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| **The Studio-X Files**  **Volume 1, Issue 1**  **October 2013**  This document is blah blah blah  1. Masthead  2. Dean’s Message  3. IndeX  4. Alphabet City  6. Caption Contest  9. Sharing (feature 1)  12. (feature 2)  15. Contact  **4. Alphabet City**  **D** is for the **dredge** upon which New York City is built, and by which it continues to be reshaped. The US Army Corps of Engineers is currently deepening the Port of New York and New Jersey in preparation for the Panama Canal Expansion, and using the harbor dredge to rebuild marshy islands in Jamaica Bay as storm surge protection.  **D** is for the much-anticipated **Development Plan for 2014-2034**, which theoretically defines the ways in which the city of Mumbai will develop over the next 20 years. With this version comes a heightened involvement and awareness by local NGOs, architecture colleges, and citizen groups in recommending equitable and sustainable strategies for the next twenty years of urban development.  **D** is for **demonstrations**, of a kind we have not seen in Sao Paulo and other Brazilian cities for decades. People have taken over the streets, first with demands about public transportation, followed by widespread protests against police violence and campaigns for improvement in health and education. It is extremely encouraging to see urban issues like mobility become such a hot topic of public debate, media coverage, and even conversations at the bar, as public aspirations for a more humane and livable city for all start to shake our political arena.  **D** is for the **#direngezi** hashtag, which was used 1,949,528 times on Friday, May 31, 2013. On that day and the subsequent weekend in Istanbul, police attacked Gezi Park protesters fifteen times using excessive amounts of pepper gas, water cannons, and plastic bullets. Television channels did not cover the protests and the police interventions.  **D** is for **Debret**, a French artist hired by Dom João VI to develop the arts in Brazil, shortly after the Portuguese aristocracy moved to the former colony to escape from Napoleon’s troops. Debret documented the everyday life and costumes of Rio de Janeiro in the first decades of the nineteenth century, illustrating the soul of the streets and people in beautiful watercolors.    **D** is for **displacement** of informal street vendors into formalized markets in an attempt to recreate Johannesburg as a “World Class African City.” Since 1998, traders have been criminalized and forcibly removed from the sidewalks of the inner city into fewer trading sites, leading to increased prosecution, competition, and xenophobia.  **D** also refers to the **displaced** in Amman. The first quarter of modern Amman — Al-Muhajireen (the immigrants) was built by the waves of Circassian immigrants in 1878 and 1892. Today, with two major Palestinian refugee camps within the city, and large populations of urban refugees and migrant workers from the region, the displaced person continues to play a major role in the making of Amman, suggesting new understandings of citizenship, relating to the city before the nation-state.  **D** for Beijing means **demolition**. Alongside the city’s unprecedented development, history — both urban and natural — is demolished, without patience or collective decision-making. All too frequently, urban fabric accumulated from the past hundreds if not thousands of years has been replaced overnight with irrational and shortsighted planning. Will the wave of demolition continue, or how will the next step of urban evolution begin?  **5. Caption Contest**    After five days and nights, all the joints were carved out by a 2MW Laser 3D cutter to make a teahouse named Five Axis Arbor. At 9AM, the authentic tea ceremony was led by Master Teru, under a flying steel structure, on a torturing stern steel Tatami, as an ultimate expression of Zen extreme way in Onahama, a fishing and industrial port, sixty miles away from the Fukushima Nuclear Power Plant.    Studio X Rio, ITDP Brasil, and Transporte Ativo engaged with civil society to define a 33km bike lane network for Rio's downtown—and convinced the Municipality to implement it! This portable bike rack provides parking space for visitors to the exhibition and conversation series organized around the proposal.    Robert Smithson's final resting place affords a delightful, if distant, view of Studio X NYC. We joined him, briefly, on our exploration of the city's swampy hinterland with Matthew Coolidge of the Center for Land Use Interpretation, to contemplate the wisdom of his words: “A vacant white room with lights is still a submission to the neutral. Works of art seen in such spaces seem to be going through a kind of esthetic convalescence.”    Living, recreation, services, and transport infrastructure develop locally, organically, and simultaneously within Mumbai but the key to sustainable development is the integration of these into more equitable elements for the entire urban population to access.    Studio-X Istanbul is getting ready to open on November 8th, 2013.    Minutes before the final event for *Knowledge City: Information Infrastructure*, a student presentation and audio-visual installation at the North Terminal transport hub in Amman. Frederic Levrat's Knowledge City studio and Phillip Anzalone's Laboratory for Applied Building Science are collaborating with the city to build a bus shelter at the Terminal, which will provide Amman's first free Wifi Hotspot in public space and will generate data on public transport routes and schedules.  **6. IndeX**  Population of the greater metropolitan region of Mumbai: 20.5 million  Population of Istanbul, according to the address-based population registration system: 13,710,512[[1]](#endnote-1)  Percentage of Istanbul’s population below the age of 40: 68[[2]](#endnote-2)  Percentage of Jordan’s population resident in Amman, its capital city: 38.7[[3]](#endnote-3)  Percentage of Tokyo residents who describe themselves as attached to the city: 48[[4]](#endnote-4)  Number of registered members in the Istanbul Chamber of Urban Planners: 1,594[[5]](#endnote-5)  Number of people on the waiting list for public housing in New York City: 270,000[[6]](#endnote-6)  Total number of public housing units in New York City (all of which are occupied): 178,900[[7]](#endnote-7)  Area of greater Johannesburg in square kilometers: 2,300  Area of accessible public space in the greater metropolitan region of Mumbai in square kilometers: 10  Average amount of open public recreation space available per person in Mumbai in square meters: 0.8  Estimated number of street traders in Johannesburg at the end of the 1970s, when informal enterprises were banned: 250[[8]](#endnote-8)  Approximate number of street traders in Johannesburg in 2000: 15,000[[9]](#endnote-9)  Number of registered members in the Istanbul Chamber of Architects: 15,534[[10]](#endnote-10)  Percentage of registered members below the age of 40: 44%[[11]](#endnote-11)  Annual enrollment capacity of architecture departments in universities in Istanbul: 1,915[[12]](#endnote-12)  Annual enrollment capacity of architecture departments in public universities per year in Istanbul: 385[[13]](#endnote-13)  Consumption of soy sauce per household, per year, in Tokyo: 6,000 ml[[14]](#endnote-14)  Percentage increase in the number of calls reporting stray chickens on New York City streets over the past five years: 100[[15]](#endnote-15)  Percentage increase in Jordanian consumption of chicken during the month of Ramadan: 47[[16]](#endnote-16)  