



## **Examining the lessons learned During Advance Landscape Seminar: Through The Theme of Nature in Cities**

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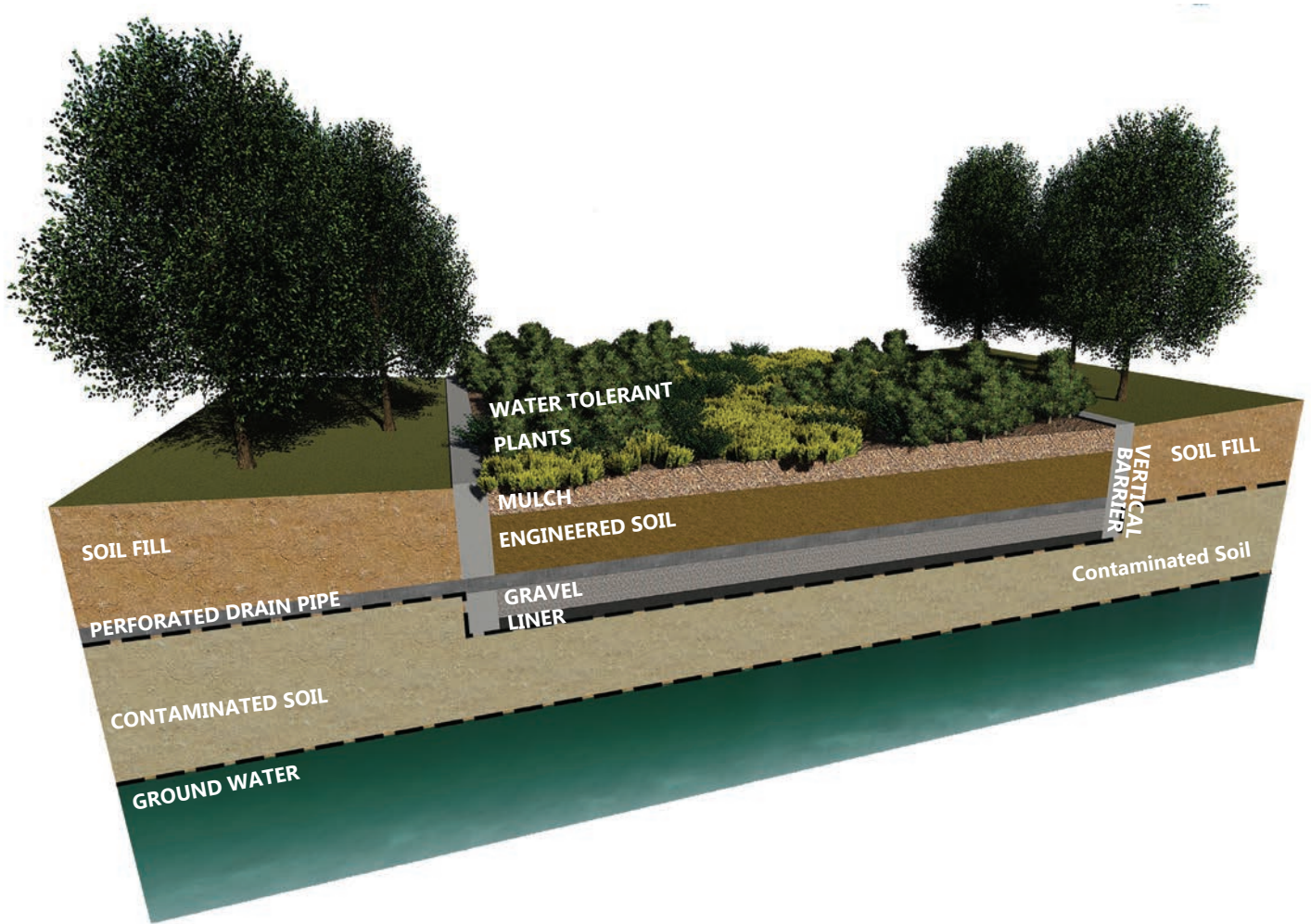
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# LANDSCAPE ARCHITECTS VISION STATEMENT

A landscape architect should prioritize environmentally conscious and sustainable developmental practices. While at the same time advocating for people of all different social classes and races. Integrity is imperative to ensure that projects align with these principals. I also envision that in the future landscape architects will become leaders in the effort to design new cities or redesign existing cities, so that we can use our expertise to build a better world. Incorporating nature into cities should play a key role in future urban development. It is a landscape architects responsibility to advocate for nature in cities, and to educate the public on the many benefits of incorporating nature into cities.



**Figure 01 Stormwater Management Technique For a Contaminated Area**

Bio-retention cells are great ways to infuse the city with nature while at the same time solving stormwater runoff issues. These are a great tool that every landscape architect should use when ever practical, this particular retentions cell is designed specifically for areas with contaminated soil. In a normal instance the goal is to absorb the water into the ground, but when there is contaminated soil the water could continue to travel through the soil and contaminate the ground water. So this retention cell has walls and a liner to prevent the water from entering the contaminated soil.



# HISTORY & EVOLUTION OF ENVIRONMENTAL & LANDSCAPE PLANNING

Through out history people have tended to try and dominate their environment, without having much concern for how it would affect the future. During the 18th century people really began to start appreciating nature in various art forms. They also began the practices of gardening and landscaping on larger scales. This was a period of observing the land and trying to create new landscapes that would attract people.

As cities expanded in the 19th century they began to deteriorate, and people demeaned public space, that was accessible to all types people. Central park was the first effort to solve these problems, it was so successful that other mammoth parks began popping up in cities around the US. But after some observation it became clear that although these parks are very large in size they still only reach the people that live in close proximity to them. In order to create more accessible public space cities started to implement park networks that included several parks through out the city. These parks lacked a since of connectivity, so parkways were implemented to connect them. These parkways eventually evolved into the highway.

