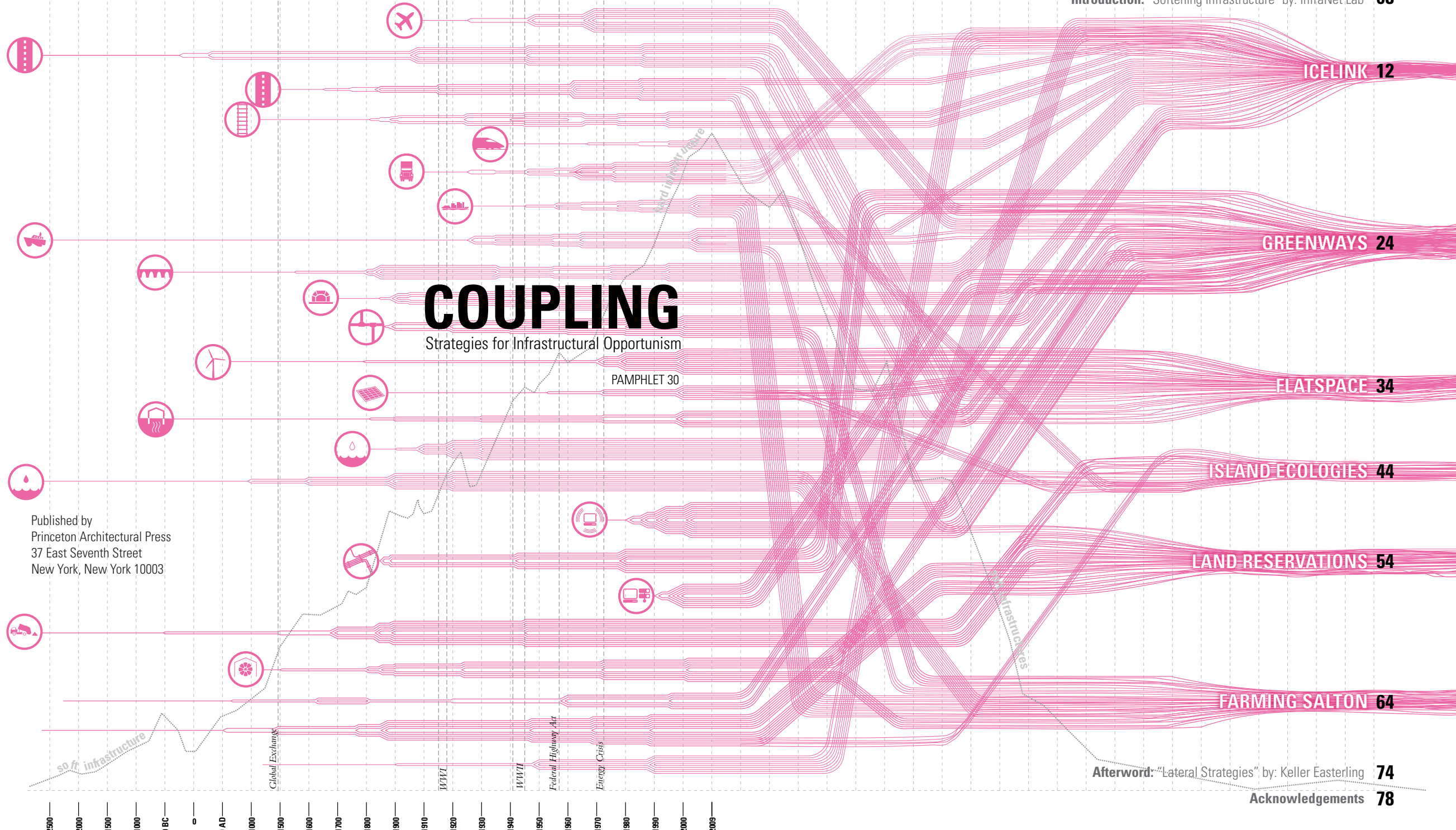


TRANSPORT
ENERGY
WATER
COMMUNICATIONS
WASTE
AGRICULTURE
MONITOR

Foreword: Charles Waldheim 04

Introduction: "Softening Infrastructure" by: InfraNet Lab 08



COUPLING

Strategies for Infrastructural Opportunism

Published by
Princeton Architectural Press
37 East Seventh Street
New York, New York 10003