Number of washing stones at Dhobi Ghat rented out by the city of Mumbai per year: 731  Estimated number of people supported by laundry work at Dhobi Ghat: 4500-5000  Lowest income earned in 2012 by the household of a New York City Mayoral candidate: $137,777[[17]](#endnote-17)  Median household income in New York City in 2012: $48,631[[18]](#endnote-18)  Population density in parts of West Amman: 2500 people/km2[[19]](#endnote-19)  Population density in the poorer Eastern part of the city: 30,000 people/km2[[20]](#endnote-20)  Percentage self-sufficiency in alternative energy sources for the Tokyo metropolitan area: 0.21[[21]](#endnote-21)  Number of trees in Johannesburg: 10 million  Number of trees in New York City: 5.2 million[[22]](#endnote-22)  Number of registered members in the Istanbul Chamber of Landscape Architects: 1,345  Average time, in minutes, spent dressing for work by employed females in Tokyo: 93[[23]](#endnote-23)  Portion of the population who rely on public transportation, including bicycles, trains, rickshaws, and taxis, to travel within Mumbai: 9/10  Percentage by which car ownership in Amman increases each year: 10[[24]](#endnote-24)  Portion of the population who use public transportation in Jordan: 3/10  Portion of the population who commute by taxi in Johannesburg: 4/10    Number of publicly available maps and schedules of public transportation in Amman: 0[[25]](#endnote-25)  Number of journeys made by bike every day in metropolitan Rio: 3.1 million[[26]](#endnote-26)  Portion of bike journeys in downtown Rio that are for delivery purposes: 2/5[[27]](#endnote-27)  Percentage of cyclists in downtown Rio that are women: 3[[28]](#endnote-28)  Percentage of women in Amman who commute using public transport: 1[[29]](#endnote-29)  Portion of daily trips made by women in Amman for the purpose of education: 1/2 [[30]](#endnote-30)  Length in kilometers of the bike lane network in the City of Rio: 302[[31]](#endnote-31)  Percentage increase in female cyclists in Copacabana after a bike lane implementation: 134[[32]](#endnote-32)  Portion of journeys made by bicycle in Beijing in 1986: 6/10[[33]](#endnote-33)  Portion of journeys made by bicycle in Beijing in 2010: 1/10[[34]](#endnote-34)  Number of bike-sharing stations in the City of Rio: 58  Number of new bike-sharing stations called for in BikeRio’s expansion bid: 260  Number of bike-sharing stations in New York City: 330[[35]](#endnote-35)  Percentage of Tokyo residents who describe themselves as religious: 27[[36]](#endnote-36)  Percentage of Rio residents who describe themselves as irreligious: 24[[37]](#endnote-37)  Percentage of current residents of Johannesburg who were not born in the city: 45[[38]](#endnote-38)  http://www.turkstat.gov.tr/PreTablo.do?alt\_id=1059  http://www.turkstat.gov.tr/PreTablo.do?alt\_id=1059  Center for the Study of the Built Environment (CSBE, Jordan)  NHK Broadcasting Culture Research Institute, 1996  UCTEA Chamber of Urban Planners  http://gothamist.com/2013/07/24/amount\_of\_people\_waiting\_for\_public.php  http://gothamist.com/2013/07/24/amount\_of\_people\_waiting\_for\_public.php  *Emerging Johannesburg: Perspectives on the Postapartheid City*, Richard Tomlinson  *Emerging Johannesburg: Perspectives on the Postapartheid City*, Richard Tomlinson  UCTEA Chamber of Architects  UCTEA Chamber of Architects  http://www.yok.gov.tr/  [http://www.yok.gov.tr/](http://www.yok.gov.tr/" \t "_blank)  Statistics Bureau, Ministry of Internal Affairs and Communications, 2006  Farm Sanctuary, http://www.farmsanctuary.org/  Al Wakeel News  http://www.thelmagazine.com/BrooklynAbridged/archives/2013/04/24/the-wealth-of-new-yorks-mayoral-candidates-ranked  http://en.wikipedia.org/wiki/Demographics\_of\_New\_York\_City#Income  Habitat International  Habitat International  Institute for Sustainable Energy Policies, 2008  http://www.milliontreesnyc.org/html/about/urban\_forest\_facts.shtml  NHK Broadcasting Culture Research Institute, 2011  Greater Amman Municipality - Transport and Traffic Management  Greater Amman Municipality - Transport and Traffic Management  Transporte Ativo  Ciclo Rotas Centro  Ciclo Rotas Centro  TMMP Raw Household Survey Data, Hazem Zureiqat (Greater Amman Municipality — Transportation Planning Department). Last updated: June 15, 2009.  