

River Cities: Historical and Contemporary
2015 Dumbarton Oaks Symposium in Garden and Landscape Studies
May 8 – 9, 2015

Abstracts

Anthony Acciavatti, Editor, *Manifest: A Journal of American Architecture and Urbanism*

“Dynamic Agropolis: The Case of Allahabad, India”

Allahabad merits scrutiny.

Situated at the tip of the Ganga-Jamuna doab, where the colossal Ganges Canal system terminates and the Ganges and Jamuna rivers join forces at the *Triveni Sangam*, Allahabad is widely known as home to the *Kumbh Mela*. And while this sleepy university town is transformed into a media spectacle every twelve to thirteen years, the Triveni Sangam hosts an annual festival known as *Magh Mela*. Not unlike the Kumbh Mela, a city grid is tattooed into the banks and shoals of the Ganges River. Tents and temples pop-up. Bulbous pontoon bridges stretch from one bank of the river to the other. Media outlets erect outposts to film and report on the colorful scenes. But what is more spectacular than the reliable delivery of water and electricity and annual planning for millions of pilgrims—which are no doubt feats unto themselves—is the inherent temporal nature of the sacred confluence and its place in the larger urban ecology of the Ganges River Basin.

After the tents and temples are dismantled and the cameras are gone, the gridded city remains etched into the banks of the river. Farmers use these residual lines left over from the sprawling metropolis to cultivate crops. Herds of cows and goats feed on grass while water buffalo plunge into the river. In other words, the temporary metropolis is transformed into an *agropolis*. This process occurs every year: from a pastoral landscape—to a densely populated tent-city—to islands of rice paddies—to a monsoonal deluge of gelatinous silt. Such a transformation is not instantaneous. It happens in slow motion.

In this paper I will show—using original maps and drawings composed from ten years of field and archival research—how this slow motion physical and political change takes place at the Triveni Sangam every year. In doing so, I will present how it is a microcosm of other temporary agro-urban ecologies throughout the Ganges River Basin.

Brian Davis and Amelia Jensen, Landscape Architecture, Cornell University

“Rivers as Urban Borderlands: A Thousand Years in São Paulo”

Situated in the Brazilian highlands, São Paulo is a city of rivers and hills. The Tietê and its two main tributaries — the Pinheiros and the Tamanduateí — have long served as source, resource and sink for the settlements which grew to become the industrial and financial capital of South America. While the Tupinikin people valued the rivers for transportation and resources, they also served as borderlands between disparate polities. Today, university campuses and industrial facilities, parklands and freeways, luxury high rises and vulnerable favelas inhabit the riverbanks in this metropolis of twenty million. The rivers bear the brunt of the city’s industrial effluent, urban runoff, and untreated sewage, performing vital ecological and infrastructural services that often render it an intolerable neighbor. Here, the pace of industrialization, large-scale waves of immigration, and great wealth disparities make for both a particularly problematic and a dynamic environmental and cultural situation. Historically serving as dividing lines between settlements and neighborhoods, the rivers are marked by competing concepts of use and care creating a paradoxical situation of possibility and neglect.

São Paulo is an extreme example of a common condition. More than mere dividing lines, urban rivers are borderlands: ambiguous territories marked by conflicting uses, contradictory conditions, and constant change. These borderlands are the sites of conflict, violence, and abuse, but also production, material sources, cultural exchanges, ecosystems and aesthetic experiences; they are both cause and effect of violent and vital historical processes. This paper presents the results of a research project combining field visits, archival and primary document research, mappings, and

data visualization. By considering the extreme and instructive case of São Paulo, we will address apparent contradictions and scalar juxtapositions, historical and contemporary, and offer a conceptual framework for understanding the cultural, ecological, economic, political, and aesthetic potentials of rivers as urban borderlands.

Ray Gastil, City Planning, City of Pittsburgh

“Rethinking Urban Performance: Pittsburgh’s Rivers”

Pittsburgh is embarking on a riverfront plan that will build on the catalytic initiatives of the past three decades including: projects from stadiums to convention centers; districts from technology centers to mixed use neighborhoods; and paths from bike trails to water routes and linear parks. It will connect this history to a contemporary urban model of performance, people, and place to strengthen the relationships between the three riverfronts and the environmental and economic systems of the city and region.

