



EQUITY AND ENVIRONMENTS

Marcos Aleman | LAR 750 | Fall 2018

Introduction: A Social Perspective

Landscape architects have the ability to influence many aspects of life. Our duty is to create and improve experiences for people while maintaining the integrity and functionality of the world around us. There are many problems and issues that the world is struggling to cope with. Landscape architects have the tools and understanding to help deal with these issues. Exploring these issues can lead to many different solutions and discussions about how we move forward to improve upon the world and sustain ourselves and everything that is affected by us. Collaborating with each other will allow us to design and create with every variable in mind, so that we can create the best solutions.

One of the most concerning issues within society in recent decades is the social inequity and lack of unification between people in society. The following readings will explore many different topics and how they all relate to social equity. The exploration of these topics vary in scale and intensity but they all provide a different perspective in which social equity can be observed.

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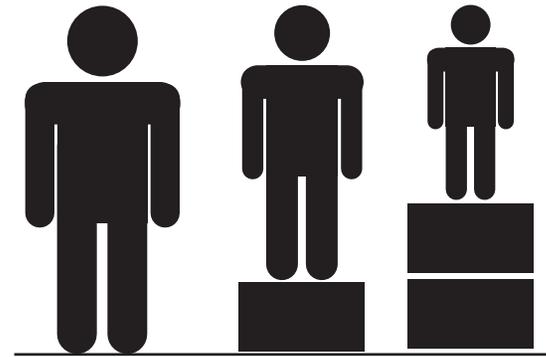
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Vision Statement: Help Where Needed

I envision our role and my future as a landscape architecture as someone who uses our skills and knowledge to improve communities. Whether people are rich, poor, within high quality neighborhood, or in communities with issues such as crime and poverty, everyone should have access to our services to improve and maintain their families, neighborhoods, and culture. As landscape architects, our legacy should be projects, organizations, and stronger community relationships that improve quality of life on this earth.

I envision the discipline improving so that it is more well known through our ability to shape relationships and design projects and spaces meant for the people. We are shepherds of the community just as we are shepherds of the landscape. I want landscape architects to be known for how much we improve other peoples lives and protect ecological systems rather than how impressive or expensive our projects look.

EQUITY

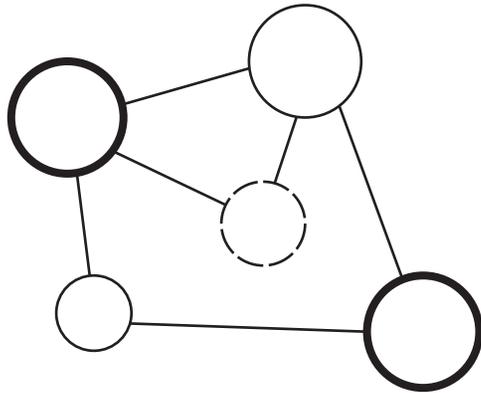


Service for those who need it

Acknowledgement of Social Issues

Non-Bias approach to design and policy

EDUCATION

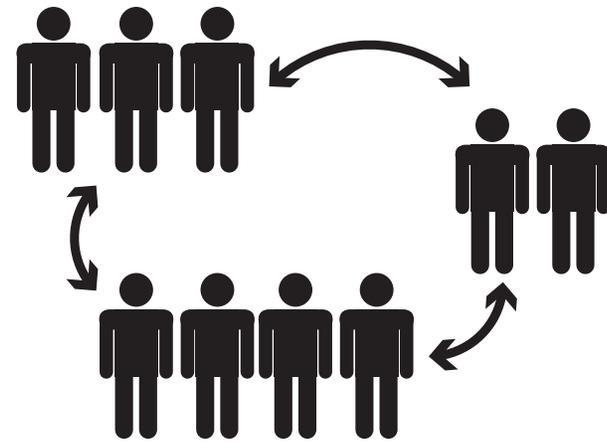


Sharing and connecting important information

Knowledge of issues to better resolve them

Exploring new information and practices

COMMUNITY



Collaboration to move forward

Exchanging information to help one another

Expanding relationships to other communities

Two Influential Eras

As landscape architects, we rely heavily on history so that we can effectively analyze the current situation in our communities and plan for the future. Each era is unique in its influence because they all connect to each other and have a heavy influence on the next. Because of this, I believe the Industrial Revolution is the first and most important milestone on the road that has brought us toward where we are today and where we might be moving in the future. The new era of industry with the rise of a newly defined working class and highly efficient manufacturing but also came with many consequences of a new culture and society. The rapid urbanization meant that many cities began to experience unprecedented crowding and pollution issues. People suffered from major health concerns caused by working in harsh working environments and even worse living conditions. This sparked many changes to how cities function and they began providing for the citizens and workers rather than focusing solely on production. While

the industrial revolution sparked a change in how our society functions economically and socially, it was also a major catalyst for how we think ecologically. People became more aware of the need for vegetation, public space, and environmental regulation especially in these new urban environments. This era of environmental neglect shows how it can affect both our society and natural ecosystems, and we need to understand it's importance to prevent further damage at a similar scale. There was a high demand from the working class for better working and living environments. because of this, there were increased regulations on building codes, maintenance policies, and working policies that helped prevent further inequality for the working class. Although there are still many issues today, and the gap between lower and higher class individuals has increased, the strides made during and after the Industrial Revolution still create a good precedent for decency and well-being for the urban environment and the people that live in it.

