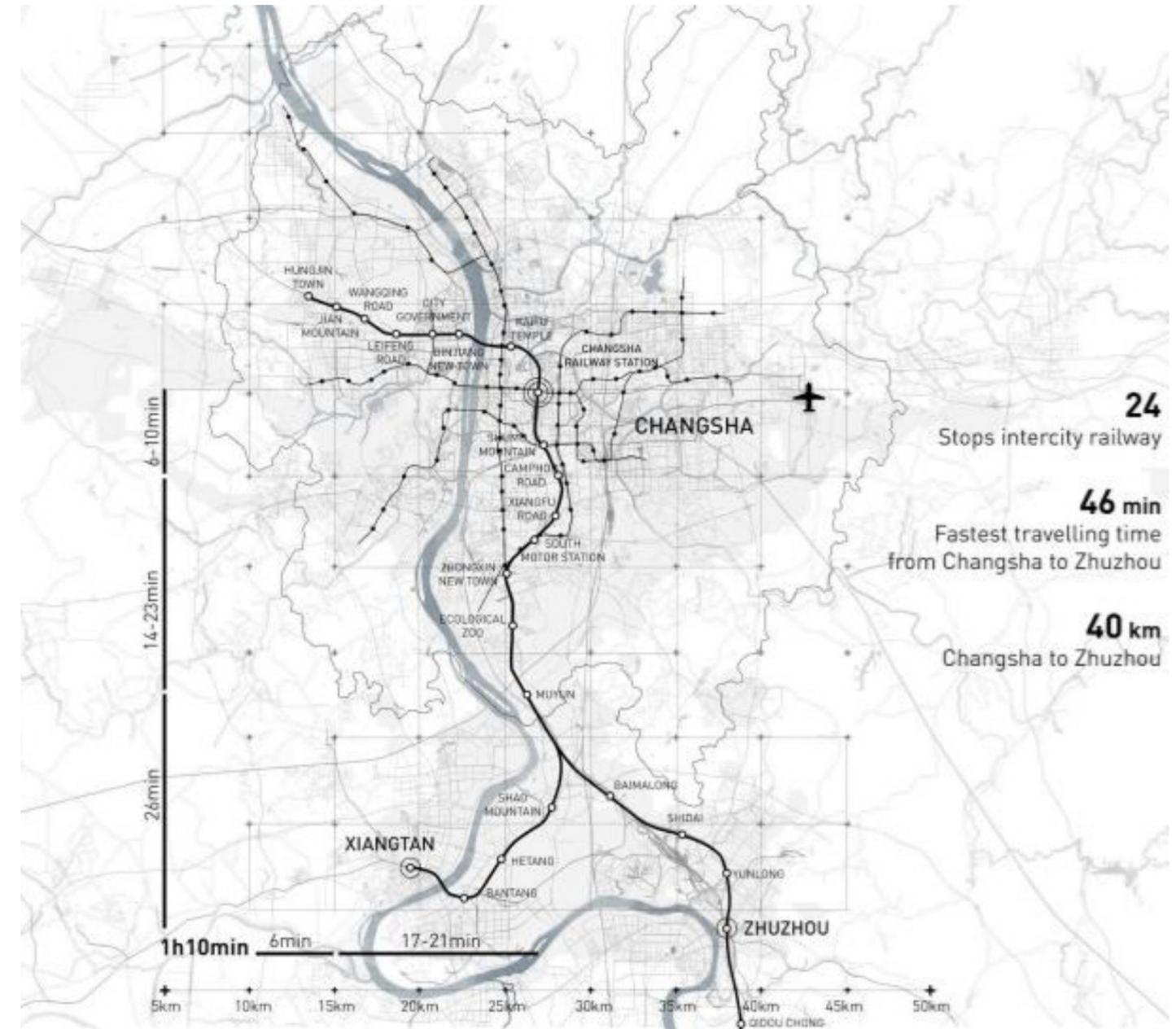
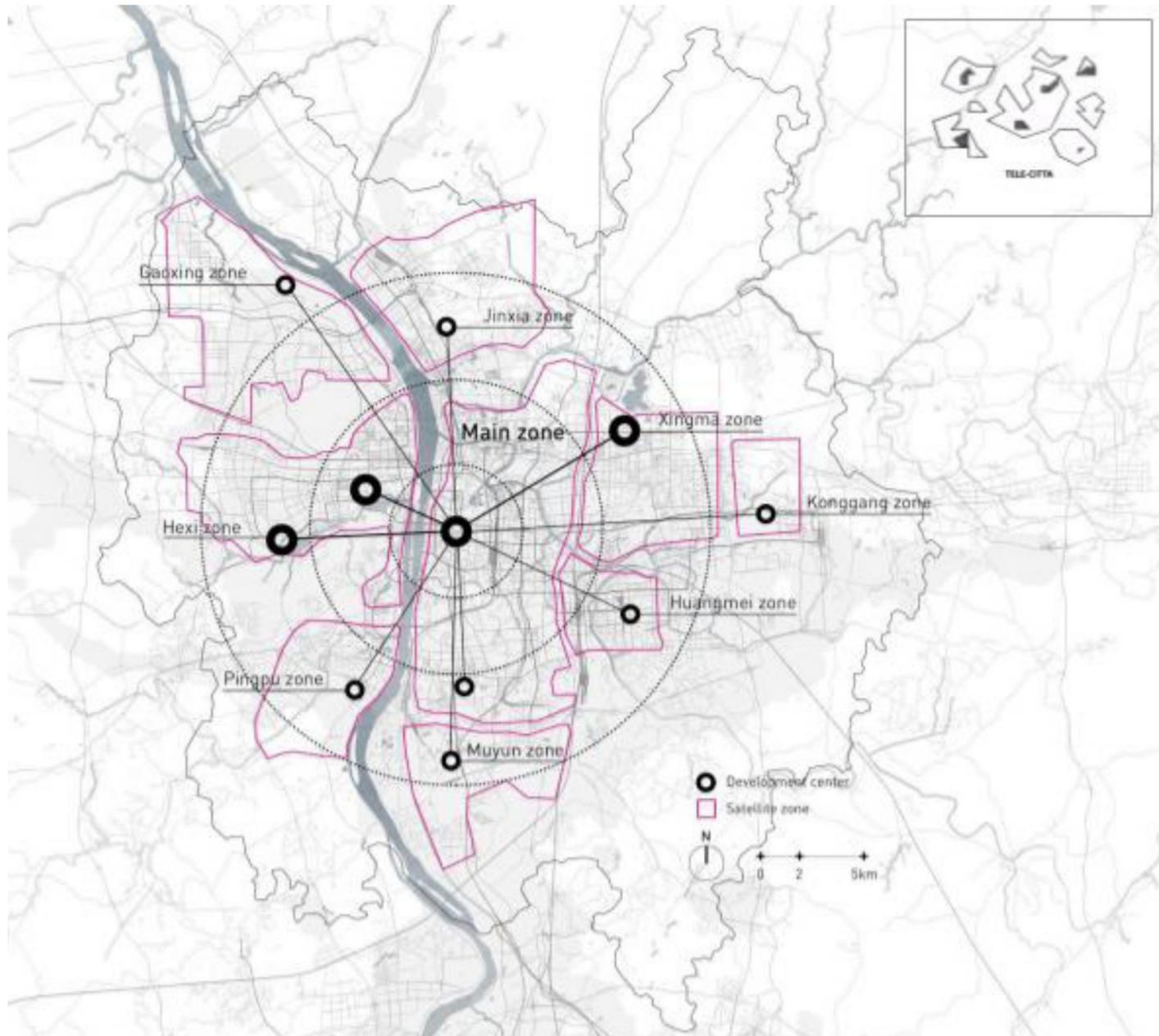


1965-1979



1990-2019





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