“Rethinking Urban Performance” focuses on river-related developments since the socially and economically traumatic collapse of the steel industry in the late 1970s and 1980s, a regional loss of 180,000 jobs and a city loss of more than 350,000 residents that began in the 1950s. Most of these jobs, and many of the neighborhoods that emptied, were on the waterfront, in or adjacent to the steel mills, blast furnaces and related industries defined the banks of the Monongahela, Ohio, and Allegheny rivers. The rivers were both agents of change and symbols of the changes in the urban fabric.

Now is a critical time for re-imagining the rivers in urban development, beyond the achievements of the past three decades. The new plan for the rivers and riverfronts will engage riverfront performance-based zoning, community-building initiatives connecting new development to existing neighborhoods, and green infrastructure, looking back to the successful civic, community, and public-private initiative models that have shaped recent Pittsburgh history, while building a new model, drawing on data and experience, for a river city, addressing both environmental mandates and social and economic objectives, learning from and influencing, national practice. The rivers, the foundational economic and ecological resource for the city throughout its history, are also an opportunity to rebuild a shared urban future, in conjunction with informed, knowledge-based planning.

Edith Katz and Ceylan Belek Ombregt, Landscape Architect, Martha Schwartz Partners, London

“DON’T GO NEAR THE WATER! Re-Imagining China’s Urban Waterfronts”

China’s cities and their rivers possess abundant and complex ancient to modern histories. Considering both historical and contemporary spatial practices in China, illustrating enormous discontinuity as in most rapidly urbanizing countries, these urban realities make for both a crucial and a challenging discussion. Lefebvre’s *The Production of Space* has demonstrated that the economic phases of a society and its built world are intimately interconnected. This axiom is nowhere more evident than in the restructuring of the Chinese political-economic society and its built world today. The fabric of cultural and natural history in relationship to the rapid urbanization and modernization occurring along rivers, estuaries and deltas offers a penetrating view into this dialectic.

Our experience will highlight two recently designed projects in this geography: The Pearl River Delta (PRD), one of the largest and most complex delta / estuaries on the planet, and the Fixu Riverfront. The metropolitan region around the PRD is slated by the Chinese state to become a continuous mega-city combining seven metropolises over the next decade. The impacts of urbanization on the PRD and its original nature have already been dramatic and severe. The role of an individual waterfront project on the Zhujiang (Pearl River) near the estuary mouth will illustrate the contradictions and frictions between historical river relationships, current development objectives, lack of large scale estuary management policies for resilience and adaptability, the designer’s role in shaping quasi-public spaces, while trying to push for greater environmental and ecological values in a system which as yet does not place great emphasis upon them and where the past is quite literally considered: ‘history.’

The Fixu River in south Central China and the city of Zigong exemplify a smaller metropolis grappling with the desire to modernize its relationship to a river as part of a larger economic goal. Fixu and Zigong have an unique cultural and historical heritage: a story that provides insights into the historical relationship of the river with its urban culture

and reveals landscape elements distinctive to urban river contexts. The project will be discussed from the perspective of the river, beyond being a transportation corridor, contributing to the cultural life of the city and our attempts through design to celebrate its annual dragon boat festival ritual dating back to the 14th century; to represent, along the river, Zigong as a known locus for prehistoric life; to propose innovative proposals that reconnect residents to the life of the Fixu River with careful consideration for pollution plus a green infrastructure network that interconnects with the Fixu to provide resilient flood protection. Our comments seek to offer the practitioners' experience, who must consider the interweaving of culture and history inseparably among many other aspects while mediating the client demands and contemporary spatial praxis.