The post-environmental sustainability era is equally important as we are beginning to realize the details and complexity of these problems and the inevitable issues with our solutions. The ability to fully sustain each factor of our society as well as our environment is nearly impossible with just one solution. The problems are complex, and the balance is different across the globe. A solution created by one society might not be efficient anywhere else in the world. Solutions for each of these social, economic, and ecological issues vary just as much as the people making them. Just recently our American government has decided to retract from the Paris Agreement, which so many other countries have pledged to uphold for the sake of our environment and the survival of our planet for future generations. The only reason I can see for this action is for our government to focus on upholding our own society's economic and social well-being rather than trying to uphold the rest of the "sustainable triangle". While this could provide sustainability for our society for a while economically, decisions like this will most likely have long term effects on the ecology of the world for future generations. I also think that ecological and economical sustainability can both be achieved simultaneously. Looking back to the Industrial Era, people were happier and in better health after many changes were made to improve the environment. While this example is on a much larger scale, we can still learn from this event as a mindset of thinking that needs to be improved. The post-environmental sustainability era has come from a long history of redeveloping how we think about our relationship with the environment and is



Image of lower class living environments during the industrial revolution
[https://www.historycrunch.com/living-conditions-in-industrial-towns.html#/#/](https://www.historycrunch.com/living-conditions-in-industrial-towns.html#/)

created by our realization that the term sustainability is much more complex and difficult to achieve. I feel that this change of practice is just as important as the Industrial Revolution as it is the start of future eras that will make more progress as we begin to explore the complexity of our situation. We need to look at our cities not as something that needs to be counteracted by nature through preservation, but as a resource that is rapidly dwindling. Not only is nature a resource for us but it is one that we still need to preserve and organize well. This era of post-sustainability might be a step towards this idea that nature needs to be thought of differently if we want it to protect it more efficiently. Creating solutions to both social and environmental issues will provide more ways to hybridize our limited space and resources to improve the well being of both realms, that of nature and that of our own society.

Landscape Architect Declaration: A comparison between 1966 and 2016

Both declarations have the same general outlook and conclusion on the effects of the situation at the time: we are in a state of general ecological crisis, and our role is crucial to responding to it in an educated and ethical manner. The distinct difference between the two is the state of the current situation. The first declaration was developed during a time in American history of vast expansion and resource use. In the decades before and during the creation of this declaration, suburban expansion and the creation of the interstate system brought with it an extreme increase in sprawl, vehicle use, and resources required to sustain our society. Those who designed this declaration saw the need to first communicate with those concerned with these evolutions in our society and become educated on all the factors within this situation. They understand that we are reliant on these resources and that the ability to acquire these will inevitably lead to political, economic, and ecological concerns. The goal of those who created the first declaration are to increase the number of people who are

educated and concerned with these issues so that they can better advise the use of these resources. They sought to do this through organization of like minded people, education to better understand the problems and possible solutions, and to use their combined knowledge to change the course of the issues at hand.

Sixty years later, the passion and drive for ecological justice and the well-being for our society has done nothing but increase. In those sixty years, we have made many advances in practice and education but the problems we originally set out to solve are all but diminished. Resources are still diminishing at an alarming rate and the world is feeling the repercussions of it. The new declaration is now more focused towards research and practice that “serves the higher purpose of social and ecological justice for all peoples and all species.” Our presence and influence have grown significantly as a community in the last sixty years. The new declaration

works towards same future that we have worked towards for decades, and now we have the tools, awareness, and education to do so. We now know that our communities are part of a much larger system and that we need to redesign our society to fit that system. Instead of seeing our society as a burden on the natural world and depleting our resources, as we did sixty years ago, we must reimagine ourselves as a productive part of nature and manage our resources. We must also maintain the integrity of our society by also providing for the social and cultural needs. We have learned that our society is part of a much larger system and is more intricately related to nature and its systems. By doing and understanding all of this, we will create a balance within our own society so that we can better maintain our relationship with the natural environment we live in.

I see these two declarations as different chapters of the same story. Sixty years ago, we needed to know more about the overbearing situation we brought on the world in the form of expansion, resource use, and irresponsibility for nature. Now we are feeling the long-term effects of those problems, but we also have developed the means to counter them and are striving to improve ourselves as a community within nature. Landscape architects have the knowledge and the passion to help move the world into a future that prioritizes education, communication, and strong relationships so that all manner of life can be improved.

Mark Treib also presents his understanding of our complex relationship with each other and with the landscape. Our role as stewards of the land is moving towards the safekeeping of nature and of our moral, cultural, and social integrity. He expresses the importance of the combination of aspects one thought to be conflicting or opposite, such as sustainability and beauty, pragmatics and poetry, and so on. This symbiotic mindset is the complex and higher thinking that will advance us to put aside many conflicts and move us into a better age of education and morality.