The development of railways had a drastic impact on the way that people lived. The improved rail system gave people an opportunity to work in the city without having to live in the city. The more well off citizens started moving to the suburbs to get away from the city which had gained the reputation as dangerous, smelly, crowded, and rundown. The development of the railroad also brought more people from rural communities into the city to work, which meant that people were producing more waist in factories, while at the same time spreading out and taking up more land. Some citizens were concerned by this rapid expansion with no concern for the environment. Gifford Pinchot and John

Muri were two leaders in these movements with differing points of view. Pinchot was a conservationist who thought that it was okay for people to continue to build out as long as we carefully thought about how we were doing it and avoided damage to the environment as much as possible. Muri on the other hand believed that we needed to set aside parts of the land to be conserved so that we do not disturb the ecosystems of those palaces at all. Which means that we would have to live within the confines that we define.

Between 1920 and 1970 more and more people started to realize that the environment was important to the survival of the human race. People began to incorporate ecology into their planning. But some things did not change, the highway system continued to expand encouraging more people to move into the suburbs. Which people thought was a success because cities and metropolitan areas were growing, but it was very bad for the environment.

Warren Henry Manning started layering drawings to look at the different aspects of a project. This was the early beginnings of what has become a very powerful tool known as GIS.

Economic progress and public became associated with the environment, which meant that environmental mitigation became an essential part of most designs. Professional landscape architects began to get involved in larger projects to help ensure ecological integrity. Ian McHarg's work refining GIS helped to push the environmental movement forward.

A sustainability triangle was developed with the three main points being, Equity, Ecology, and Economy. It became clear that it really is not possible to make something that fully meets all the three requirements. This becomes especially difficult when clients, authorities, and bureaucracies all put their opinions in the mix.

### Pinchot or Muri

Although it may be a more challenging way to deal with the problems because it means that we have to have some self-control, I believe that John Muri's preservationist mindset is better. If we do not preserve some natural areas, we will destroy whole ecosystems and the flora and fauna that exist within those ecosystems. Preserving certain natural areas will also help to offset the negative practices that are going on in the world. However, leaving these areas natural is not enough to solve all of the ecological problems, because the environment is all linked together. So even though there will be larger areas of preserved nature that does not mean other development can be ecologically irresponsible.



**Figure 02 Conservation In Iceland**

Iceland along with many other European countries provide several good examples of conserving land around the cities, and promoting diverse ecosystems.

# EXAMINING THE LAF DECLARATION AND THE NEW LAF DECLARATION

The original declaration starts by focusing on the next generation of Americans, and trying to get more people involved in the field of landscape architecture. It goes on to talk about how the authors are concerned about the future state of the environment, if people continue the same path of destruction. In order to prevent further environmental degradation people who are planning for the future need to understand the natural processes. Along with knowledge of the natural processes landscape architects need to solve these problems in an artistic way. At the time demand for people who had the skills to deal with these problems was in high demand.

This early declaration also sought to find a way to share their successful projects, so that these solutions could be adapted and then applied to other situations.

The new declaration speaks to the fact that the landscape is an international phenomenon that is impacted by everyone and impacts everyone. Since we acted so carelessly in the past we have to attempt to lessen the damage that we have caused. Unfortunately, the things that we have done have lead to inequity and has a heavier impact on people in the lower income bracket. But there is hope because an increasing number of people are becoming concerned about the state of the environment and are interested and trying to make a difference. Landscape architects are just the people to work on these types of projects because they can bring people from all different fields together. Landscape architects vow to create designs that function both ecologically and aesthetically. They will also advocate for social justice and try to help people understand how valuable their set of expertise are.

Both of the decelerations talk about making change through collaboration, because it is truly impossible to for one person or even a small group of people to solve this problem. They also examine the current state of the environment and discuss how bad things are getting. Then go on to mention different ways of solving these problems that involve not only ecological solutions but aesthetically pleasing ones as well. They also both suggests that landscape architects are very valuable to this movement because they have experience in a variety of fields that are important to planning cities, which allows them to bring together other professionals with competing interests.

The two decelerations do differ in some ways as well, the original version paints the picture that if things keep going the way they are, the future is going to be pretty bad. The 2016 version comes from the point of view that things are already very bad and we need to mitigate what we did and try and stop things from getting worse. The older version also emphasizes a need to get more people involved in the profession and educate them well. While the newer one talks about educating other people about how valuable the profession is. The newer deceleration is also a lot more global thinking, where the older one only mentions what is happening in the united states. The older version also refers to landscape architects as "He," which shows how male dominated the profession once was. The newer version is also much more concerned with social equity that the first. The new version is also mentions the importance of interdisciplinary collaboration, while the old one only talks about working with other landscape architects to share information.





**Figure 03 Green Buildings**

Living walls are a great way to incorporate nature in dense urban areas that lack the space for large parks or open spaces. They also help the building regulate its temperature. These are the types of ideas that need to continue to be developed and implemented in order to make the statements on the deceleration come true.

I think that the new deceleration is an example of how we have begun to accomplish some of the goals from the 1966 version. Many of the goals have just evolved into a next step or more progressive point of view. The profession has expanded and so now we need to advocate its importance to others. Not only do we collaborate with other landscape architects, but now we collaborate with people from all sorts of professions.

Obviously there is still a long way to go and we will probably never be fully sustainable. But I think that we are making good progress, and in sixty years when people look back at where we are now, I think they will realize that this generation helped make progress towards a better society.

# HOW RIVERS INFLUENCE SOCIAL CONNECTIVITY IN URBAN SETTINGS

## The Arkansas River

**Environmental Profile:** “At 1,450 miles, the Arkansas is the longest tributary in the Mississippi-Missouri system” (USGS). At some points in Colorado and western Kansas the river can be completely dry, although it’s very shallow the river is very wide in some places where it is as much as 1-mile wide. The river gradually deepens as it approaches Wichita (USGS).

**Human interaction:** The river is considered by the U.S. National Park Service one of its National Water Trails (How to Explore the Arkansas River in Wichita). Although this river is fit to be a very good resource for nature lovers, there are not many opportunities to explore the river. Currently the only time that most Wichitans interact with the river is during the annual Riverfest that celebrates the river, by having food and concerts on the river. This is the only time of year that structured events happen in the water, there are boats and jet skiing races in the river during this 10 day period. For the rest of the year there is limited interaction with the river, motorized vehicles are not allowed in the river, and until recently there was no place to rent any sort of small boat or kayak. The river is becoming a more popular place in Kansas, within the past decade there has been a construction of over 200 apartments and lofts along the river, and new developments are continuing to pop up.