TMMP Raw Household Survey Data, Hazem Zureiqat (Greater Amman Municipality — Transportation Planning Department). Last updated: June 15, 2009.  City of Rio  Transporte Ativo  http://www.theatlanticcities.com/commute/2012/04/de-bikification-beijing/1681/  http://www.theatlanticcities.com/commute/2012/04/de-bikification-beijing/1681/  http://citibikenyc.com/  NHK Broadcasting Culture Research Institute, 1996  http://en.wikipedia.org/wiki/Rio\_de\_Janeiro#Religion  *Emerging Johannesburg: Perspectives on the Postapartheid City*, Richard Tomlinson  7. Three Questions  **Sam, Supervisor, Lower Manhattan Elevator Inspections, NYC Department of Buildings (11 years on the job)**  **Studio-X NYC**: What does an elevator inspector do all day? **Sam**: It's a whole itinerary of things. It's not just elevator inspections—we do escalators, amusement rides, personal hoists, disabled lifts… Everything that moves you up and down, the city's got to look at, make sure it's safe and sound.   **Studio-X NYC**: Tell me about your best day on the job. **Sam**: *[laughs]* I don't think I've seen it yet!  **Studio-X NYC**: OK then, how about your worst? **Sam**: That would be the day a woman got killed at 285 Madison. I was there all day.  **Studio-X NYC**: What part of the city do you see that normal people don't? **Sam**: I don't know that I see anything that the people who work in a building don't—but I do get to see things for free that other people pay for, like the view from Top of the Rock or the Empire State.  **Ayman Smadi, Director of Transport and Traffic Management at the Greater Amman Municipality (5 years)**  **Studio-X Amman**: Tell me about your job  **Smadi**: The job basically entails leading the transport sector within the municipality of Amman with an area of about 800 km2 and a population of about 3 million. I am directly responsible for public transportation, transportation planning, traffic operations, and carrying out and developing the transport strategy for Amman. This includes of course the major public transport projects, developing the Amman Bus Rapid Transit (BRT), the Amman Metro Rail, and some travel demand projects especially those related to parking management.  **Studio-X Amman**: Describe your best and worst days on the job.  **Smadi**: *[sigh]* So, best day on the job... There are probably two occasions. The first is when we got the new buses. One of the major problems we have is the quality of the buses operating in Amman, so we devised new standards and specifications for buses. That includes common specifications for what we call a city bus: air conditioning, electronic payment system, information panels, etc. When those buses arrived and they were actually branded with the Amman logo, it was a very happy day! And, related to that, another good day was when we broke ground for construction work for the Amman BRT project. In contrast, the worst day on the job, I would say, was when the BRT project was halted because it kind of reversed what we had been working on for almost three years and because the city actually needed something on the ground to prove to the people that this country is not only about studies and plans. It was very sad to see the project halted.  **Studio-X Amman**: What part of the city do you see that normal people don’t?  **Smadi**: The thing I see that I think most people overlook is the interconnectivity, physically, of the city. I really like the area around Ras Al Ain (downtown), as you are going or coming back from Wehdat [Refugee Camp] towards Ras Al Ain. You probably have the best views of Amman from there, and the best understanding of its terrain, and the level of activity of the people. That's where I really feel that this is a city, and not people stuck in their cars and getting angry as they are driving somewhere. I think there are a lot of subtle gestures that go unnoticed, because unfortunately we hear, especially recently, many people complain that people are getting hostile, impolite and so on. But if you take the time just to deal with individuals — and to me the perfect example is where I go buy our bread, because we have established this certain connection — you discover that people are indeed kind. This is something that we unfortunately miss in our day-to-day. | X المجلد 1 ، العدد 1 أكتوبر 2013    هذه الوثيقة هو بلاه بلاه بلاه  1 . قمة الصاري 2 . كلمة العميد 3 . مؤشر 4 . الأبجدية مدينة 6 . شرح المسابقة 9 . تقاسم ( ميزة 1) 12 . ( ميزة 2) 15 . اتصل  4 . الأبجدية مدينة  D هو لل نعرات التي تقوم عليها مدينة نيويورك ، و الذي يستمر إلى إعادة تشكيل . فيلق مهندسي الجيش الأمريكي و تعميق حاليا في ميناء نيويورك ونيو جيرسي استعدادا ل توسيع قناة بنما ، و باستخدام نعرات الميناء لإعادة بناء جزر المستنقعات في خليج جامايكا و حماية عرام العواصف .  D هو ل خطة التنمية التي طال انتظارها ل 2014-2034 ، الذي يحدد نظريا الطرق التي من مدينة مومباي ستطور على مدى السنوات ال 20 المقبلة . مع هذا الإصدار يأتي تورط المتزايد والوعي لدى المنظمات غير الحكومية المحلية والكليات الهندسة المعمارية، و مجموعات من المواطنين في التوصية استراتيجيات منصفة ومستدامة على مدى السنوات العشرين المقبلة من التنمية الحضرية .  D هي لل مظاهرات ، من نوع لم نر في ساو باولو و المدن البرازيلية الأخرى لعدة عقود . وقد اتخذت الناس على الشوارع ، أولا مع مطالب حول وسائل النقل العام ، تليها احتجاجات واسعة النطاق ضد عنف الشرطة وحملات لتحسين الصحة والتعليم. ومن المشجع جدا أن نرى القضايا الحضرية مثل التنقل أصبح هذا موضوعا ساخنا لل نقاش العام ، والتغطية الإعلامية ، و حتى المحادثات في حانة ، كما التطلعات العامة لمدينة أكثر إنسانية و ملائمة للعيش للجميع بداية لزعزعة الساحة السياسية لدينا .  D هو ل # direngezi هاشتاج ، والذي تم استخدامه 1949528 مرات على الجمعة، 31 مايو، 2013 . في ذلك اليوم و نهاية الأسبوع لاحقة في اسطنبول ، هاجمت الشرطة المتظاهرين Gezi بارك خمسة عشر مرات باستخدام كميات كبيرة من الغاز والفلفل، و خراطيم المياه ، و الرصاص المطاطي . لم القنوات التلفزيونية لا يغطي الاحتجاجات و التدخلات الشرطة .  D هي لل Debret ، وهو فنان فرنسي استأجره دوم جواو السادس لتطوير الفنون في البرازيل ، بعد فترة وجيزة انتقلت الطبقة الأرستقراطية البرتغالية إلى مستعمرة سابقة للهروب من قوات نابليون . Debret توثيق الحياة اليومية والأزياء من ريو دي جانيرو في العقود الأولى من القرن التاسع عشر ، مما يدل على روح الشوارع و الناس في لوحة مائية جميلة .    D هي للتشريد الباعة الجائلين غير الرسمية في الأسواق رسميا في محاولة لإعادة جوهانسبرج بأنها "مدينة من الطراز العالمي الأفريقية." منذ عام 1998، تم تجريم التجار وإزالتها بالقوة من الأرصفة والأحياء الفقيرة في المدن إلى مواقع تداول أقل، مما يؤدي إلى زيادة النيابة، والمنافسة، وكراهية الأجانب.  يشير D أيضا للنازحين في عمان. بنيت آل ثباتهم على (المهاجرين) من خلال موجات من المهاجرين الشركس في عام 1878 و 1892 - الربع الأول من عمان الحديثة. اليوم، مع معسكرين رئيسيين اجئين الفلسطينيين داخل المدينة، وأعداد كبيرة من اللاجئين في المناطق الحضرية والعمال المهاجرين من المنطقة، والمشردين لا تزال تلعب دورا رئيسيا في صنع عمان، مما يشير إلى تفاهمات جديدة للمواطنة، فيما يتعلق المدينة قبل الدولة القومية.  D لبكين يعني هدم. جنبا إلى جنب مع تطور غير مسبوق، تاريخ المدينة - سواء في المناطق الحضرية والطبيعية - يتم هدم، دون صبر أو اتخاذ القرارات الجماعية. جميع حالات كثيرة جدا، تم استبدال النسيج الحضري المتراكم من مئات الماضي إن لم يكن آلاف السنين بين عشية وضحاها مع التخطيط غير منطقي وقصير النظر. فإن موجة من هدم تستمر، أو كيف ستكون الخطوة التالية من التطور الحضري نبدأ؟  