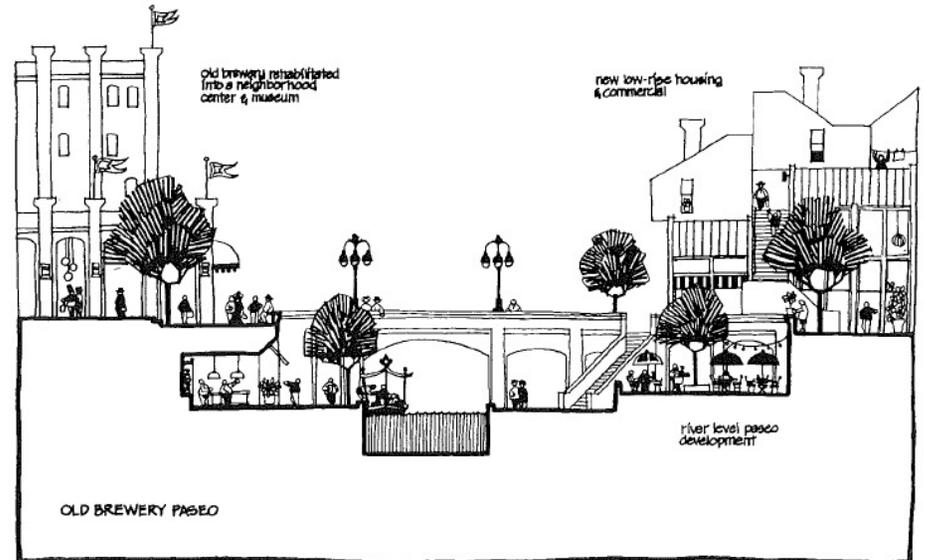
San Antonio Riverwalk: A Shared Space for Community

The San Antonio River runs through the heart of San Antonio and runs south/south east until it connects to the Guadalupe River just off the coast of the Gulf of Mexico. The banks of the river are often covered in dense vegetation. Only when it runs through the city are its banks more commercialized and consist of man-made materials. The river is used in a variety of ways, mostly for recreation, conservation, and commercial uses. Outside of the city it is often used for recreation but has also been known for dangerous flooding conditions. The most popular area of activity that I will focus on is the San Antonio Riverwalk. This area along the river is a city park and network of walkways that connect the riverfront to commercial buildings and important historical attractions within the city. People are attracted to the many shops and restaurants that have their doors just a few feet away from the riverbanks. Outside of this walkway, most areas along the river have dense vegetation, and many projects are being completed in the city to improve the river.

This walkway is built along a side channel that was built to prevent flooding within the city. Historically, the river has been known to flood has had devastating affects on the city in decades prior. The Olmos dam was implemented upstream to reduce flooding and a bypass channel was created in conjunction. This bypass would eventually become the Riverwalk, after many conservationists protested the concept of it being paved into a storm sewer. The river rarely floods either the bypass or within the city thanks to the implementation of the dam. While the river has still flooded occasionally, damage has been much less severe. Transport along the river is heavily commercialized along the Riverwalk. A shuttle system takes people to multiple attractions along the river and many gondolas and small leisure boats can be seen crowding the riverbanks. This system of use within the river creates better social connections by creating a popular commercial hub that people can interact with each other in a small scale environment.

The social connectivity of the river is most prominent along the Riverwalk. The banks are often close enough that people on the other side can interact with each other. There are many bridges across the channel that allow easy access to amenities and different communities. These connections are very limited to this section of the river due to a floodgate upstream and the dam. Transport along this river for goods or public transport is very limited. The river is very active visually and has many amenities along its banks, but most of these areas are not accessible physically (there are often maintenance access points but no areas for recreation/swimming/etc.). Vertical connectivity is abundant along the riverfront. Many buildings are built right along the channel and provide visual connections. Again, most activities are above the water, providing walkways and social spaces but not much that connects directly to the river.

There have been a few projects in the riverfront's history to expand its walkways and connectivity. Since most of these only provide visual connections and very limited physical connection (boat rides, ferrys, etc.), the riverfront could be improved by increasing its recreational activity and potential areas for people to interact with the water itself. Most of the boats and physical activity that is already present on the riverfront are severely limited to commercial use. The density of the attractions and buildings surrounding the river makes it difficult for the public to utilize the river for themselves. Opening portions of the river to public access would further increase the



Section of local commercial development along the riverwalk
<http://www.sedl.org/pubs/a-special-place/brochure.html>

use of this segment of the river and attract more people to its community. Overall, the San Antonio River Walk is a popular tourist hub that allows people to interact right next to the river. The visual connections to this segment are strong, but the use of the river itself is limited and has the potential to become more attractive to active members of the community.

Built and Natural Environments: Integration and Balance

While the built environment is pushed and formed through many forces, two of the main factors that have influenced it over the years is the vehicle use and population growth. Ever since the private automobile was mass produced over 100 years ago, we have exponentially began to rely more heavily on cars and transportation systems. While it provides benefits for travel and efficiency, it comes with the issue of pollution, destruction of habitats (roads, highways, parking lots, etc.), and distance. As it becomes easier to move greater distances, the need to have amenities and resources closer to home has diminished drastically. Therefore, suburban environments are a major issue and many people are advocating for high density development. The destruction of the natural environment, use of natural resources, and pollution are all issues we face today due to our reliance on vehicles. Because of this need, there has also been little utilization of public space since the integration of vehicles. Since traveling is easy and can be done privately, the need for

storage space is much more influential than a person's need for physical and social activity in a public park.

The second major factor influencing the built environment is population growth. As our society grows almost exponentially, the demand for more land and resources goes up with it. In America, when the population increased substantially because of the baby boomers, there was a rush to create housing for everyone. There is little or no thought for the natural environment because most people are concerned with making sure everyone has their own place to live and contribute to society. With this comes a vast increase in resources. A larger population means more farmland needs to be created to feed the people, more power needs to be generated so everyone has light and electricity, and more buildings so that everyone has basic shelter and a personal space. Population increase works hand-in-hand with vehicle dependence because of our vast need to utilize and for our personal and economic gains. A larger

population requires more land and neighborhoods, which require large transport systems to navigate through each community, let alone travel to adjacent communities.