David Malda, Landscape Architect, Gustafson Guthrie Nichol, Seattle

"Landscape Narratives and the San Antonio River"

Since the Spanish founding of San Antonio nearly three hundred years ago, San Antonians have transformed their city and their river into a complex web of land and hydrology in an effort to find stability in the face of extreme excess and absence of water. Despite this heritage, the contemporary city maintains two very different images of its river. The majority of residents supports a progressive system of water conservation and recycling as well as extensive river restoration and flood protection projects that build on the city's legacy of innovation with water. Yet the dominant image of the San Antonio River in the heart of downtown is that of the River Walk, a place constructed to attract tourists and conventioners by appearing as "historical" as its neighbor the Alamo. Over decades, the River Walk has become integral to the identity of the city and critical to its economic survival, but it has also evolved into a place avoided by residents who perceive this segment of the river as no longer belonging to the larger river. While interest in revitalizing downtown as a sustainable alternative to sprawl intensifies, many San Antonians are now challenging the tourist-focused branding of their city. This raises the critical question of what image should take its place. The future identity of the river, the River Walk, and the city's relationship to water will continue to be at the heart of this effort.

This paper explores the value of landscape narrative in the design process of a new cultural park for residents in the heart of San Antonio's tourist population along the River Walk. Approaching this challenge through landscape allows the design team to draw together seemingly conflicting positions into a larger continuity of ground that serves as the foundation for new work. Because this ground precedes any new physical construction, the narrative of the place is an essential first product of the design as the basis for public communication as well as proposed interventions. In this approach, historical analysis plays a central role, not as a catalogue of facts or proofs, but rather a means of engaging the place.

Michael Miller, History, University of Miami

"Lyon: The Meaning of a River City"

Located at the confluence of two rivers – the Saône and the Rhône – and consequently possessing four riverbanks, Lyon is an exemplary river city. What, however, has it actually meant to be a river city, even such a paradigmatic one as Lyon, other than the fact of geographical location? That question, valid for all of Lyon's history, became particularly pertinent for the period after 1800 when the triumph of the railroad over river traffic and the expansion of the city farther from the river banks forced a realignment of Lyon's connection to its rivers. This paper, taking up Lyon's history from its founding in Roman times but with special attention to the nineteenth and first decades of the twentieth century, thus addresses two questions – what made Lyon a river city and in what ways did it remain a river city?

In a first, objective section, this paper shows how Lyon's space, its history, its built environment, and its city life and ritual practice were all fundamentally bound to its rivers. In a second, subjective section, the paper argues that mental mapping of the city continued to be river centered despite the momentous changes introduced by the nineteenth century. It shows that histories, topographies, guide books, memoirs, and novels by Lyonnais introduced Lyon via its rivers, set action along the river fronts, or deployed Lyon's rivers and river banks metaphorically to identify the social and cultural distinctions of the city. Like history, bridges, and quays, memory and literature inscribed the two rivers into

the lived experience of Lyonnais. This paper comes from a larger project on France and its rivers that pursues the intersection between history, geography, and identity.

Elizabeth Mossop, Landscape Architecture, Louisiana State University/ **Carol McMichael Reese**, Architectural History, Tulane University

“New Orleans, its River, and its River’s Delta”

Founded on the banks of the Mississippi River in 1721, New Orleans’s location relative to the Mississippi Delta and the Gulf of Mexico was strategic. The city has historically been defined by its significance as a port and its relationships both upstream to the rest of the U.S. and downstream to the world beyond. New Orleanians have always understood the river both as the city’s economic life source and as its death threat.

New Orleanians’ deeply ambivalent attitudes to their river derive not only from fear of its periodic, catastrophic flooding but also from its very nature. It is wide and deep, majestic and treacherous; its fast-moving currents make it unsuitable for most recreational activities. Early on, the Mississippi’s natural levees provided a space of leisure for promenading, but as the riverbanks industrialized in the nineteenth century, they became increasingly privatized. When comprehensive urban planning took hold in the U.S. in the early twentieth century, planners working in other prominent river cities conceived of riverfronts as ripe for beautification. In New Orleans, however, attention to the Mississippi centered on strengthening its levees and building floodwalls. Planners treated the river simply as a transportation channel, a productive axis linking the city to its hinterland.

