

THE CITY STABILE

A FRAMEWORK BEYOND THE STREETS



Country / City	USA / New York City
University / School	Bernard and Anne Spitzer School of Architecture, City College of New York
Academic year	2018-2019
Title of the project	The City Stabile
Authors	Hana Georg

TECHNICAL DOSSIER

Title of the project	The City Stabile
Authors	Hana Georg
Title of the course	Studio VI
Academic year	2018-2019
Teaching Staff	Denise Hoffman Brandt, Elisabetta Terragni
Department/Section/Program of belonging	Graduate Landscape Architecture Program
University/School	City College of New York



Written statement, short description of the project in English, no more than 250 words

The City Stabile is a sculptural, regenerative, floating, forested, urban park rising above the intersections of Los Angeles’ renowned highway system. The Stabile is a local level response to anticipated systemic decrease in auto-use as an adaptation to climate change. The Stabile negotiates the complex legacy of LA’s sprawling highways, as both an ingenious feat of engineering inseparable from the rise of the automobile, and as a destructive force of displacement contributing to lasting racial and class-based disparities within the social fabric of Los Angeles. Without immediately undermining the usefulness of this system as it still stands, the Stabile is additive, incrementally appropriating the publicly owned space around the highway and tapping it for its connective potential to host accessible spaces for multi-community congregation and vending. Its structural units support micro wind-turbines converting potential energy from highway traffic into usable energy for local distribution. The Stabile simultaneously works to support local social, economic and environmental health. It is a framework for creating positive change from negative space, mining the previously neglected Right-of-Way for resources, existing and imaginative, which will funnel life and capital back into the neighborhoods that were disrupted by the growth of the interstate highway system.

For further information
Máster d’Arquitectura del Paisatge -DUOT - UPC

T: + 34 93 401 64 11 / +34 93 552 0842
Contact via email at: biennal.paisatge@upc.edu

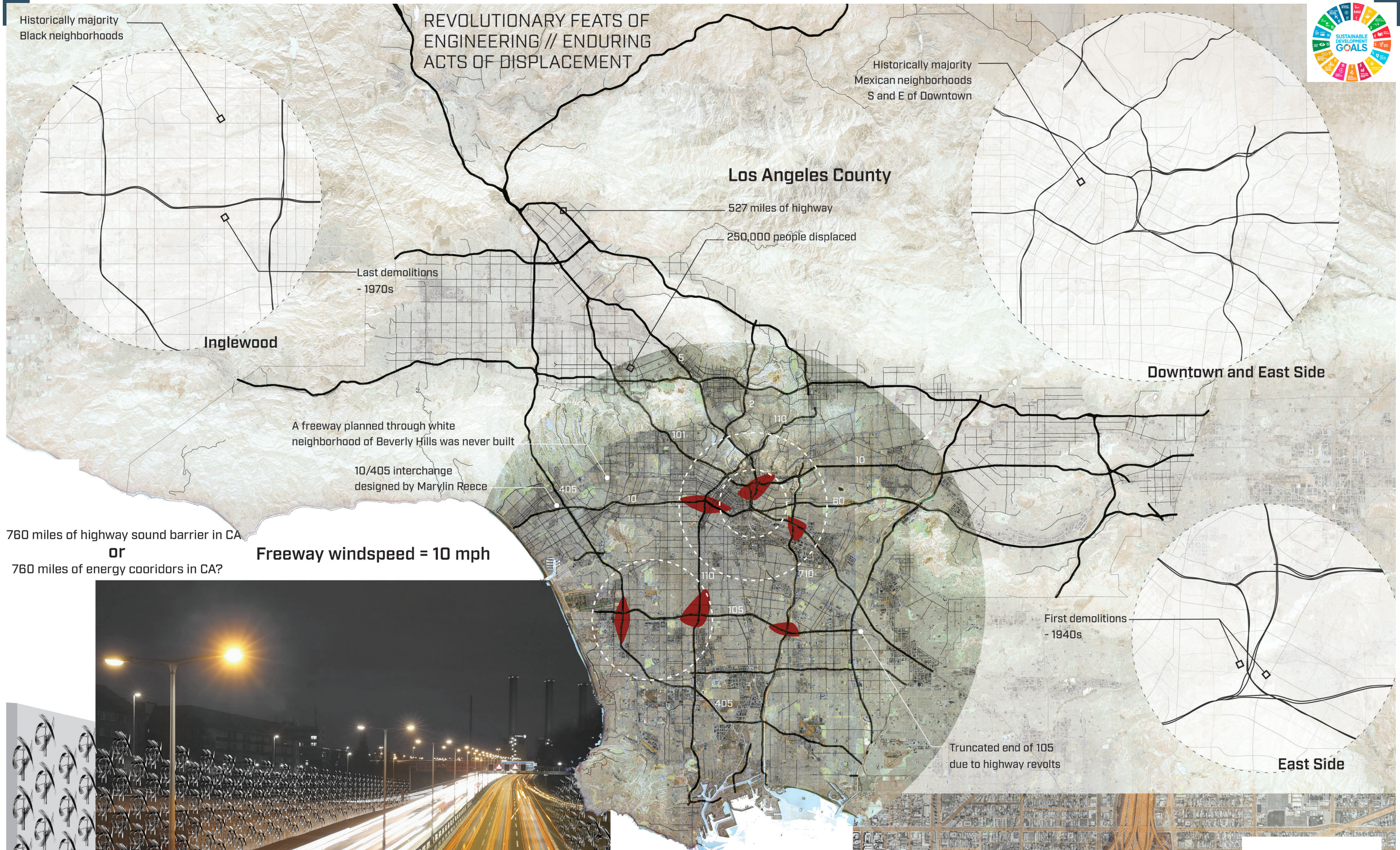
Máster d’Arquitectura del Paisatge -DUOT - UPC
ETSAB- Escola Tècnica Superior
d’Arquitectura de Barcelona
Avenida Diagonal, 649 piso 5
08028 Barcelona-Spain