Integrating nature into our built environment has been a debate for a long time. I feel that we are moving towards a society that sees the need for nature within cities. Therefore, completely segregating the to environments is not only impractical but I feel it is impossible to implement. Then again, if we were to completely divide the natural environment and cross it with the built environment (as seen in the fragmented section of the diagram) the benefits of the natural environment would be diminished. Many animals that require large habitats would not be able to live in these small segmented areas, and the smaller areas might not be well maintained due to their numbers. I propose that a mix of various sizes of integration occur so that green space in some places focus on ecological preservation and others focus on social aspects. Social equity is an important part of the built environment, so providing some green space for all is vital to build social ties. At the same time, larger areas could be set aside to focus more on the ecological preservation and natural benefits that come with green space. This option would require careful planning to ensure that (1) people from all socio-economic backgrounds are provided with rightful access to green space, (2) public green areas of all types should have ample space and can be maintained efficiently



Various scales and uses of green space should be integrated throughout the city, rather than separating the systems entirely.

and (3) ensure that people are educated on the various benefits of each space and will use them accordingly so they do not encroach heavily on areas meant for wildlife habitat. While I do not believe any one place should be inaccessible to people, they should know respect for the green space and realize its ecological benefits. Overall, I think fragmentation of the natural environment is the most logical plan to provide social equity and ecological benefits to the city itself but doing so at various sizes and by different uses will help provide more natural habitats while still allowing access to society. Our society has just as much right to nature and its uses as other species, but our use of it is not always beneficial. To maintain the best possible use of these spaces, whether it is fragmented or not, education will be a primary factor in showing people the benefits of nature and how best to maintain it.

Planning New York for the People:

Jacobs vs. Moses

Both Jane Jacobs and Robert Moses wanted their city to improve and make progress. Moses believed that this progress was through transportation and infrastructure to make the city more efficient. The economy is an important aspect of any city. Generating capital is how they expand, evolve, and improve over time. Moses saw this and aimed to expand that capital as much as possible, destroying many aspects of city life for the sake of economical growth and the privatization of neighborhoods. This modernization is something that was being implemented into almost every major city at the time. Instead of small streets where neighbors can interact and potentially cause trouble, Moses created giant traffic arteries dominated by private vehicles focused on creating more capital. Harvey emphasizes this, stating that “It also altered the political landscape as subsidized homeownership for the middle changed the focus of community action towards the defense of property values and individualized identities.” (Harvey, pg. 5) Moses only saw economic gain and lost sight of how the people were really being affected by everything he was changing.

On the other hand, Jane Jacobs became a representative for the people because she saw the injustice happening in the neighborhoods in New York City. The traditional way of life for many citizens was at stake as well as many historic and cultural aspects of the city. Jacobs wanted to see the history, culture, and dynamism of the urban streets to stay as they are to preserve the sense of community and social capital in the city. The scale at which the city functioned was within small communities, not through grandiose constructs that divided and marginalized every community into the new idea of prosperity that Moses sought. The identity of the city and of its communities was more important than economical gain, and Jacobs rallied people toward preserving their identities in the face of a looming threat of highways and modernization.

Planners and designers should understand both sides of this conflict: not just the efficiency and economy of a city but also the social and community aspects that are present in all communities. This conflict is the epitome of how the economic gain of modernization and urban expansion can blindly destroy

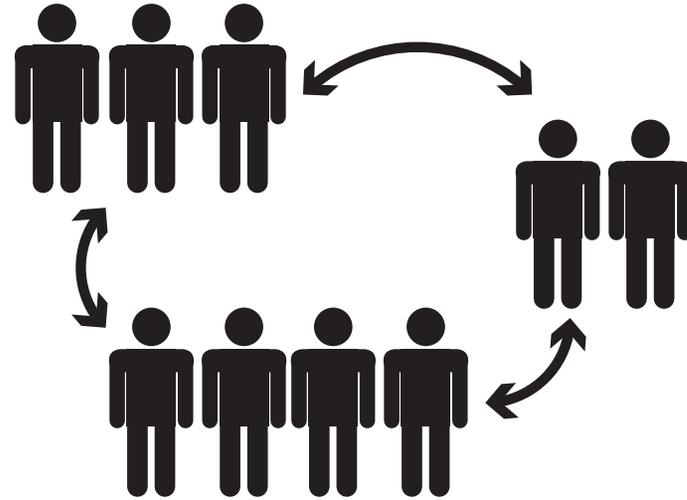


Diagram of Social Capital, a term that became prominent during Jane Jacobs' protests in New York

the real functions of a city. Harvey restates that “This most recent radical expansion of the urban process has brought with it incredible transformation of lifestyle. Quality of urban life has become a commodity for those with money, as has the city itself in a world where consumerism, tourism, cultural and knowledge-based industries have become major aspects of urban political economy.” Social injustice come in many forms, and it was prominent in this conflict a way to transform the city life into the “ideal” environment for middle- and higher-class people who could afford their own vehicles and houses and displaces those seen as inefficient for the city. People become divided in this way of living and generates unrest between people, as Harvey states “we also increasingly live in divided, fragmented and conflict-prone cities. How we view the world and define possibilities depend on which side of the tracks we are on and to what kinds of consumerism we have access to.” Community identity is a fragile construct, and we need to understand how it functions and how to preserve it while still pushing our cities into a more prosperous future.