Hurricanes have periodically devastated New Orleans—most recently Betsy (1965), Camille (1969), and Katrina (2005)—yet the city’s dependence on its river’s delta for protection from hurricanes has become widely understood only in the last half century. The Mississippi Delta historically absorbed storm energy, but with the loss of sediment for delta building caused by the river’s channelization and concomitant coastal erosion, as well as increasing storm frequency and severity and sea level rise, the city is more vulnerable than ever.

Ten years post-Katrina, there has been remarkable cultural shift in attitudes to future hurricanes and disaster-preparedness, both in Louisiana and nationally, driven by the impacts of Hurricane Katrina and Super Storm Sandy. This has led to new investigations of the relationships among the city, the Mississippi River, and the Delta. Our paper will analyze the role that the Mississippi River has played in New Orleans over the last one hundred years—from sequestered industrial use, to public amenity, to land-building engine. We will highlight a number of very recent planning initiatives that address the river and human settlement in New Orleans and the Delta and project significantly different futures for New Orleans and its hinterland.

Alexander Robinson and **Vittoria Di Palma**, Architecture, University of Southern California

“Willful Waters: Negotiating a Contested Course for an Arid River and City”

In the 230 years since it first became an urban river, surrounded and managed by the city of Los Angeles, the Los Angeles River has posed a challenge to its urban context. Throughout the city’s early history, the arid Los Angeles River exhibited an unpredictable pattern tied to the frequency and amount of rainfall. During the summer and in dry spells, it was often reduced to little more than a small trickle. During the winter and spring, especially in the wake of a heavy storm, it could swell abruptly and dramatically, subjecting neighboring land to devastating floods. Furthermore, due to the inconsistency of the river’s flow, its bed never became fully established, and during the nineteenth century its course, shape, and even the location of its mouth changed dramatically.

Thus, for much of its history, the Los Angeles River was a watercourse characterized by contradictions and extremes. This unpredictable behavior, this refusal to exhibit a steady flow or to stick to a fixed course, resulted in its becoming one of the most highly managed of all urban rivers. Following a number of devastating floods in the 1930s, the Army Corps of Engineers implemented an ambitious plan to imprison the river and its banks in concrete for much of its 48-mile length, fixing its course once and for all. Since then, the Los Angeles River has existed mainly as a flood control channel and as an outlet for the discharge of industrial and residential wastewater.

But all of this is about to change. As the city prepares to embark on a one billion dollar “restoration,” the Los Angeles River finds itself at a pivotal moment. Yet new ecological roles and recreational uses are increasingly in conflict with plans to restore the river's role as a water resource for the city. Now that future of the river is being re-drawn, how are these various roles and functions being negotiated by designers, engineers, and other players and stakeholders? Which of them will determine how the river is redesigned? Our presentation will synthesize historical analysis with present day, up-to-the-minute insight into the current status of the Los Angeles River's design and restoration, evaluating its place in larger plans for urban revitalization. In particular, our proposal seeks to bring the two perspectives of the designer and the historian to bear upon the Los Angeles River, examining how past associations of unpredictability, danger, and pollution continue to shape attitudes towards the river's future.

Pieter Schengenga, Landscape Architect, H+N+S Landscape Architects

“New Landscapes for Dutch River Cities - From Climate Change and Room for the River to Environmental Quality”

The Dutch approach to landscape and landscape architecture is rooted in the Dutch tradition of polder making. It is oriented towards pragmatism and an engineer's approach; operating on a large scale and in the long term; between history and the future; putting itself on an equal ranking with architecture and urbanism; offensive in its approach and aiming at processes more than at form. Although rather Dutch in nature, one does see an interesting overlap with *landscape urbanism*.