CLIMATE CHANGE AGAIN

11th International Biennial Landscape Barcelona

Barcelona September 2020
SCHOOL PRIZE

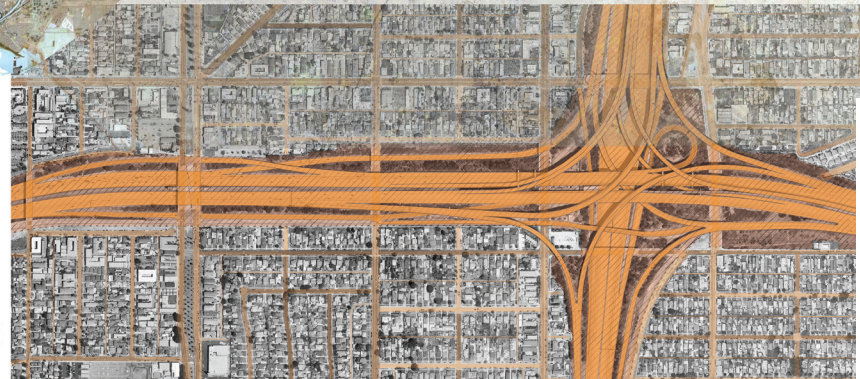


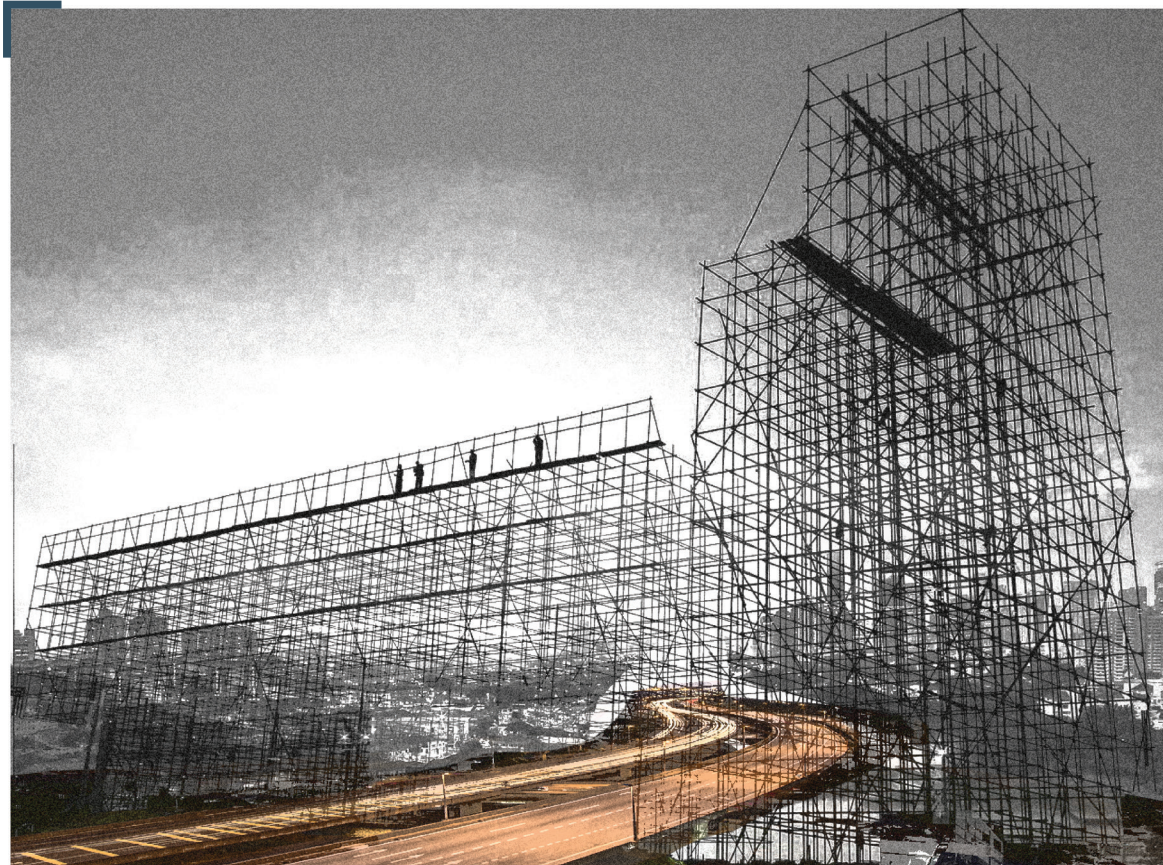
760 miles of highway sound barrier in CA
or
760 miles of energy corridors in CA?



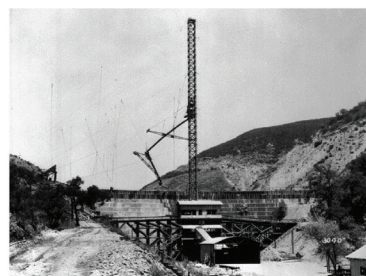
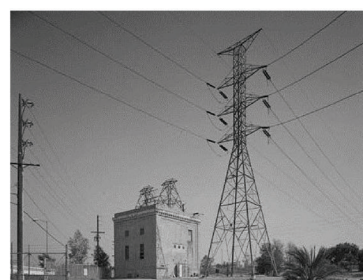
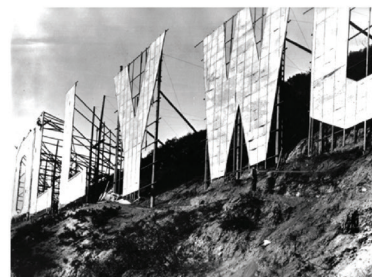
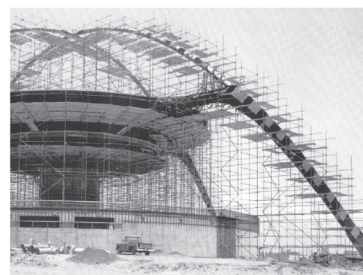
Urban land value (avg) = \$2.6 M per acre
+
11,500 acres of land dedicated to freeways