Illustration advertising Moses' project for the new Manhattan Expressways
 Source: <https://www.mcny.org/story/cross-manhattan-expressway>



Social and Environmental Movements: Three Organizations for Justice

Social Movement: Black Lives Matter

Location: Ferguson, MO, United States

Black Lives Matter is a social movement that formed in response to multiple police brutality cases against the African American community. The movement started as a hashtag on social media and has since evolved into a national organization with dozens of chapters. The movement gained traction in Ferguson, where one Michael Brown was killed by local police. They organized demonstrations in the streets of Ferguson and demanded justice and change to the system that was working against them. Since the formation of this group, there have been many supporters and other organizations that were created in response to it such as the Blue Lives Matter group which was created in support of police. The movement's actions in Ferguson have been seen as radical and many leaders have disagreed with their actions.

Environmental Movement: Anti-Nuclear Movement

Location: International

The use of nuclear materials, either for weapon or power use, has been strongly protested for decades. The fear of nuclear accidents, radioactive waste in the environment, and the use of nuclear weapons to limit civil rights has sparked many protests around the world. People in many countries have gathered to protest their countries nuclear programs to stop them from polluting their cities and homes and to reduce the waste from the power plants into the environment. Congregations as large as 600,000 people have gathered against these programs and has since generated a number of "green parties" and organizations that advocate for nuclear disarmament and clean energy.

New Social Movement: Occupy Campaign

Location: International

The Occupy Movement was a large scale protest against the current forms of economy around the world and focused on social and economic issues. While none of the groups that were organized had a clear goal, they all wanted to see some form of change in the economic and social systems. Some were focused on protesting against the big corporations and banks that are gaining a lot of money, others wanted to fight corruption, and some others even wanted a change in the entire system. The protesters were active in nonviolent movements but rather used a system called participatory democracy. This movement was widespread but was often disorganized and had no clear goals. The main adhesive between all these movements is the method of protest, which is to occupy important facilities and in large areas to peacefully protest. The movement started as a protest to capitalism and corruption but has now branched to other social issues such as immigration. This shows that the movement is loosely connected throughout the world and has very few long term participants because they are generally disorganized and wide spread.



<https://www.npr.org/sections/codeswitch/2016/03/02/468704888/combing-through-41-million-tweets-to-show-how-blacklivesmatter-exploded>

THIS IS OUR COUNTRY
WE WILL OCCUPY IT
THESE ARE OUR STREETS
WE WILL OCCUPY THEM
WE ARE HERE. WE ARE GROWING.

WE ARE THE
99%

OCCUPY TOGETHER

#OccupyWallSt #OccupyTogether occupytogether.org occupywallst.org

<http://howtosavetheworld.ca/2011/11/12/the-occupy-movement-dont-tell-us-what-to-do/>

Three Green Cities Combating Deforestation

Rapid expansion and urbanization require land and resources that we take from the natural environment. Our society has not taken full responsibility for these actions and so our planet is suffering and affecting all aspects of life. While there are many social, cultural, and political reasons for urbanization, there are three main forces that have driven it to its current scale: Population growth, resource availability, and economic opportunity. Each of these factors is intertwined in the massive expansion of cities and has caused a need to consider our actions on a larger scale than just one city one country.

The urban population has been rapidly increasing in the last century. Suburban sprawl has been a considerable issue because of the massive amount of land required to accommodate the needs of new families and communities. Now, people are starting to migrate back into the urban cities, which still requires a large amount of land, resources, and planning to accommodate such a large influx. The creation of larger metropolitan areas melds the suburban and urban environments into one cohesive system that has little set little space

aside for nature to coexist. Cities focus on the need to accommodate for the population rather than planning for improved resource and land use.

The availability of resources also contributes to the rapid expansion of the urban environment. For as long as humans have been around, we have used the land and its many resources to improve our lives. Now that we are operating at a global scale, we do not consider where the resources are coming from or how much is left for use. These limited resources are readily available and are not heavily restricted, allowing anyone that needs them to use them as they wish. Corporations and countries take advantage of this to increase their financial gain and do not consider how the use of these resources affects the earth.