One example is the national ‘Room-for-the-River’ program, aiming to lay down a set of concrete measures for the safety of the river region in 2015, related to a long-term plan for 2050. From the kickoff of Room for the River designers of H+N+S Landscape Architects are involved, focusing on the double challenge of safety and environmental quality. In the national scale concept called ‘Old and new rivers, robust and natural’, the morphological processes of the rivers provide the inspiration for the generous extension of floodplains. This concept showed where the biggest safety challenges met the biggest opportunities to renew the relationship with the water. This lecture focuses on Room for the River and the interventions near two cities: Kampen and Nijmegen and relates them to the methods of the ‘Dutch approach’.

Jyoti Pandey Sharma, Architecture, Deenbandhu Chhotu Ram University of Science & Technology, India

“Revisiting the *Darya* (River) Urbanism in the Delhi Triangle: The Urbanization of the Yamuna in the *Badshahi Shahar*, Shahjahanabad”

The role of rivers as a determinant of human habitat has been established through the ages and finds expression in cultures across the world. This essay explores the relationship between imperial city building enterprise of the Mughal dynasty in the Indian Subcontinent and a prominent Himalayan river, *Darya* (river) Yamuna that flowed through the north Indian plains. The Mughals, ruling from the 16th to 19th century, established four *Badshahi Shahars* (imperial cities) of which two, Agra and Shahjahanabad, were built on *Darya* Yamuna. While the Mughals actively patronized architecture at regional, urban and building levels, they, notably the fifth dynastic ruler - *Badshah* (Emperor) Shahjahan, can also stake claim to introducing water as an integral part of the built environment by harnessing rivers for utilitarian and aesthetic purposes.

It was during the 17th century reign of *Badshah* Shahjahan that river urbanism peaked in the Delhi region. His passion for architecture led Shahjahan to build a new *Badshahi Shahar*, Shahjahanabad, to assert his dynastic lineage and his own position as the fount of all forms of authority - political, social and cultural. Shahjahanabad epitomized the quintessential *Tehzebi Badshahi Shahar* (urbane imperial city), with Mughal cultural institutions as well as the built environment, underscored by the presence of urbanized river waters, contributing to this imagery.

The essay examines the role played by *Darya* Yamuna in shaping *Badshah* Shahjahan's grand urban vision. Yamuna waters were channelized to flow through Shahjahanabad's public and private realms, the former typified by the principal *Bazaar* (market) streets of the city, while the latter including a range of personal spaces dominated by the microcosmic Mughal *Qila* (Palace-fort), followed by *Havelis* (elite mansions) and *Baghs* (gardens), among others. The presence of water in the urban landscape, both at the macro and micro levels, caused the river to transcend its role as a

utilitarian resource to becoming an enricher of the urban experience. Indeed, *Darya Yamuna* contributed to Shahjahanabad's Mughal *Tehzeeb* (urbanity) by enabling an assortment of engagements from the worldly to the spiritual. Given the complete disconnect between the Yamuna and life of the citizenry in contemporary Delhi, the essay concludes by underscoring the continuing relevance of the *Shahar* (city: Delhi) - *Darya* (river: Yamuna) dyad today.

Rabun Taylor, Classics, University of Texas at Austin

“The Soft-Core City: Ancient Rome and the Wandering Tiber”

Before the construction of continuous embankments in the late nineteenth century, Rome was perpetually forced to adapt to the wayward Tiber River. The world's most populous ancient city enjoyed an infrastructure of unparalleled complexity and functionality, but these properties also made it uniquely vulnerable. Creative solutions were periodically devised to mitigate moderate flooding. But major floods were beyond remedy; they repeatedly destroyed wharves, cut bridges and aqueducts, spoiled food stores, and spread pestilence.

Surviving fragments of the famous Severan marble plan represent riverfront districts, and they can tell us much about the city's coexistence with the Tiber at a single moment in time. But when carefully overlaid on G.-B. Nolli's celebrated—and accurate—eighteenth-century map, they reveal that in the intervening centuries the river in the southern sector of the city, always the most active wharf district, swerved westward by almost its entire width. More startling still, much of that shifting evidently happened not long after the marble plan was completed around 205 C.E. The southern river wall of the Aurelian defensive circuit, dating to the 270s, and mapped by Nolli along the shoreline of the Marmorata district, floats far out over the water—indeed, almost to the Tiber's far side—when aligned with the marble plan. Other evidence of major floods and displacement of the riverbed in the third century—including the relocation of at least two detached bridges, one of them significantly misaligned with the modern current—suggest that the riverine landscape and its urban interventions were predicated on the ephemerality of the Tiber's course and boundaries. The result was a conceptual “soft zone” of pliable, provisional urban fabric along the river frontage that exercised both subtle and drastic influences on Rome's urban development.

