

Portfolio

Selected Works



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01

The Human Library

A human library and ancillary programs to bridge the social, racial, and physical gaps through interaction and creative place-making for urban regeneration

Location Saúde, Rio de Janeiro, Brazil

Keywords Urban regeneration, urban art, library, story telling, Valongo Wharf, UNESCO world archaeological site, creative place making, equity, dialogue

Year 2021

Type Research, Urban Design

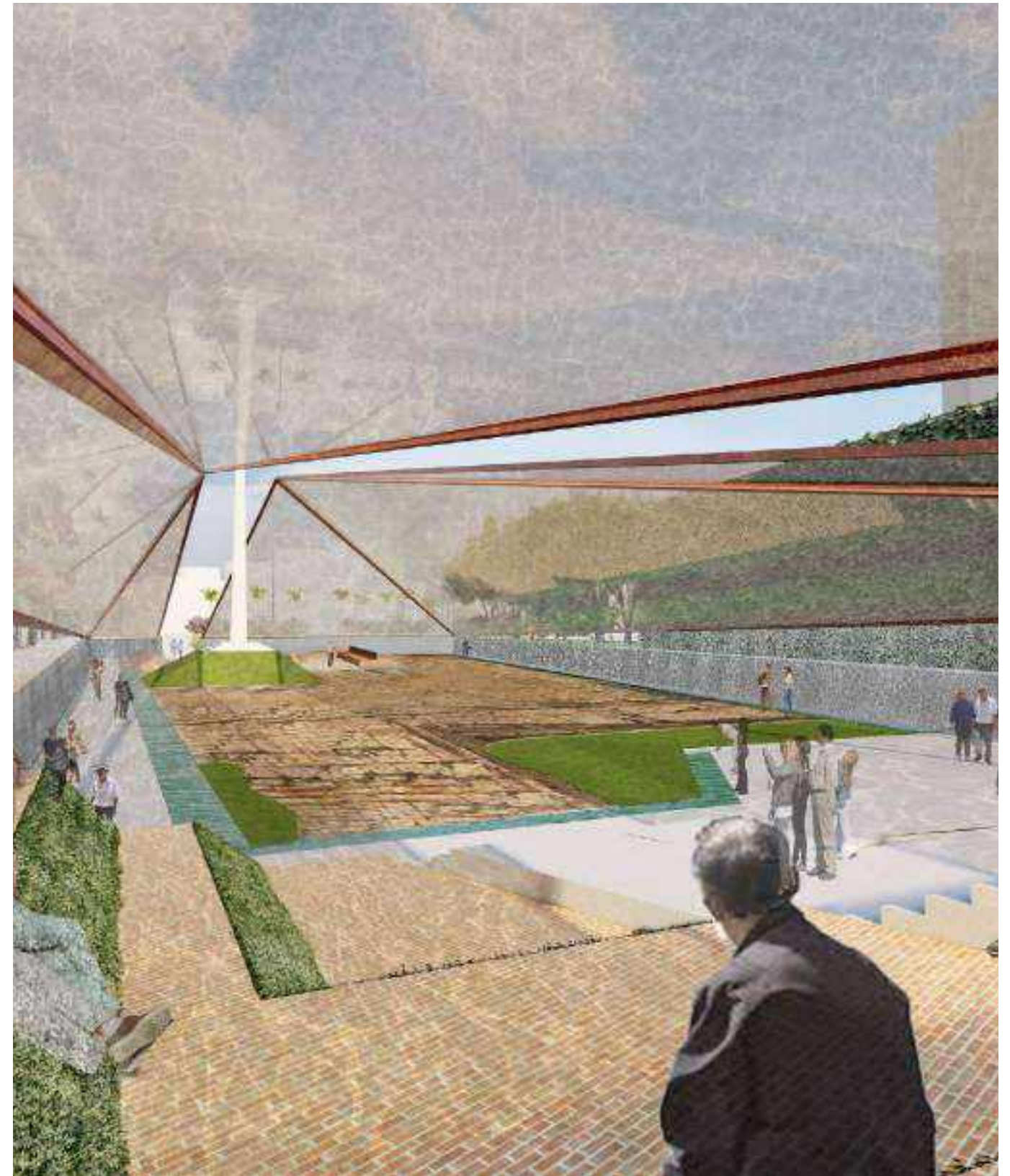
Guide Taryn Sabia

Endorsements https://issuu.com/mitalinaik.y?issuu_product=header&issuu_subproduct=account-settings&issuu_context=link&issuu_cta=profile

Background In the course of evolution of cities, many public gathering spaces suffer through exclusion, chaos, inefficiency, identity crisis and loss of sense of belongingness. One such case represents Valongo Wharf and its precinct- a UNESCO

World Archaeological Site which is the most significant physical relic associated with the historic entrance of enslaved Africans on the American continent. It is a site of conscience that depicts strong and visible ties to the enslavement of hundreds of thousands of people, resulting in the world's greatest forced migratory movement. The modest remnants contain the entirety of the ancient stone disembarkment wharf and evokes dark memories. In honor of the strength of the settled Afro-Brazilians, the area has become a common venue for different celebrations of African origin.