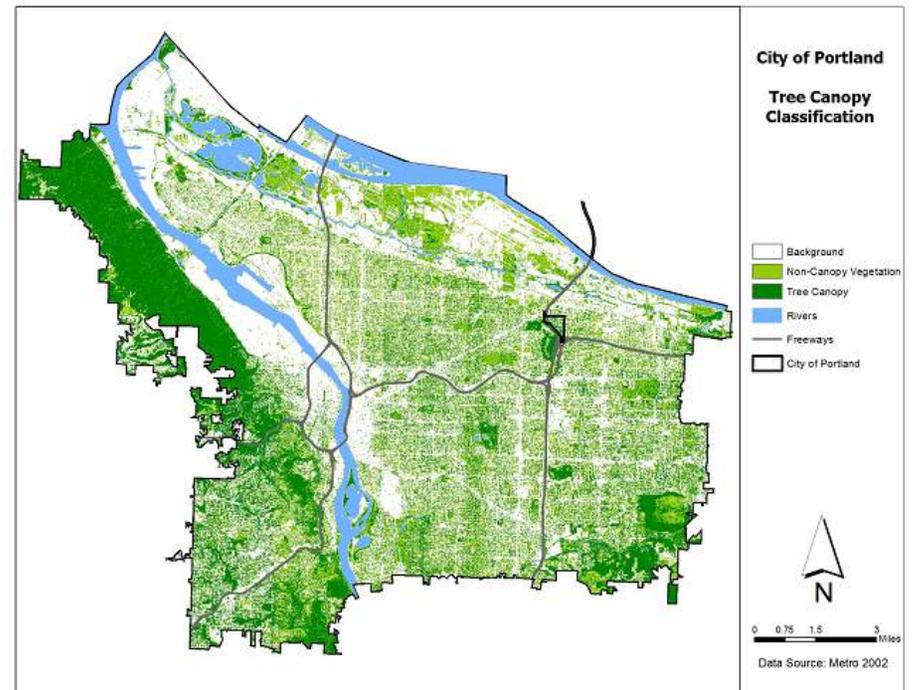
Economic opportunity in cities has grown extensively. Ever since the industrial revolution, countries have been exploiting the use of resources to create more capital and generate a consumer based society. Many people

who are migrating back into the cities do so because it is less expensive than living in the suburbs. The economy has become a greater concern than the earth itself and the environment we live in. Keil describes the formation of global hierarchy and how global urbanization is “a key spatial infrastructure for the accelerated and intensified globalization of capital, including financial capital...” (pg. 74). We do not see nature and its benefits as a resource we can coexist with rather than consume. To change the way we are destroying natural environments like forests, we need to change our perspective on how we live and how natural resources are used to supplement our lives.

Portland has become a well-known green city because of its vast use of green infrastructure. The city uses trees and other vegetation to provide ecological benefits to those living in the dense environment. Leadership and education are important to make a greater impact on the issue of deforestation. Portland and its government have shown that they understand the need to save trees and integrate them into our urban environments to coexist with nature.

Belfast, Ireland is also making great strides in reforestation. An organization called Forest of Belfast aims to plant trees all throughout the city, including parks, streets, river banks, and many other places. In the last three years, they have helped hundreds of organizations to plant 90,000 trees.

Washington D.C. is also a great example of integrating trees into the urban fabric. Their efforts to better quality of life goes back to 1872 when the



<https://www.movingtoportland.net/portland-information/geography/>

governor ordered the planting of 60,000 street trees. Today, there are nearly 2 million trees within the city which remove and store massive amounts of carbon and improve energy usage throughout the city.

Cities and communities are beginning to create a better life in cities using trees, but we have a long way towards preventing the total destruction of forests across the world. Only through awareness and organization against this issue, whether its through government policy or within a local community, will we be able to counter this issue and bring back balance to the environment.

A Unique Brotherhood: Surviving in a New World

The film had a strong message of brotherhood and coexistence between humans and the natural world around them. The most powerful part of the message is that the understanding and coexistence didn't come from a logical or ecological perspective, but from a cultural one. Especially for the nomad tribes, religion and tradition are major aspects of people's lives. Even though they are different species and have conflicting desires (the nomads wanting to preserve their animals vs. Bent Ear and his family eating them), there is still an understanding that they are one and the same trying to survive within the desolate environment. Bent Ear has developed a comradery with the nomads and other inhabitants through the shared desolation of their natural environment by rapid urbanization and agricultural development of the land. Just as the wolves needed to adapt to different ways of surviving, the nomads had to adapt to exist with the urban society that uses a large portion of land and resources.



The underlying problem of this conflict is the urbanization and the destruction of a fragile ecosystem. This film shows just one of many cases of displacement and hardship that have occurred in the hundreds of years of expansion. How do we repair the ecosystem and restore the balance in life that these nomads believe in? By improving our land use and recreating the ecosystems that we have destroyed, the nomads and the animal species will be able to survive in better coexistence. This comes back to a previous discussion regarding the division of land between the urban and the natural: do we separate nature from cities or do we find ways to integrate nature into the cities? Now the question also becomes a cultural issue with the traditions of the nomad tribe and how they are affected by urbanization. The division should not be so that we limit the urbanization and restrict our advancing society, but to rethink how we utilize the limited resource of land and how it can also be given to those like the nomads. By integrating nature into our lives and restoring natural systems, the nomads can better live in harmony with Bent Ear and the rest of the ecosystem in its rightful place.

Project Evaluation: Local Scale

The Queens Quay Boulevard Project in Toronto, Canada is part of the larger Toronto Central Waterfront Master Plan. Designed by West 8, this project aims to revitalize a section of Queens Quay Boulevard to create a better pedestrian experience and to link multiple amenities along the lakefront. The street was drastically reduced to three lanes of traffic to accommodate a wide pedestrian path, bike lane, and a lightrail transit corridor. The project also introduced 240 new trees along the pedestrian sidewalk, which helps reduce the stormwater going into the city's sewer system.

This project is positive in that it revitalizes a central part of the city and connects many different amenities along the lakefront. Reducing traffic is a big step towards creating a more walkable experience. The addition of the public transit system will also help reduce traffic and make the space more accessible to citizens. The commercial presence along the street will also be enhanced by the larger influx of people, boosting the local economy and creating a vibrant area of activities. This project focuses a lot on pedestrian

activity and reduction of traffic, but there are a few minor concerns that I have about the project.