Kimberly Thornton, Landscape Architecture, University of Natural and Life Sciences, Vienna

“Responsive Tributary: The Changing Spaces of a Tertiary Waterway in Vienna's Urban Periphery”

Vienna was the first European city to have a complete network of canals within its city walls in 1739. Subsequent to the annexation of outlying villages in 1890, the government invested in the partial canalization of a network of more than 70 natural creeks flowing from the Vienna woods into the urban territory, including the *Lainzerbach*. This paper utilizes the *Lainzerbach*, and the various treatments applied to it over time, as a framework for analysis of the changing relationship between nature and the urban, as well as a design tool for the transformation of a key urbanizing site and adjacent area in the 13th district of Vienna. A qualitative, multi-scalar method of analysis coupled with literature research seeks to discern various fields of operation which have interacted with the *Lainzerbach* and the selected urban site over time, in an attempt to reveal embedded ecological and cultural layers along this tertiary waterway.

The diverse readings, performances, and spatial configurations of the *Lainzerbach* are placed within the trajectory of urban development of the surrounding district in an attempt to articulate how the built environment and the waterway have shaped each other over time. Various interpretations of nature along this minor waterway – protected, engineered idyll, constricted, disappeared, and hidden - are identified and mapped, and set in relationship to the string of public open spaces generated by the stream. Such readings reflect the historical range of attitudes towards the stream, from a useful piece of infrastructure, to a feared natural element to be controlled, and then eventually protected.

Positioning the various historical interventions along the *Lainzerbach* within a larger discussion of nature and the urban informs new points of engagement with the contemporary city. The forthcoming urban development of a two hectare parcel located above a portion of the channeled stream raises questions of how current understandings of urban nature may inform the development strategy for the site, and to muse upon where the boundaries of the site are actually

delineated. The project explores the possibilities – both spatially and ecologically – a conceptual and technological reworking of the Lainzerbach offers to the creation of urban places and the cultivation of local identity.

Lei Zhang, Architectural History, Tianjin University, China

“Traditional Flood Adaptive Landscapes of Cities in the Lower Yellow River Floodplain of China”

This paper explores how the flooding and sedimentation of the lower Yellow River influenced cities and urban development in its vast floodplain by shaping the urban landform and hydrology. Such floodplain cities developed similar adaptive landscapes to floodwater, sediments and storm water, including circumvallating levees and walls, bowl-like topography, and ponds and swamps inside the cities. By giving a comparison of urban plans of these cities, this paper further discusses the historical evolution and diversity of the adaptive landscapes and urban forms at a regional scale. Then, drawing on a selection of the case studies of cities, this paper considers the adaptive landscape of ponds and swamps in the city, to discuss their dynamic ecological conditions alternating between drying and wetting, and the conflicting perceptions, attitudes, and uses of local people towards them.

Following on that, this paper discusses the transformation of the traditional flood adaptive landscapes in recent decades. With construction of effective flood-control systems, the dynamic of Yellow River flood never affected the floodplain after the 1950s. Meanwhile, the modern gray infrastructure has displaced ponds and swamps for storm water management. These have made the traditional flood adaptive landscapes become redundant. The ponds and swamps were either drained and filled, or transformed into stable lakes for fish culture and for urban parks in recent years. During this transformation process, the cities lost their resilience to adapt to the changes and risks caused by natural system dynamics, such as the floods from the Yellow River at a regional scale and the storm water at a local scale, and also lost their unique and colorful vernacular landscapes.