ICELINK 12

GREENWAYS 24

FLATSPACE 34

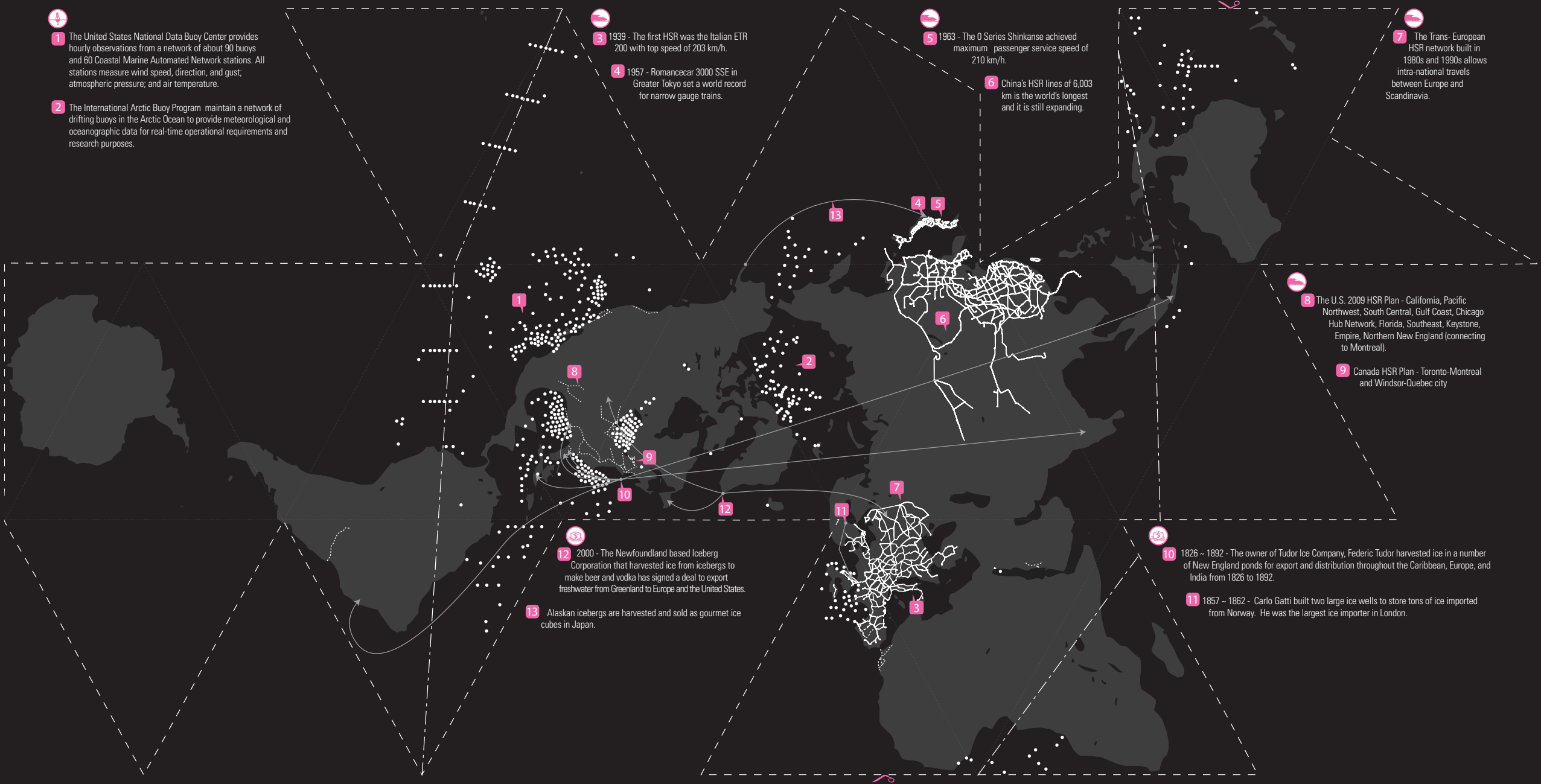
ISLAND ECOLOGIES 44

LAND RESERVATIONS 54

FARMING SALTON 64

Afterword: "Lateral Strategies" by: Keller Easterling 74

Acknowledgements 78



1 The United States National Data Buoy Center provides hourly observations from a network of about 90 buoys and 60 Coastal Marine Automated Network stations. All stations measure wind speed, direction, and gust; atmospheric pressure; and air temperature.

2 The International Arctic Buoy Program maintain a network of drifting buoys in the Arctic Ocean to provide meteorological and oceanographic data for real-time operational requirements and research purposes.