The first issue is that although this is a lakefront project, there is little focus on the lakefront itself. While the main focus of this project is the pedestrian system to and from other amenities, this particular section of the lakefront has no access to the actual water. The amenities provided along the shore are elevated from the water line and is bounded by a protective rail. Further context shows that the lakefront at this point seems to be either privately owned or is used for docks, but it seems like a missed opportunity to bring people closer to the lake and appreciate it as a recreational element. The second issue is that there is little in terms of stormwater management and vegetation other than the alley of trees. While this is a strong element of the design, there do not seem to be any other types of vegetation in use on this project. A vast majority of this space is hardscape, and I believe adding more vegetation to this environment is another missed opportunity



to create a stronger tie to nature. Lastly, there seems to be very little seating along this corridor that would be practically used. There are some seating options placed but most are very close to the streetscape and there is little to bring people closer to the lakefront. Again, while this project primarily aims to create a corridor to multiple amenities, there is more potential for this site to become an interesting amenity where people can gather and socialize.

While I think this project completed its goal of connecting the rest of the master project together and making a better pedestrian experience, there are

many things I feel that could have been added to this list of goals to further enhance the space. As a mayor, I would not approve of this project as it is. I feel that the space provided does not fully justify the drastic redistribution of traffic from this popular area. If the space were more developed and provided more activity for pedestrians then it would be better accepted.

Project Evaluation: Regional Scale

Toronto has plans for a large addition to their rail system called the GO Transit Regional Express Rail Project. This project aims to connect Toronto to the suburbs and the rest of the region around the city. By adding 150 kilometers of rail and adding a second rail to many sections of the system, the project attempts to create a more efficient system for pedestrians as part of their daily routine. The project also plans to redesign multiple of the existing railway stations and adding twelve new stations on top of the company's current 65. In addition, the transports will all become electric lines, reducing the amount of pollution in the urban area. The current rail system services millions of people each year and would be service many more if it were implemented into the suburban areas. Finally The two biggest concerns of this project are the environmental issues with expanding rail lines and the time in which they plan on creating these large-scale improvements.

The first issue is of the rail lines cutting through large areas of ecosystems to reach these outlying neighborhoods. While there are multiple environmental

estimates and studies in progress for the project, damaging the ecosystem is almost inevitable. Without a map of the expansion plan, it is difficult to see where these damages will take place and how significant they will be. My assumption is that the area they are expanding to is already well developed but will still have significant affects on the ecosystem by cutting the region into sections and dividing habitats. The second issue is that this large-scale project is rapidly being developed and plans to be fully integrated by the year 2025. This seems to be a very short timeline for a project this expansive and could lead to some missteps and mismanagement of the project.

While I think this project has clear goals and is planned to complete these goals very well, the project does not account for the environment and seems to be too large scale for what they plan to do. After more though and analysis I do not think this plan should be approved and needs more analysis on the affects it will have on the region. While the switch to electric and the reduction of private cars in exchange for public transportation is a great improvement, expanding the system from one rail to two rails and adding 150 kilometers of new rails will cause too much harm to the natural environment they cut across.

Five sustainable guidelines to enhance this project:

- Create a map of the ecoregion and examine where the rail line should cross to preserve as much of the natural habitat as possible.
- Ensure that the rail lines can still serve the region even when sections are under construction.
- When redesigning and adding stations, implement green infrastructure and ease of access to accommodate both social and environmental needs of the area.
- Ensure that the electric lines do not block or hinder any previous uses and preserve high canopy vegetation when implementing the electric systems.
- Analyze where the new rail system will be penetrating the outlying towns and region and plan convenient yet non-encroaching locations for the new stations.



Plan for new rail extensions and connections

<http://www.neptis.org/publications/review-metrolinx-big-move/chapters/go-rail-and-regional-express-rail-network>

Benefits of new rail system, the number of trains will

http://www.metrolinx.com/en/docs/pdf/board_agenda/20160628/20160628_BoardMtg_Appendix_2_Stations_EN.pdf



Project Evaluation: Global Scale

The Kyoto Protocol is an international treaty that aimed to reduce the emission of greenhouse gases that contribute to global warming. It was an outcome of the United Nations Framework Convention on Climate Change (UNFCCC), which was an international environmental treaty, opened for signature at the Earth Summit in Rio de Janeiro in May 1992. The objective of the UNFCCC was to “stabilize greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system.” (United Nations Framework Convention on Climate Change 1992) Discussions after the UNFCCC lead to the conclusion that stabilizing emissions at 1990 levels was not adequate, and so the Kyoto Protocol was put in force since 2005. The protocol was targeted to reducing six greenhouse gases: Carbon dioxide (CO₂), Methane (CH₄), Nitrous oxide (N₂O), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), and Sulphur hexafluoride (SF₆) to 5.2% below the 1990 levels, in the countries that signed the treaty, for a ‘commitment period’ of 2008-2012. It was considered one of the most significant treaties ever signed for bringing the world together regarding issues of

climate change and global warming, although critics have questioned its effectiveness. Each developed country that agreed to the treaty was given a binding target to reduce overall emissions by a certain percent from 1990 levels. Developing countries were only expected to voluntarily limit their emissions to a certain degree. Some developing countries could even increase emissions: Iceland could increase their emissions by 10% and Portugal by 27%. Developed countries such as the United States and the EU were expected to reduce their overall emissions (7% and 8% respectively). The protocol also provided means for countries to reach their targets, which are outlined below:

1. To use “sinks,” or natural processes to remove atmospheric greenhouse gases.
Example: planting trees
2. To adopt the Clean Development Mechanism (CDM), which encouraged developed countries to invest in technology (such as natural gas instead of coal) to reduce emissions in developing countries and gain credits towards meeting the protocol requirements.
3. To trade emissions, or buy and sell emissions rights, thereby placing an economic value on greenhouse gas emissions.
4. To employ joint implementation, by means of which developed countries could sponsor foreign research in reducing emissions in developing countries, and earn credits.