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Biographies

Anthony Acciavatti is the author of *Ganges Water Machine: Designing New India's Ancient River* (2015), a decade long research project to construct a dynamic atlas of the world's most populous river basin. His work on the Ganges has been made possible through a J. William Fulbright Fellowship as well as fellowships and grants from the Ford Foundation and Harvard University. Acciavatti lives in New York and is a founding partner of Somatic Collaborative and editor of *Manifest: A Journal of American Architecture and Urbanism*. He has taught at Columbia University in New York City and the Rhode Island School of Design.

Brian Davis is an assistant professor at Cornell University. He studied landscape architecture in North Carolina and Virginia and has practiced in Buenos Aires and New York City. His research examines public landscapes and infrastructural projects in Latin America, especially urban rivers, and draws from the field of Hemispheric Studies to understand these places within a broader American context. His landscapes and instruments project examines the historical and theoretical role of technology in landscape-making. He is also a member of the Dredge Research Collaborative.

Vittoria Di Palma is an assistant professor of architectural history in the School of Architecture of the University of Southern California. Before arriving in Los Angeles, she taught at Columbia University in New York, Rice University in Houston, and the Architectural Association in London, where she co-directed the M.A. program in Histories and Theories of Architecture. Her research on European landscape and architecture spans the seventeenth century to the present, and is particularly focused on questions of visibility and perception. She is the author of *Wasteland, A History*, published by Yale University Press in 2014, and an editor of *Intimate Metropolis: Urban Subjects in the Modern City* (Routledge, 2009).

Ray Gastil is a city planner and urban designer, now City Planning Director for Pittsburgh. Initiatives include neighborhood planning, focused on strategic improvement and investments, resilient waterfront communities, and complete streets. He was planning director, Seattle, and Manhattan planning director, NYC, and was the founding director of Van Alen Institute, where he led exhibitions, publications, and design competitions, including *Open: New Designs for Public Space* and *Beyond the Edge: New York's New Waterfront*. Earlier, he served as transit-oriented design director for Regional Plan Association. Recent publications include *Success Looks Different Now: Design and Cultural Vitality in Lower Manhattan*. He was 2011-2013 Chair in Design Innovation at Penn State, where his work included seminars, symposia, and studios on campuses, waterfronts, and urban innovation. Friedman Visiting Professor at UC Berkeley in fall 2013, he is serving as an Adjunct Professor, Master of Urban Design program, Carnegie Mellon University in 2015.

Edith Katz is a critically aware landscape architect whose theoretical, conceptual and strategic abilities have focused on designed places at the residential, public, and institutional scales as well as in teaching and writing. She recently completed advanced studies in landscape urbanism in England where she currently resides and works for Martha Schwartz Partners. Her career path began in the visual arts and painting which gradually led her to focus upon larger scale environmental conditions in the built world. Her studies in landscape architecture at the GSD were followed by the founding of LOLA, a small nationally recognized design firm in the southwestern US, which garnered attention in national publications and by working with landscape architects like George Hargreaves, Ken Smith and Martha Schwartz on projects in New Mexico. Currently, she is involved with numerous studio projects with Martha Schwartz Partners in London across a variety of scales that all have an urban focus in cities around the globe: Dubai, China, Indonesia and the United States.

David Malda is a senior associate with Gustafson Guthrie Nichol in Seattle. David's design leadership encompasses the development of concepts into built work and the communication of that work throughout the design process. His approach to landscape is shaped and motivated by an interdisciplinary background in architecture, landscape architecture, art history, and community development. David's work includes the Bill and Melinda Gates Foundation Campus, the award-winning competition entry for Union Square on the National Mall, and Hemisfair civic park in San Antonio. In 2009 David was named the National Olmsted Scholar by the Landscape Architecture Foundation and has served on the LAF board of directors. He holds a Masters of Architecture and Master of Landscape Architecture from the University of Virginia.