3 1939 - The first HSR was the Italian ETR 200 with top speed of 203 km/h.

4 1957 - Romancecar 3000 SSE in Greater Tokyo set a world record for narrow gauge trains.

5 1963 - The 0 Series Shinkanse achieved maximum passenger service speed of 210 km/h.

6 China's HSR lines of 6,003 km is the world's longest and it is still expanding.

7 The Trans-European HSR network built in 1980s and 1990s allows intra-national travels between Europe and Scandinavia.

8 The U.S. 2009 HSR Plan - California, Pacific Northwest, South Central, Gulf Coast, Chicago Hub Network, Florida, Southeast, Keystone, Empire, Northern New England (connecting to Montreal).

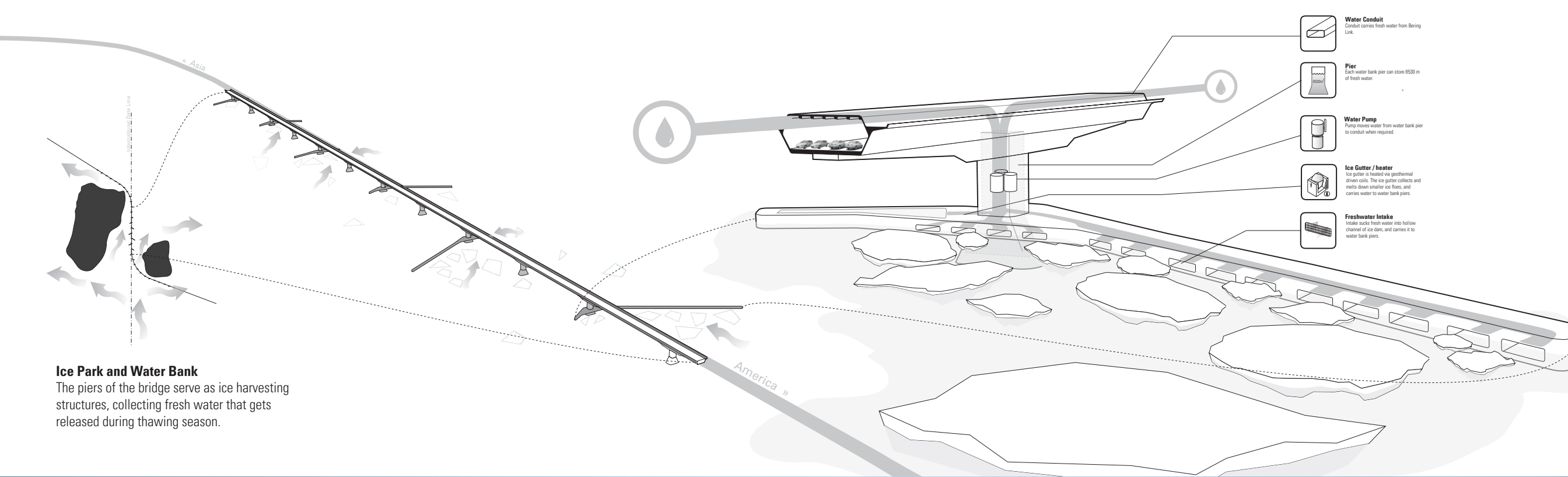
9 Canada HSR Plan - Toronto-Montreal and Windsor-Quebec city

12 2000 - The Newfoundland based Iceberg Corporation that harvested ice from icebergs to make beer and vodka has signed a deal to export freshwater from Greenland to Europe and the United States.

13 Alaskan icebergs are harvested and sold as gourmet ice cubes in Japan.

10 1826 - 1892 - The owner of Tudor Ice Company, Federic Tudor harvested ice in a number of New England ponds for export and distribution throughout the Caribbean, Europe, and India from 1826 to 1892.

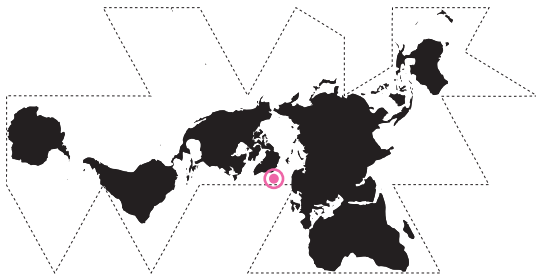
11 1857 - 1862 - Carlo Gatti built two large ice wells to store tons of ice imported from Norway. He was the largest ice importer in London.