Countries that failed to meet their emissions targets would be required to make

up the difference between their targeted and actual emissions, and an additional penalty of 30 percent, in the following commitment period (2012-2020). Failure to decrease emissions resulted in losing face, and having to present a plan analyzing the causes of failure and future steps to meet targets.

Good:

The Kyoto Protocol introduced mandatory targets for the developed countries that signed it, instead of voluntarily acting on reducing emissions. The developed countries or regions, such as the European Union, that worked towards the target were successful in reducing emissions by 22.6%. It also brought awareness to the fact that climate change is happening and we need to reduce greenhouse gas emissions to reduce the impacts of climate change. Thus, it was a good starting point for countries all around the world to start thinking about these issues, and work together to tackle them. The protocol also paved the way for the Paris Agreement, which aims to limit global temperature increase to 2 degree Celsius.

Bad:

The inception and administration had many flaws, because of which the protocol was not entirely successful. Only developed countries were given binding targets, and developing countries were left to voluntarily decrease emissions to not hinder their economic development. So even though the number of developed countries that cut emissions was greater than the number of countries that didn't, the overall

reduction was not very significant, and the global emission levels still went up. The major cause of this was that major contributors to greenhouse gas emissions such as China and India were considered developing countries and were not mandated to reduce emissions (India and China's emissions increased 103% and 150% respectively). Due to this reason another major emitter, the United States, did not ratify the treaty. Moreover, it took a long time to finalize, which wasted valuable time in which the countries could have reduced emissions.

Achievement of goals:

Many of the participating developed countries met their goals, but their input was not enough to make too much of an impact on global emissions.

Would we vote it?

As the UN Secretary general(s), we would not vote this treaty as it is, because it has substantial flaws in its division of responsibility, execution, and enforcement. Although the treaty's outreach was global, its impact could not hit the mark because it could not include major global forces in greenhouse gas emissions from binding targets. Although 192 countries ratified the treaty, only 37 developed countries were mandated to reduce emissions and three major GHG emitters (China, US, and India) were not included.

The Debate: Different Sides of Progress

The proposal for this new city is meant to bring prosperity to the country and create an international identity that people will be interested in. I am in favor of this city being built as I believe it is a good opportunity to start creating a new prosperous area that also tries to hold its cultural and historic ties. From different perspectives, there are some problems with how the proposal is approached, but the context of the Senegal and the goal of this project make a standing argument for the proposal of this new city. The social, and economic opportunity that can come from this project can prove to further develop the country overall.

The capitalists view of this proposal is what gives strength to the argument in favor of the proposal. The economic opportunities will increase immensely by this new city. Creating a large hub for businesses, athletes, and tourism gives the country a more significant international identity, allowing more trade from outside developers. The city also provides a wide range of jobs and

roles for local citizens to pursue. There is room for equal opportunity so that the city is not just a hub for the higher-class citizens. Although the city is made to attract the wealthy from other cities and nations, it can still provide opportunity for expansion so that the lower classes can also prosper from this significant project.

The environmentalists argue that the development is too large and will destroy the natural habitat around the lake. Although this is designed to be a highly developed area, it is a small portion of land and will not have a large impact on the country's environmental integrity. There are many areas within the country that are already protected by the government and preserve large natural habitats. The area in which the city is being proposed already has some modern development, including a few small hotels and a camping site. There are also no large settlements within the proposal areas save for a small village that further south from the lake. While the city might encroach some

onto this village property it will not overwhelm the area with the development. The city also seeks to preserve the cultural identity of the country while also striving to move the people forward into a more modern development. The educational and research facilities within the new development give the country a way to contribute to the overall well-being of the environment, and share information with the rest of the world. Education of both future development and historical context are important to developing society. Creating a cultural center will keep the traditions of the country and educate visitors on the history and culture of the local people.

Overall, I think the proposal will benefit the people and the country despite some environmental concerns. The balance between economic and environmental sustainability is important to create a more developed society. Increasing economic and academic prosperity will help us advance our ability to improve social and environmental developments in the future. The capitalist perspective of this proposal has the best argument for the benefits that this city will bring to the rest of the country. Although the process and time period will put some strain on the environment and people, I think the prosperity and education brought by this development will prove to be an improvement.

Final Vision Statement

As a landscape architect, I want to give my service where it is needed to uphold equity, sustainability and education. Providing the right environment and education to people who need them can open the gateways needed to a better life and a better world.

I see landscape architecture as a crucial link between many disciplines that can influence how we move into the future. We have the tools and knowledge to bring vital information and experiences to people around the world. I want our discipline to be known as those who enhance communities and improve the environment, rather than those who cater to the privileged and the rich. Our services are needed across the world and we should be ready to apply them to the best of our abilities.