The defunct heritage structures (the old slave market), the disconnected old and the new shorelines, inactivity, the social discord, lack of equity, inclusion and dialogue, and the impact of events like Olympics calls for the need of urban repair and regeneration in the area. To formulate a framework as a basis of design decisions, literature research, case studies and extensive site analysis is conducted. A human library as a memorial and supportive interactive programs are proposed through public art and creative place-making to fill in the void through a dialogue as well as to act as a catalyst for urban transformation.



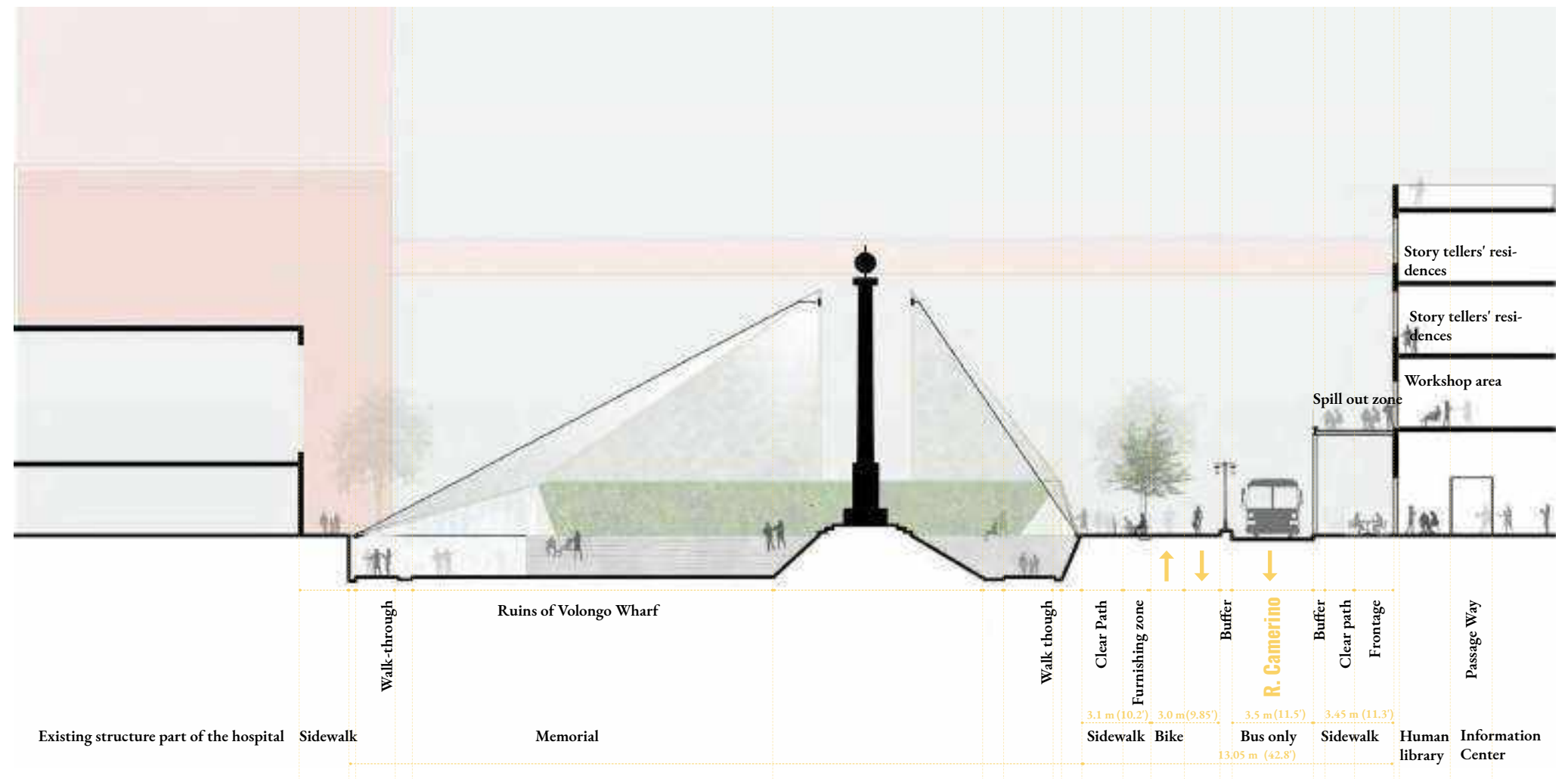
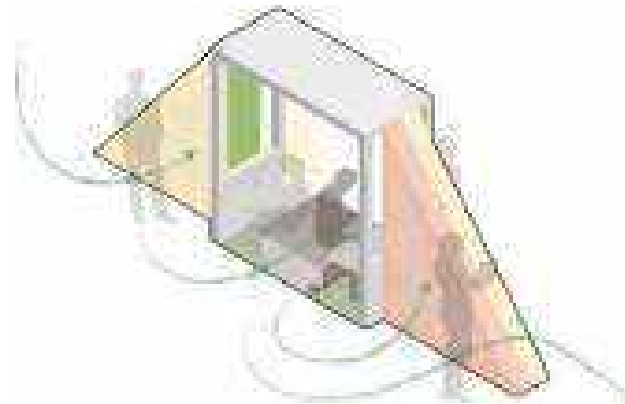
Proposal