Ice Park and Water Bank

The piers of the bridge serve as ice harvesting structures, collecting fresh water that gets released during thawing season.



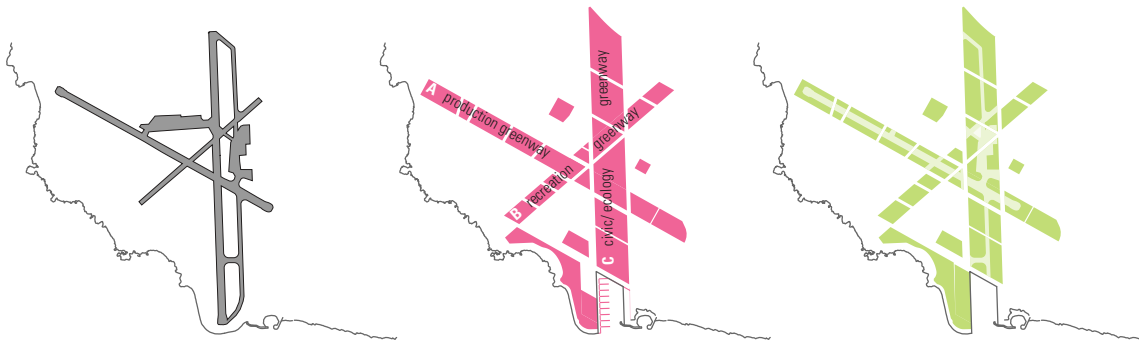


GREENWAYS: FRAMING AND FARMING RUNWAYS

Reykjavik, Iceland 64°7' N, 21°56' W

The decommissioning of the Vatnsmýri airport offers the potential to create a new global node for Reykjavik while softening the hard infrastructure of the airport. Iceland is known for its rich history, culture, and more recently, abundant geothermal energy. This energy is a result of Iceland's origins and geographic location - straddling the Mid-Atlantic ridge, Iceland is composed of a dynamic landscape of several geologically active volcanoes. Greenways reinterprets the figural quality of the airport runways as three public infrastructural axes, or 'greenways'. These are framed by four new block typologies of urban development, celebrating public life in the void of these figures. Each greenway is programmed with new soft infrastructures; (a) production (b) recreation and (c)

civic. The production greenway is envisioned as a barcode of productive activities including fish farms, greenhouses, allotment gardens, markets and tree farms that are organized as an interdependent system of intake and yield. The civic greenway is comprised of a series of micro-ecologies, including wetlands and hills that are paired and dotted with civic institutions including a public library, community centre, aviation museum, transit station, geology centre and aquarium. The recreation greenway is organized as a corridor of outdoor rooms, that are marked with figures of play that encourage a rich mixing of diverse demographics. Running below and linking the greenways is a global computer server farm that takes advantage of the vast geothermal energy and remote location of Iceland