**Flooding Potential:** Several human interventions to the river have made flooding along the river very unlikely. The construction of the Valley Center Flood Way was instrumental in diverting flood water and preventing damage. There is also a series of 12 irrigation canals farther north and west near Colorado that lessens the flow of water. **Transport Systems:** Due to its generally

shallow nature the river has not been used for transportation.

**Connectivity:** At a regional scale the Arkansas River provides connections only through resource management, as the different states and cities have to communicate and respect each other’s need for the water in this river. At the local scale the river is used mostly as some thing to look and be close to but there is not much exploration in the water. There are some good trails along the river for running, strolling or bike riding. There is some fishing in the river, but not on a frequent basis. In terms of lateral connectivity, the river is quite wide (275 feet), but there are several bridges for pedestrians and cars that serve as the only way to cross the river.

**Suggestions For Improvement:** In my opinion there should be more designed experiences along the river. Ideally the river could be more naturalized but in order to ensure more bank stability near the downtown core it has already been heavily engineered. So the river front in the downtown core should be redesigned to include more programmed spaces, and include more opportunities to enter the water for active participations. There should also be more opportunities further down the river where it is less structured in the parks and green spaces along the river.





Figure 04 The Arkansas Riverfront



Figure 05 The Keeper of the Plains



Figure 06 The Exploration Place



Figure 07 Wichita Riverfest



# THE DYNAMICS OF THE BUILT AND NATURAL ENVIRONMENT

One factor that plays a large role in the way the built environment has been shaped, is societies dependence on the automobile. Once cars became available to everyone it became possible for people to live outside the city but still work in the city. This encouraged people to move away from urban core and gave birth to the suburbs. It also contributed to the way that cities were developed. Everything can now be spread out across long distances because cars can get there in a relatively short amount of time. The popularity of cars also requires an extensive system of infrastructure to support cars both while they are driving and when they are parked somewhere. Almost every element in the built environment has a road and a parking lot that serves it, and in most cases these are made of impermeable surfaces that contribute to flooding and runoff pollution. Even in some of the most remote locations there are roads that allow cars to access the site.

Another key factor that influences the built environment is the presence of water. In many cases the presence of water is the reason that a city is established in a certain location. Access to water is an amenity in many different ways, it allows people to exchange goods and services through ports. Water is also a visual amenity, which makes property near bodies of water high value. In order to develop close to the water cities have to do extensive engineering to make sure that the water is contained during storm events. Flood potential also limits where people can and can not build or the way that they can build. Like many other natural elements in the world humans try to control the way water is incorporated into the urban environment, through damming and creating engineered river banks. Water also plays a role in the cities design buildings and streetscapes to avoid flooding during storm events. Green infrastructure is a growing concept that is influencing the way that cities develop.

There are many other features that feature the shape the development of the built environment, but I believe water, and heavy reliance on vehicular circulation are the two most influential because they are constant things that are present in every urban situation. These two factors have shaped both where people have developed and the form of the development.

## How to Incorporate Nature into Cities

I believe that it is important to conserve larger pieces of nature near the edges of cities, in order to make sure that there are areas large enough to accommodate a diverse ecosystem, that is rich with bio-diversity. But at the same time, it is important to provide all the citizens in the city an opportunity to access nature. It has been proven that people tend to only use the public spaces that are located near where they live. I believe that there are a variety of different ways to try and provide equal access to green space for the social benefits, while at the same time conserving large spaces for the ecological benefits. One way this could be done is by conserving an area on the parameter of the city and providing public transit to the area. This strategy could be coupled with a marketing scheme that gets citizens excited about the natural experiences that they could get when visiting the conserved area or generate a type of local base eco-tourism. Another option is that cities could increase the density of development, so that while still conserving natural areas in and around the city, there would also be more room for designed green spaces within the city. Both of these solutions require that the city makes a commitment to green space and to its people. I believe that there is a way to design cities that conserve natural spaces that support diverse ecosystems, and still provides its citizens an opportunity to take advantage of the social benefits of nature.





**Figure 08 Tijuca National Forest**

The Tijuca National Forest in Rio de Janeiro, Brazil is a great example of coexistence of one of the most dense cities in the world and an entire rainforest. The people of Rio decided to restore the rainforest back to its original state when they realized that using the area for coffee was degrading the water supply and causing mudslides. Today Tijuca is the largest urban rainforest in the world and serves as a great amenity for the people of Rio.

# PEOPLE'S RIGHT TO ACCESS NATURE IN CITIES

## **Robert Moses' goals:**

1. Impalement a system of debt-financed highways (Harvy 5)
2. Promote Suburbanization (Harvy 5)
3. Build an extensive system of parks and other public amenities, that are connected by a series of expressways.
4. Slum clearance
5. Public housing projects

## **Jane Jacobs Goal:**

1. Promote a localized neighborhood aesthetic (Harvy 5)
2. Prevent Gentrification
3. Stop the displacement of people to build new highways through the city
4. Preserve the urban fabric (Harvy 5)
5. Continue to rely on the communities established networks of social integration

Robert Moses was one of if not the most powerful planners in the history of urban design. He held many positions at the city and state level in New York and used these positions to help push through his ideas for the city, which were strongly inspired by Barron Hausman's reconstruction of Paris. Moses was a strong believer that in order to improve cities they need to rip out much of the existing infrastructure and replace it with newer and better solutions. He used his positions to implement large scale bridge construction projects which generated revenue that he used to construct many other projects. In the process of all of this building Moses destroyed much of the dense urban fabric of the city and displaced many of its residents. But because of his position of authority and his many ties to the political elite in New York he was able to continue through with his goals with little opposition.