Michael Miller received his doctorate from the University of Pennsylvania and taught at Rice and Syracuse University before joining the History Department at the University of Miami in 2004. He is the author of three books, *The Bon Marché: Bourgeois Culture and the Department Store* (Princeton University Press 1981), *Shanghai on the Métro: Spies, Intrigue and the French Between the Wars* (University of California Press 1994), and *Europe and the Maritime World: A Twentieth Century History* (Cambridge University Press 2012), which was awarded the 2013 Hagley Book Prize and the Alfred and Fay Chandler Book Award for 2010- 2012. He has held fellowships from the John Simon Guggenheim Memorial Foundation, the NEH, the ACLS, the German Marshall Fund of the United States, the DAAD, the Harvard Business School, and the Fulbright Program. He is currently researching the intersection of history, geography, and identity in a study of France and its waterways.

Elizabeth Mossop is a founding principal of Spackman Mossop + Michaels landscape architects. The practice specializes in the design of public landscapes, parks, urban spaces and infrastructure in Australia and the US. Their work has been recognized by numerous awards in landscape and urban design, and planning. Elizabeth is also Professor of Landscape Architecture and former Director of the Robert Reich School of Landscape Architecture at Louisiana State University. Prior to taking up this position in 2004, she was Associate Professor and Director of Masters in Landscape Architecture Programs in the Department of Landscape Architecture at Harvard University's Graduate School of Design where she was a faculty member from 1999. Before this she was Director of the Landscape Architecture Program at the University of New South Wales in Sydney. Her teaching and research focus on issues in contemporary landscape design, urbanism and infrastructure and her publications include *Contemporary Landscape Design in Australia* as well as numerous essays and articles.

Carol McMichael Reese is the Christovich Associate Professor in the Tulane School of Architecture where she offers courses in architectural history and theory. In Tulane's School of Liberal Arts, she serves as the doctoral program director of the multi-disciplinary Ph.D. program "City, Culture, and Community." Her books and articles focus on contemporary architecture and urban planning in the Americas. She has written on the relationship of visual imagery and the production of urban identities in early twentieth-century Buenos Aires, Mexico City, and Panama. In 2013 with Thomas F. Reese, she published *The Panama Canal and its Architectural Legacy, 1905-1920*, a study of the development of the U.S. Canal Zone. Work on the sequel, which focuses on the development Canal Zone's communities between 1920 and 1960, is underway and publication is expected in winter 2015-2016. Her most recent book is *New Orleans Under Reconstruction: The Crisis of Planning* (May 2014, Verso).

Alexander Robinson is a landscape architect and assistant professor at the University of Southern California in the Landscape Architecture program. His research practice explores design territories where form and system intersect in the contexts of urban infrastructure, landscape architecture, and natural landscapes. His Landscape Morphologies Lab develops hybrid techniques and strategies in the pursuit of advancing the holistic design of landscape infrastructures and other performance systems in Los Angeles and internationally. Current projects engage the Owens Lake Dust Control Project, the Owens Valley, and the Los Angeles River with site studies, resource management, community interaction, and design modeling. Robinson is the co-author of *Living Systems: Innovative Materials and Technologies for Landscape Architecture* (Birkhauser, 2007) a treatise on landscape performance systems and is an expert on high performance landscapes. He is a graduate of the Harvard Graduate School of Design and Swarthmore College.

Pieter Schengenga has worked at H+N+S Landscape Architects since 2000. He has exceptional experience and interest in projects involving water and regional design. From 2010 until 2012, he was involved in the New Orleans Water Plan team. His contribution focused on the combination of hydraulics and urban quality in a design at multiple scales, from

the urban framework to detailed interventions. In 2014 Pieter Schengenga was a member of the Interboro-team, winner of the Rebuild by Design competition in New York / New Jersey. The winning plan is an integrated water and urban design for residential areas on the south coast of Long Island.

During the formulation of the Dutch Room for the River policy plan, Pieter Schengenga was a member of the team that made the Long-Term Plan. He is currently involved in the actual elaboration and implementation of the design for a number of Room for the River measures that include the river-bypasses (a new bed for the river) in the cities of Nijmegen and Kampen. The study "Netherlands Insight" charted the consequences of climate change for the water system and environmental planning. Netherlands Insight is one of the main foundations for the National Water Plan (2010).

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