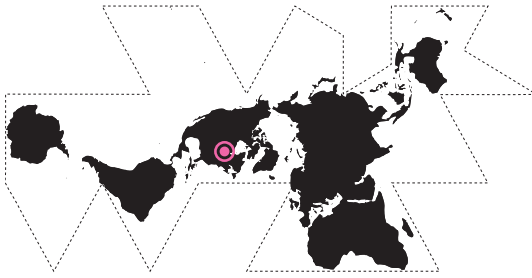


Runways figure

Greenways figure

Figures superimposed





FLATSPACE: NINE NETWORKS OF EXURBANISM

Columbus, OH, USA 40°22' N, 82°46' W

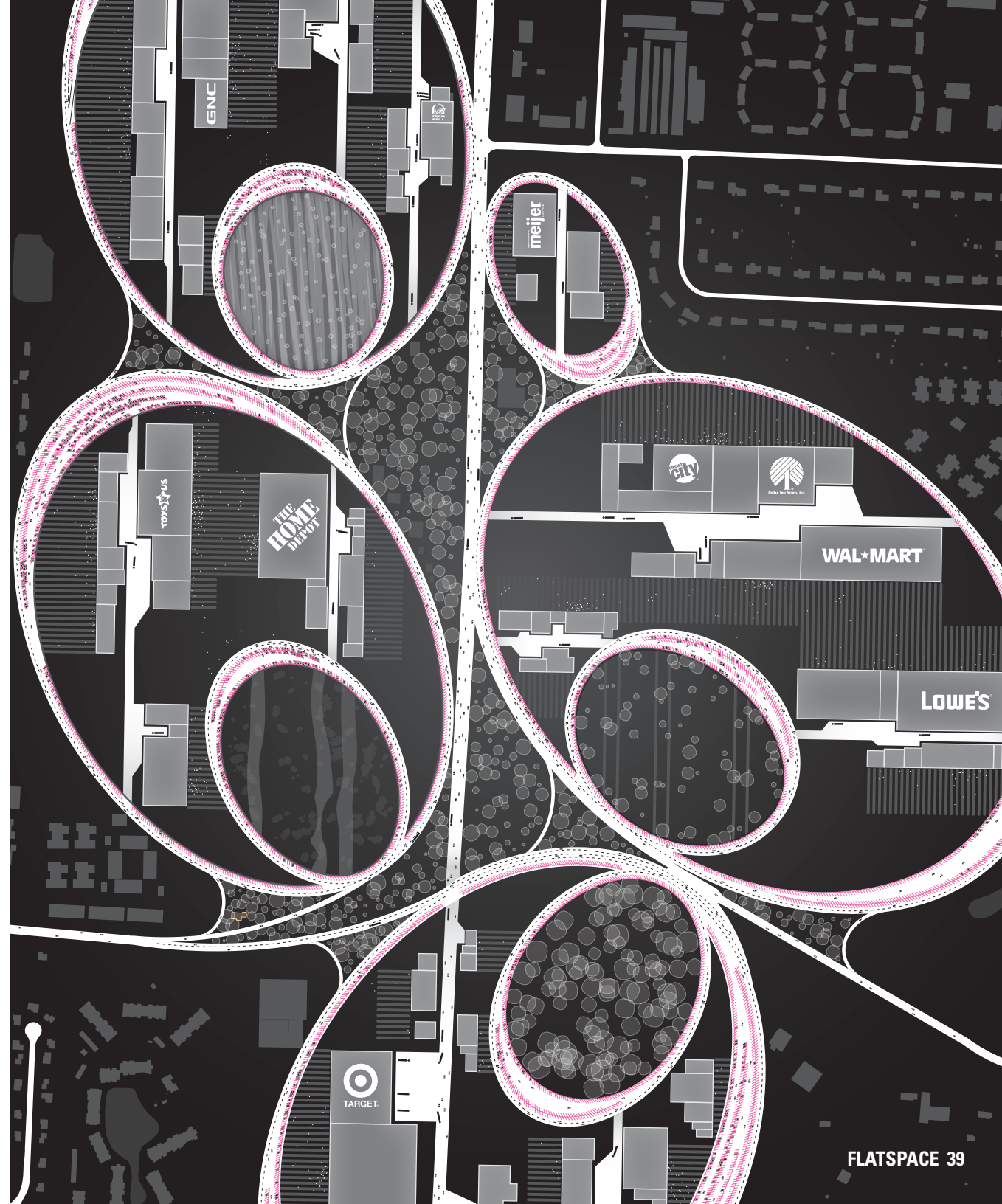
The tangible by-products of a new changing urban and suburban condition: the big-box stores, the parking lots, the highway infrastructure, among others, are the overlooked spaces and structures of exurban conditions, what we call “flatspace,” or single-cell architecture. Flatspaces are driven entirely by the laws of economy and functionality, and thus are hyper-generic, removing any articulation of social, cultural or material specificity. By the removal of these spaces from the realm of architecture and thought, they are reduced to their most basic unit of signification – function – crippling them of any other possible reading, meaning, or use.

Flatspace, and in particular the Big Box, are the product of dual and opposing efficiencies: concentration and dispersal of capital, data, and goods. It epitomizes contradictory trends

of economic globalization and totalitarian exurbanity set against the individual’s desire for regional specificity.

Strategy 1: On Off-Ramps

The current exurban retail corridor is fed by the highway and a series of secondary roads that provide servicing, parking, and movement from box to box. Here, the search for a parking space has been enfolded into a secondary road system inspired by the smoothness of the off-ramp. These tangentially linked loops offer graduated circumferential parking instead of oversized parking lots. Retail Boxes are laid out in strips with shared parallel service routes. Instead of parking lots, parks are at the heart of each loop. Shoppers and park-goers may intermingle in their search for a parking space.



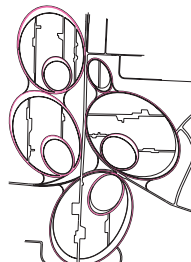
Buildings



Landscaped enclosures



Roadways/parking ramps



Thickened parking zones