Moses finally ran into some opposition when he started communicating his plan to construct a highway that ran through

lower Mannhattans, Greenwich Village, which would effectively destroy the neighborhood. Once the plan for the new highway was introduced a group of citizens began to advocate against this project. The group was led by Jane Jacobs, a longtime resident of the neighborhood, and career writer who found success in writing about architecture and the design of cities. Jacobs became an advocate for the people of the neighborhood and the preservation of the areas livability. She organized community members to fight in opposition of the new highway and wrote letters to politicians who had some influence in the process. She also became communicated with the local media, expressing her displeasure with the project. Although the movement was gaining some steam Moses continued to act like Jacobs and her followers did not exist. To further her argument Jacob's began to write about the correct way to design and revitalize cities through a series of articles, and eventually in her book "The Life and Death of American Cities," which became her most famous work.

Jacobs continued her fight against the top down tactics of Moses by continuing to point out the many sneaky and illegal things that he was doing to try and get the project built. The more he tried to bend the rules the more people began to support Jacobs and her fight to stop the project. She lead demonstrations and protests, and attended many public meetings. At one of the public meetings her and her supporters even stormed the stenographer and tore up the record of the meeting because the officials were not listing to the public. Jacobs was put in jail but released soon after. Eventually Jacobs efforts proved successful, and the project had lost so much steam that it was abandoned.

Jane Jacobs and her relentless pursuit of justice for her community is a good example of how people can make a difference if they



unite for a common cause. Her and her community members worked together to change something that they believed in and they were able to make defeat someone who had both political power and financial backing.

This is also a good example of how important it is important to make sure that one person does not get too much power, or if they do have that much power that they are using

it responsibly. Planning of cities should be a participatory process, that way people can have a say in what is happening in their communities. The government should never be able to classify a place as a slum without doing the research and including the community into the process.

Thankfully there are people like Jane Jacobs out there to advocate for what is right, and for the people who are living in the areas that are being redeveloped.



**Figure 09 Greenwich Village**

Greenwich village is a neighborhood with a lot of character, but Robert Moses did not take that into account when he was trying to implement a new mega highway. Jane Jacobs fought to preserve her community and the nature and characteristics that come with it.

# SOCIAL, NEW SOCIAL AND ENVIRONMENTAL MOVEMENTS

## **Social Movement: Brazilian Truckers Strike**

**Country:** Brazil

**Movement:** The Brazilian president decided to increase the tax on diesel fuel by ten percent. This caused the an up roar by the people who were very upset

**Campaign:** Truck drivers protested, and refused to drive and pay the tax to what they viewed as corrupt politicians. This caused a slew of problems because the majority of things are delivered by trucks in Brazil. One of the major things was gas its self, because the truck drivers were not delivering it no one else in the country were able to get any themselves. They also didn't deliver feed which caused a lot of problems for farmers in Brazil. After 10 days the president agreed to reduce the fuel back to its previous price for 60 days and things went back to normal. But the protest had a lasting impact because, it took a while for businesses to get back to being profitable and to recover form the money that they lost during that week and a half period.

## **New social Movement: Health Care Movement**

**Country:** United States

**Movement:** There is a lot of frustration with the current health care system that is not equally distributed, making it hard for people of lower income to receive quality health care.

**Campaign:** People of all different social classes and backgrounds are uniting to protest the current health are system that is available in the United States. It creates disadvantages for citizens in the lower income brackets.

## **Ecological Movement: The Zeitgeist Movement**

**Movement:** The zeitgeist is a sustainability movement that advocates for a sustainable lifestyle, and advocates for and educate members of the community.

**Campaign:** The supporters of the movement hold meetings periodically throughout the year all over the world. At these meetings they share ideas for alternative economic models that are not resource dependent. They also have a variety of campaigns that promote alternative economic models.





**Figure 10 Trucker Strike In Brazil**

The people of Brazil are were very upset with government for heiring gas prices for no reason so all of the tuckers stopped buying the gas which lead to almost a complete shutdown of the country.

# THE BATTLE BETWEEN DEFORESTATION AND URBANIZATION

## Reasons for Urbanization

**Technology:** I believe that technology is one of the main causes because it has made life so much easier. People move to cities because they want to take advantage of the technological advances that come from living in a city. Living and working on a farm is much more difficult than a city because technology allows people to work jobs that do not require manual labor, which will wear your body down. Being so close together allows people to share their ideas more efficiently.

**Resources:** Things are so much more available in the city than they are in rural areas the high density of cities means that you can get everything that you want and need in close proximity to where you live. Which is a massive advantage over someone who lives in the country and has to drive into town to get the things that they need or work hard to produce themselves.

**Social Dynamics:** Living close to one another creates opportunities for social interactions that would never happen if people still lived in the country. There are a lot more sources of entertainment in the city. It is also a lot easier to hang out with your friends when you live close together. The whole experience of being in a large city is eye-opening, and has a completely different experience.