Freeway land value = \$30 Billion



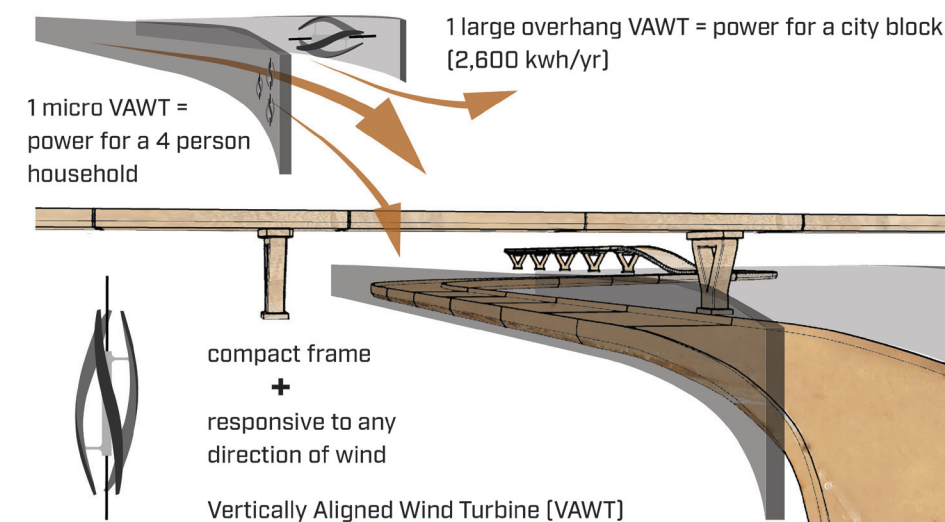


Where are the opportunities within historic freeway Right-of-Ways for mining and redistributing resources back into impacted neighborhoods?