5. شرح المسابقة    بعد خمسة أيام وليال، نحتت كل مفاصل بها على 2MW الليزر القاطع 3D لجعل المقهى اسمه خمسة المحور أربور. في 9:00، وقاد حفل الشاي أصيلة من قبل ماستر TERU، في ظل هيكل الفولاذ تحلق، على تعذيب شديد اللهجة الصلب وحصير، كتعبير النهائي لطريقة المدقع زن في Onahama، وصيد الأسماك والصناعية الميناء، ستين ميلا من فوكوشيما النووية محطة توليد الكهرباء.    ستوديو X ريو، ITDP البرازيل، وTRANSPORTE Ativo تعمل مع المجتمع المدني لتحديد شبكة لين الدراجة 33km لريو دي جانيرو وسط المدينة وأقنع بلدية لتنفيذ ذلك! يوفر هذا رف الدراجة المحمولة أماكن لوقوف السيارات لزوار المعرض وسلسلة المحادثة نظمت حول هذا الاقتراح. |

1. http://www.turkstat.gov.tr/PreTablo.do?alt\_id=1059 [↑](#endnote-ref-1)
2. http://www.turkstat.gov.tr/PreTablo.do?alt\_id=1059 [↑](#endnote-ref-2)
3. Center for the Study of the Built Environment (CSBE, Jordan) [↑](#endnote-ref-3)
4. NHK Broadcasting Culture Research Institute, 1996 [↑](#endnote-ref-4)
5. UCTEA Chamber of Urban Planners [↑](#endnote-ref-5)
6. http://gothamist.com/2013/07/24/amount\_of\_people\_waiting\_for\_public.php [↑](#endnote-ref-6)
7. http://gothamist.com/2013/07/24/amount\_of\_people\_waiting\_for\_public.php [↑](#endnote-ref-7)
8. *Emerging Johannesburg: Perspectives on the Postapartheid City*, Richard Tomlinson [↑](#endnote-ref-8)
9. *Emerging Johannesburg: Perspectives on the Postapartheid City*, Richard Tomlinson [↑](#endnote-ref-9)
10. UCTEA Chamber of Architects [↑](#endnote-ref-10)
11. UCTEA Chamber of Architects [↑](#endnote-ref-11)
12. http://www.yok.gov.tr/ [↑](#endnote-ref-12)
13. [http://www.yok.gov.tr/](http://www.yok.gov.tr/" \t "_blank) [↑](#endnote-ref-13)
14. Statistics Bureau, Ministry of Internal Affairs and Communications, 2006 [↑](#endnote-ref-14)
15. Farm Sanctuary, http://www.farmsanctuary.org/ [↑](#endnote-ref-15)
16. Al Wakeel News [↑](#endnote-ref-16)
17. http://www.thelmagazine.com/BrooklynAbridged/archives/2013/04/24/the-wealth-of-new-yorks-mayoral-candidates-ranked [↑](#endnote-ref-17)
18. http://en.wikipedia.org/wiki/Demographics\_of\_New\_York\_City#Income [↑](#endnote-ref-18)
19. Habitat International [↑](#endnote-ref-19)
20. Habitat International [↑](#endnote-ref-20)
21. Institute for Sustainable Energy Policies, 2008 [↑](#endnote-ref-21)
22. http://www.milliontreesnyc.org/html/about/urban\_forest\_facts.shtml [↑](#endnote-ref-22)
23. NHK Broadcasting Culture Research Institute, 2011 [↑](#endnote-ref-23)
24. Greater Amman Municipality - Transport and Traffic Management [↑](#endnote-ref-24)
25. Greater Amman Municipality - Transport and Traffic Management [↑](#endnote-ref-25)
26. Transporte Ativo [↑](#endnote-ref-26)
27. Ciclo Rotas Centro [↑](#endnote-ref-27)
28. Ciclo Rotas Centro [↑](#endnote-ref-28)
29. TMMP Raw Household Survey Data, Hazem Zureiqat (Greater Amman Municipality — Transportation Planning Department). Last updated: June 15, 2009. [↑](#endnote-ref-29)
30. TMMP Raw Household Survey Data, Hazem Zureiqat (Greater Amman Municipality — Transportation Planning Department). Last updated: June 15, 2009. [↑](#endnote-ref-30)
31. City of Rio [↑](#endnote-ref-31)
32. Transporte Ativo [↑](#endnote-ref-32)
33. http://www.theatlanticcities.com/commute/2012/04/de-bikification-beijing/1681/ [↑](#endnote-ref-33)
34. http://www.theatlanticcities.com/commute/2012/04/de-bikification-beijing/1681/ [↑](#endnote-ref-34)
35. http://citibikenyc.com/ [↑](#endnote-ref-35)
36. NHK Broadcasting Culture Research Institute, 1996 [↑](#endnote-ref-36)
37. http://en.wikipedia.org/wiki/Rio\_de\_Janeiro#Religion [↑](#endnote-ref-37)
38. *Emerging Johannesburg: Perspectives on the Postapartheid City*, Richard Tomlinson [↑](#endnote-ref-38)