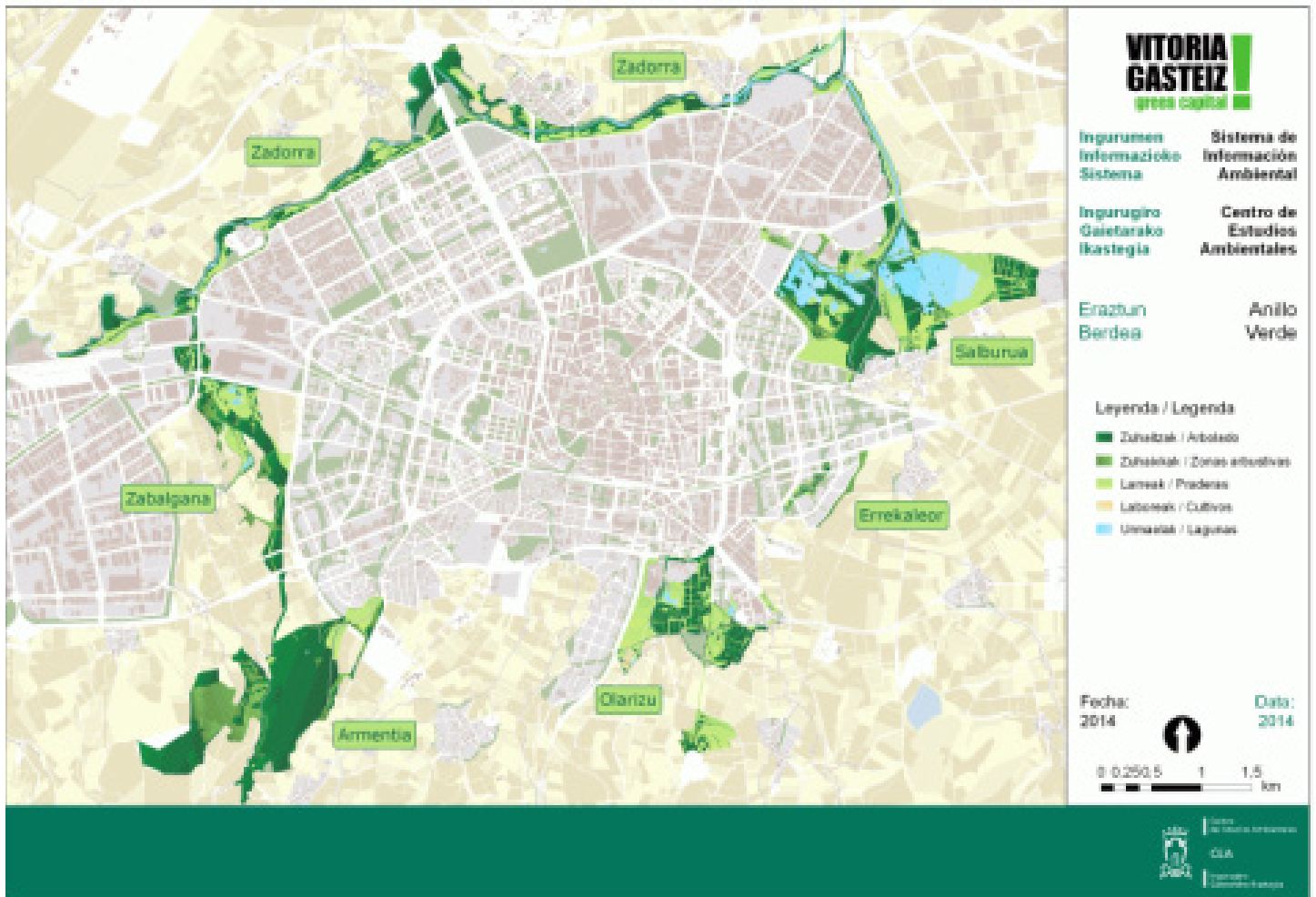
I believe that there are several things that we can do to try and restore the balance or at least to improve the ratio of deforestation and urbanization. I believe that the most important thing is that we get a large group of people involved at many different social and political levels. Change will not happen unless there is support from political powers. I do not think that there is one solution to the deforestation problem, but that there are a few different things that can be very

effective if they are combined together. The first action should be looking to seize vacant and underutilized and return it back to its natural ecosystem. Vacant pieces of rural land are not the only places that revitalization efforts can take place, there are areas within the urban context of every city that have the potential to be revitalized and contribute to reforestation. Not only will incorporating nature into cities offer the ecological benefits it will also a wide variety of social benefits, and if people are able to visit nature, it will help them to gain an appreciation for nature. Hopefully the new-found appreciation will cause people to see how important forests are to the world, and that they would be more likely support revitalization projects in the future. I also think that we need to pick certain areas that have become mature forests and protect them from being destroyed.

It is unrealistic to think that we will be able to preserve every existing forest, revitalize every acre of forest land that has been turned into an agricultural land, and convert the vacant and underutilized spaces within cities into green networks. But I think it is reasonable to say that we need to do some of all of things, and that if they all work together they can start to make a real change.

Oslo, Norway is a great example of a city that has decided time and energy into protecting the forests that are on the periphery of the city. The Oslo Fjord is a large natural resource for the people of the region have come to love, and so they are motivated to take care of it and maintain it.

Vitoria-Gasteiz, Spain is known for the green belts that run through the city, not only do they infuse the city with nature but they also provide a space where citizens can go and participate in natural recreation.



**Figure 11 Map of Vitoria-Gasteiz**

this map shows how the city is boarderd by green belts and provides its residents with many oppertunities to interact with nature, while still maintaining an urban form.

# NATURE AND CITIES AT THE NEIGHBORHOOD SCALE

**Architect:**Stoss Landscape Urbanism

**Project Name:** Chouteau Greenway

**Location:** St. Louis, Mo

**Year:** 2017

**Resource:** <http://www.stoss.net/projects/62/chouteau-greenway/>

The project began as a competition to create an east west pedestrian connection between two major green spaces in St. Louis.

When Stoss took on the project they came to realize that this east west connection was important but they also realizes that the city also has green spaces to the North and South that could be incorporated into this network. Our concept begins with a recognition of the multiple narratives of St. Louis that shape its identity, both good and not so good. An iconic landmark, a beloved park, nationally recognized universities, biotech and innovation – these identities are present and strong.

The Chouteau Greenway attempts to incorporate all these major divers and help the people of St. Louis come together and put some of the darker parts of the city's history behind them.

The project proposes an east-west Loop that connects Washington University to Forest Park to downtown and the Gateway Arch. We have also proposed a north –south Stitch, that connects Fairgrounds Park and North St. Louis to Tower Grove Park and South St. Louis. In this way the Chouteau Greenway inscribes itself into the city, connecting assets, opportunities, neighborhoods, and people across its rich and diverse fabric.

The Loop + The Stitch wind through spaces that are connected by movement, as imagined on a bicycle, in a stroller, or in your jogging shoes. The Loop + The Stitch are about mobility, access and opportunity. The farther reaching ambition pairs mobility with a romance for the city. The discovery, enchantment, and appreciation that viewing

a place through the lens that movement can afford.

What is good about this project?

This project does a very good job of considering the multiple aspects of the city and how they should be incorporated into a space that serves the entire city.

Taking the initiative to add on to the project goals and create a north south connection was successful and gave Stoss proposal a unique take on the project.

I like the way that that they envision the path through the eyes of a biker, jogger or walker, and really accentuated the path.

What is bad about this project?

The project is good for a master planning scale, but there are a lot of big ideas that are unresolved and may not be possible.

A lot of the elevated surfaces are going to be expensive.