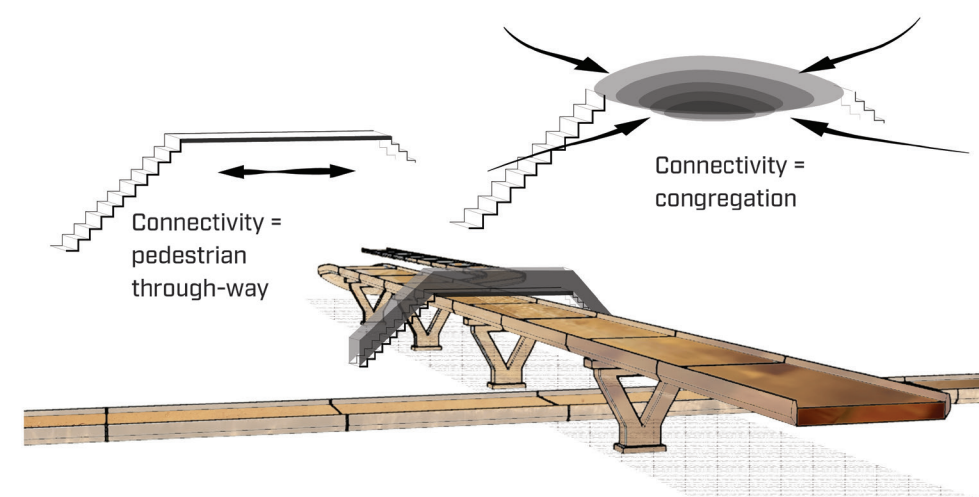


LA'S
ICONIC
SCAF
FOLD

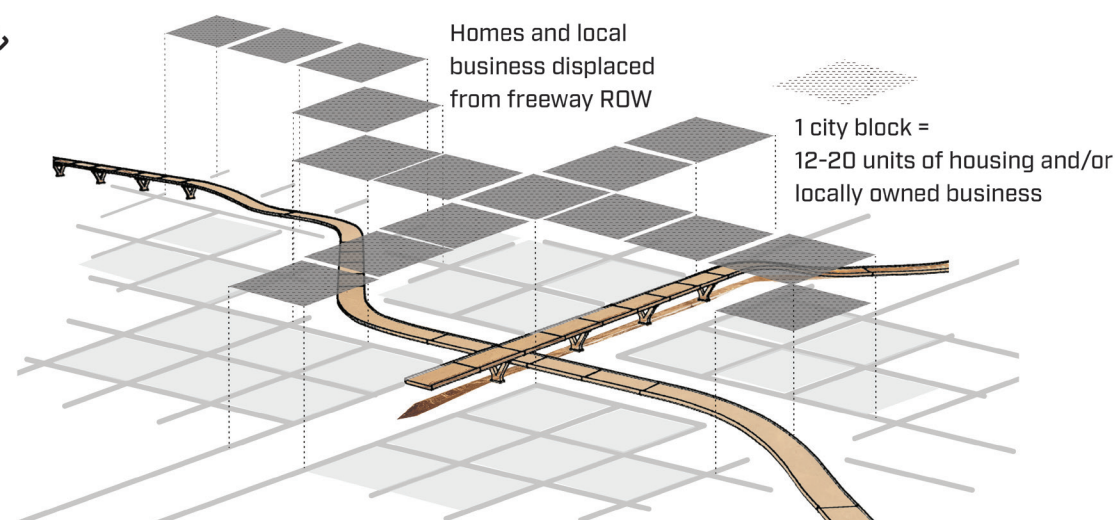
ENVIRONMENTAL



SOCIAL



ECONOMIC

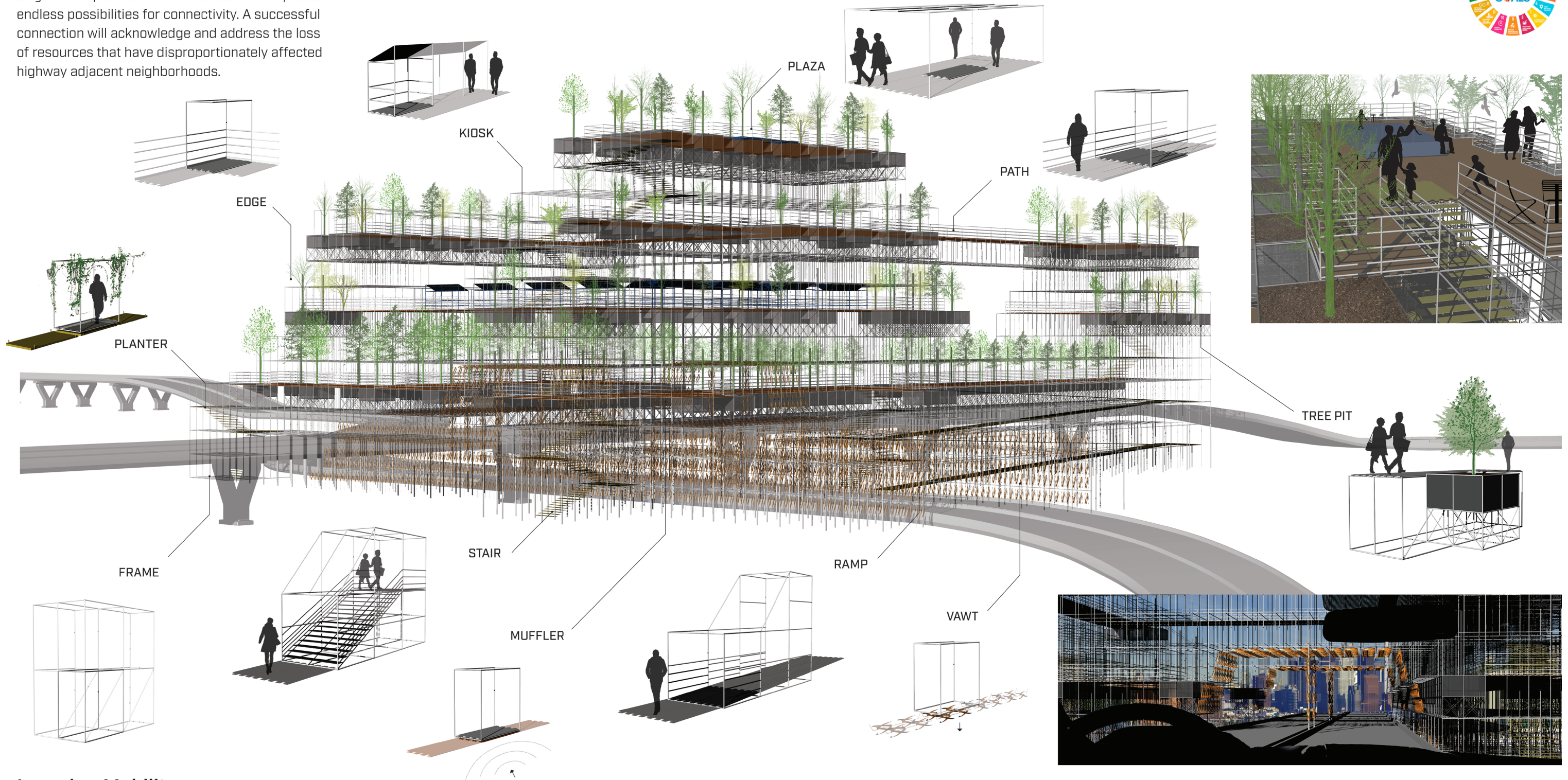


LANDSCAPE OF ENDLESS POSSIBILITY



Gridded Topography as Urban Connective Fabric

Original compositions of standardized units present endless possibilities for connectivity. A successful connection will acknowledge and address the loss of resources that have disproportionately affected highway adjacent neighborhoods.



Layering Mobility

Creating new opportunities for physical, social, economic and environmental mobility atop traditionally monolithic transportation infrastructure