The path is shown with heavy use by both pedestrians and bicyclists but does not have a designated lane fore each which may make it difficult for people to move through the space safely.

Did it achieve its goals?

The project achieved its goals because it won the competition, and successfully created a east – west connection for pedestrians.

It also exceeded the goals by implementing a north – south network.

If you were the mayor or the decision maker, would you vote for it or against it?

I would have approved this project, and I would be excited to see how it developed further into a more realistic project.





**Figure 12 The Chouteau Greenway**  
These renderings by stoss show their proposed trail and pedestrian network in St. Louis, MO



# NATURE AND INTERSTATE DEVELOPMENTS

Advanced Landscape Seminar Project  
Assessment Level 2  
Project: Atlanta Beltline  
Firm: SEDG  
Location: Atlanta, GA

The Atlanta Beltline is one of the largest urban redevelopment efforts currently underway in the United States. The project features:

- 22 miles of pedestrian friendly rail transit
- 33 miles of multi-use trails
- 1,300 acres of parks
- 5,600 units of affordable housing units
- 1,100 acres of brownfields remediation
- \$10-20 billion in economic development
- 30,000 permanent jobs
- 48,000 one-year construction jobs
- Public art
- Historic Preservation
- Sustainability

The project was first conceived by Ryan Gravel during his master's thesis at Georgia Tech in 1999. He had the idea to reinvision the historic rail corridor that ran around the perimeter of the city. The idea evolved into a grassroots campaign, that involved "robust new vision of an Atlanta dedicated to an integrated approach to transportation, land use, greenspace, and sustainable growth." I visited part of the trail early this summer and it was a very nice place to walk, bike and run. It was also very well used. The park that I visited was very well maintained and had a lot of people using it. There was also a lot of new development popping up around the trail, I visited the Pike Place Market, which was a very successful development.

## **What is good about this project:**

The project is a great way to reuse a space that was currently under used. It also provides a great series of public spaces, and trails that gives people a chance to recreate and

exercise. It also provides a good alternative form of transportation in the form of walking and biking.

The project is still in the development stage and in the future the plan is to incorporate a rail network that runs along side the trail. The rail will also help connect people from the perimeter of the city to the city center.

What is bad about the project:

The project is taking a very long time to implement.

The new trail and development around the trail is very nice and features a lot of high class development. Which may lead to gentrification, because the trail primarily runs through some of the lower income areas of Atlanta.

Since the whole trail is not completed the parts of the trail that are completed are very crowded and sometimes dangerous, because of the bikers, runners, walkers and joggers all on the same path.

If the new transit system connects the perimeter of the city to downtown, this could lead to people moving out of downtown and taking the transit into town for work, which could be bad if they are moving for a more dense city environment into a more suburban environment.

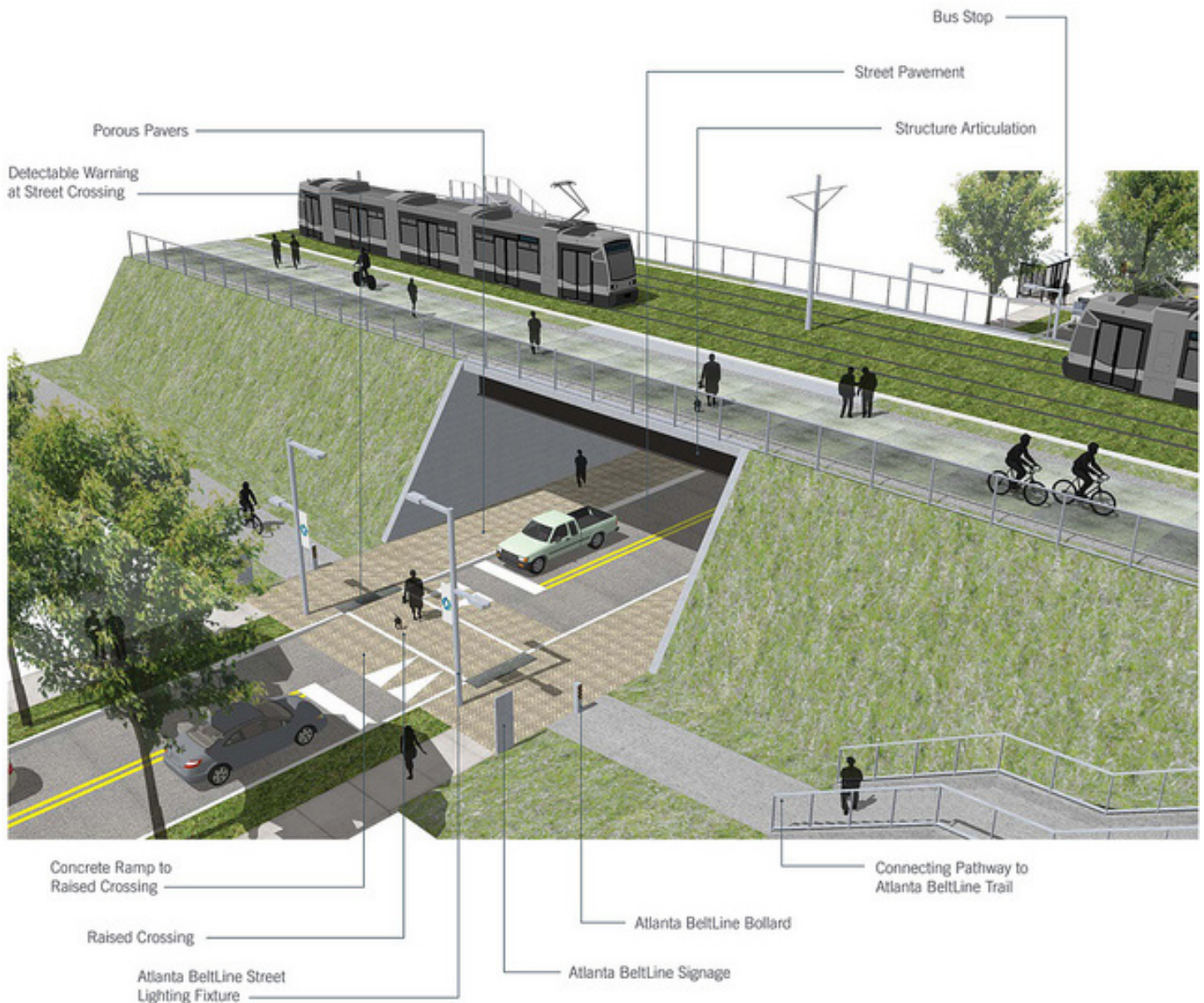
## **Did it achieve its goals:**

I believe that the project has done a good job of achieving its goals, the parts of the project that are completed are heavily used and there are many different areas that are still under construction.

There are also a lot of parks and new mixed-use developments that are popping up around the trail creating jobs and revitalizing Atlanta's economy.

**If you were the mayor or the decision maker would you vote for it or against it?**

I would vote for this project because it improves the cities economy, it adds green space, a trail system and a public transit network. All of which will be more sustainable and function as a great amenity for the city.



**Figure 13 The Atlanta BeltLine**

The belt line plans to blend together pedestrian access along with rail travel to create a transportation network that serves the people who live in the community that surrounds Atlanta

# NATURE AT THE INTERNATIONAL SCALE

## **LEVEL (3) Global Landscape Sustainability:**

Project or policy on the federal level or the international level. A global project that aims to improve the environment, protect forests, and/or reduce poverty.

**Project Name:** The Landmark Project, supported by The Forest Certification for Ecosystems Services aptly named, 'ForCES' is a campaign powered by the Forest Stewardship Council. <http://forces.fsc.org/index.htm>

**Location:** Nepal, a landlocked country in South Asia, located mainly in the Himalayas but also includes parts of the Indo-Gangetic Plain.

**Lead Organization:** Forest Stewardship Council (FSC) Global Development <https://us.fsc.org/en-us>

**Project Partners, Nepal:** Asia Network for Sustainable Agriculture and Bioresources (ANSAB) <http://www.ansab.org/about/>

Federation of Community Forestry Users, Nepal (FECOFUN) <http://www.fecofun.org/home/index.php>

**Overall theme:** The landmark project "ForCES – Forest Certification for Ecosystem Services" ran from 2011 to 2017. FSC and partner organizations researched, analyzed, and field-tested innovative ways to evaluate and reward the provision of critical ecosystem services, such as biodiversity conservation, watershed protection, and carbon storage/sequestration. Pilot tests were carried out at ten forest sites under different socio-political and environmental conditions. The core outcome for FSC at the global level was the development of a new certification tool for ecosystem services. Our new Ecosystem Services Procedure is a global tool for

FSC-certified forest managers to measure, verify and communicate the impact of their activities on ecosystem services. Buyers and financial sponsors can use FSC trademarks to promote their support of verified ecosystem services impacts. (de Gaulle Straße, 2007)

**Brief description of the project:** Nepal has already gained important experience in group certification for forest management, through certification projects with the FSC-accredited Rainforest Alliance/Smartwood Program. It is important that Nepal now explores the potential of enhancing the economic and environmental benefits of extended forest certification by incorporating additional Ecosystem Services (ES). (de Gaulle Straße, 2007)

**Scope of project:** The six-year project aims to make a significant contribution to building national capacity in certifying ecosystem services. Activities planned include technical and financial support for the project area and guidance to policymakers and stakeholders in drawing up rules, laws, regulations, and policies. (de Gaulle Straße, 2007)

**Assessment of the projects environmental and social performance:** FSC and its partner organizations came up with a way to analyze and reward the preservation of critical ecosystem services, through research, analysis, and field testing. Plot tests were carried out at ten forest sites under different socio-political and environmental conditions. The core outcome for FSC at the global level was the development of a new certification tool for ecosystem services. Our new Ecosystem Services Procedure is a global tool for FSC-certified forest managers to measure, verify and communicate the impact of their activities on ecosystem services. Nepal had previous experience with the FSC, they worked together through the Rainforest Alliance/



Smartwood Program. Now they need to focus on incorporating more Ecosystem Services so that they can obtain further certifications. The six-year project attempting to help build the national capacity in certifying ecosystem services, by supplying technical and financial support for the project, and giving some guidance to public officials. There are two sites with this project, Charnawati Landscape, and the Gaurisankar Landscape. The core outcome for FSC at the global level was the development of a new certification tool for ecosystem services. Our new Ecosystem Services Procedure is a global tool for FSC-certified forest.

- Brings awareness to ecological issues
- Helps countries put programs in place to achieve sustainable certifications.
- Provides funding for sustainable projects
- Extensive research into the sites that the countries can use for future efforts as well

**Overall Critique:** Some of the sponsors of the organization are very intense groups that promote a lot of social causes that are not all that scientific. While the projects are promoting ecosystem services it seems like they are also motivated by outside sources, like the monetary value of a certification. They are not really trying to get countries to buy into ecology, they are trying to get people to buy into the fact that having a certification looks good because people are willing to pay more for things that are certified as ecologically sound.

**If you are the UN secretary general, would you approve/implement this project (as it is)?** We would support this project because it is doing many good things for the ecosystem through research, and supporting countries efforts to obtain sustainable certifications. They have partnered and collaborated with several foreign and domestic organizations

and third-party groups to obtain large amounts of data during their initial ten-year preliminary research period. The final report and executive summaries do a better job of presenting the data that the website but aren't as approachable to digest for the general public.

### **Three Actions That Would Improve This Project:**

- Suggest that they revisit/ the way they present these projects to the public
- Financial benefits should not be the main reason for people to invest in the project.
- Implement initiatives at a more localized scale to be involve the people of the place.

# DEBATING NATURE IN CITIES

The plan for the new city in Senegal features a lot of benefits that will help the city to become an economic, social, and environmental hub for the future. From the blue's point of view the new city is futuristic and creates a hub of commerce with will grow business and lead to economic growth. The new plan mimics the development pattern of other successful cities in the United States, and other developing countries in the middle east, like Qatar and Dubai. The amenities provided in the development and the quality of architecture will create a high quality of life for its residents.

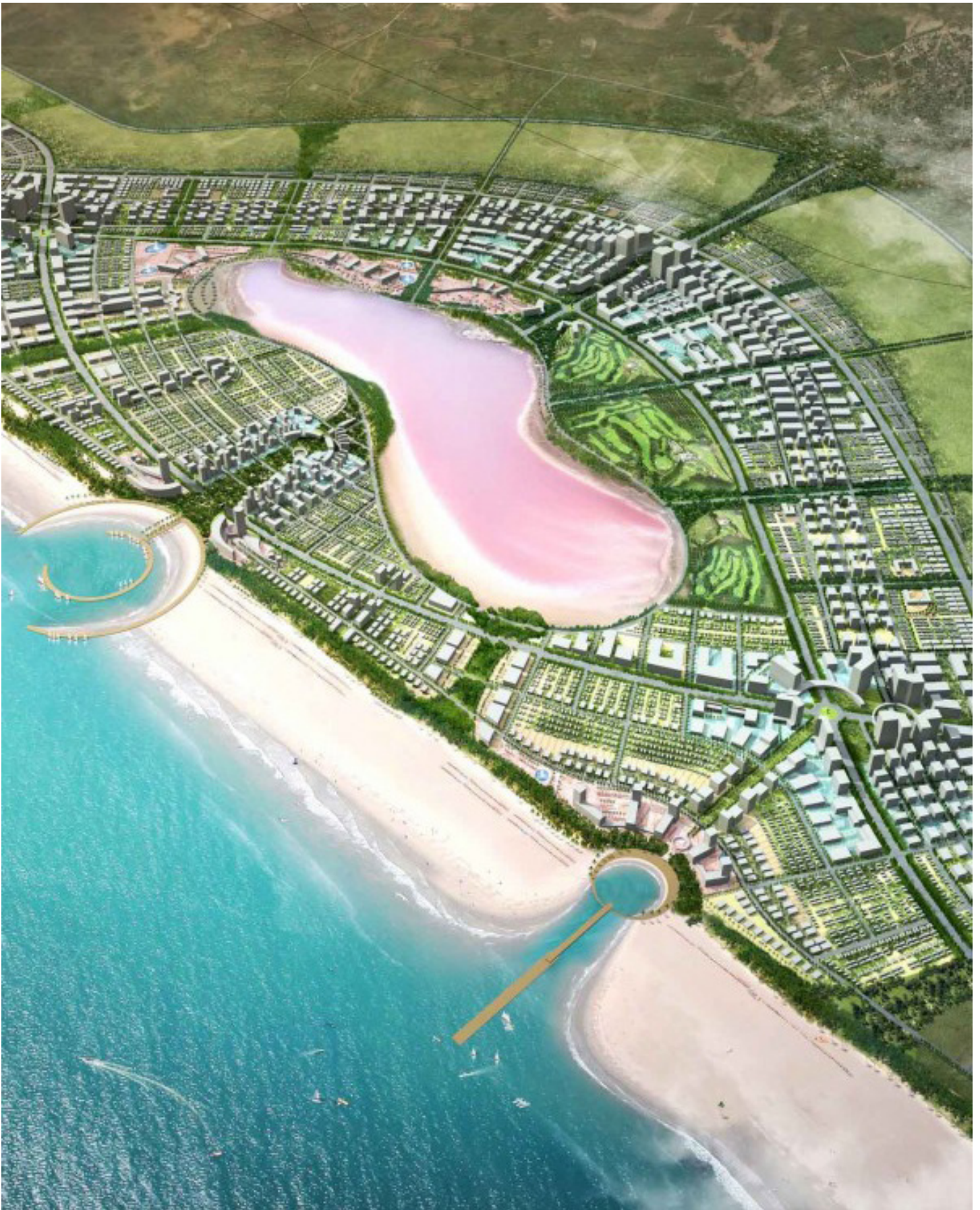
From the reds prospective the plan creates spaces for people of all social classes to live and function in community with one another. A new pattern of international schools and universities will provide good opportunities for people of all income groups. The plan also includes a green network that provides exposure to green space for all and creates social gathering spaces within the city. The plan also creates both temporary jobs over the 10 year construction plan for the project, and permanent jobs in the new resorts, shops and within the business core. Social equity is encouraged in this plan by providing a high number of low income housing options mixed in with the higher income and report housing.

The green should also be satisfied by this plan because the lake is the central focus of the development and it will be used in an ecologically responsible way. The density of the development will accommodate a lot of functions in a small area, which will allow the surrounding areas to be conserved, rather than a sprawling development that would deteriorate the entire area. The green network will also serve as an ecological network that handles the cities storm water runoff. Concentrating members of the public

will help prevent the illegal activities that are currently damaging the fauna and flora of the region.

The balance between social, economic, and ecological benefits will satisfy the desires of the whites. This solution has something for everyone, several housing options will accommodate people of all income levels. The new plan also encourages diversity which will encourage social equity. Green networks provide opportunities for social interaction and provide ecological benefits for the city. The business hub will promote economic health and create a lot of jobs for citizens. Concentrating the development in one area will allow the other areas to be conserved. The new city will also provide a place for all of the people who live in small villages to come together to create a rich and culturally diverse city with a lot more resources than the villages would have on their own.





**Figure 14 The Atlanta BeltLine**

The belt line plans to blend together pedestrian access along with rail travel to create a transportation network that serves the people who live in the community that surrounds Atlanta



# PEOPLE'S RIGHT TO ACCESS NATURE IN CITIES

**Mission Statement:** Work on public projects with large scale impacts on communities, that promote physical, mental and environmental health.

**The Role of the Landscape Architect:**

Landscape Architects have a wide range of skills that allows them to work with a diverse group of professionals. It is important that they use this skill set to take the lead on projects because they can ensure that the project is well rounded. Landscape architects should also be advocates for change, and use their knowledge to educate people through design. It is also important that landscape architects get community members involved during the design process because the people who live in a place know the most about it and they are also the ones who are going to have to live there once the project is completed. Landscape Architects can use their skills to help build healthy cities through a variety of ways.







**Figure 15 The Atlanta BeltLine**

The belt line plans to blend together pedestrian access along with rail travel to create a transportation network that serves the people who live in the community that surrounds Atlanta

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