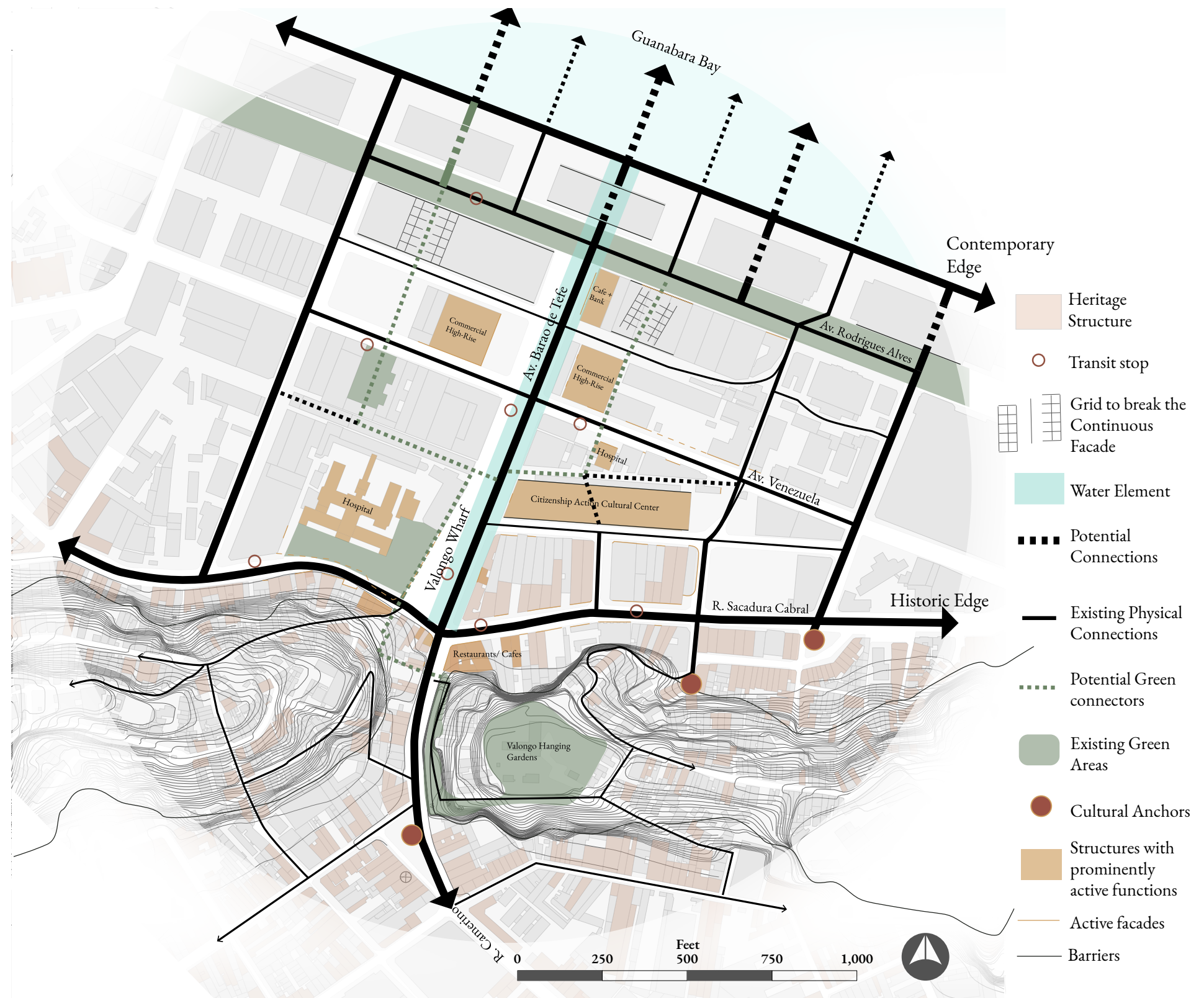
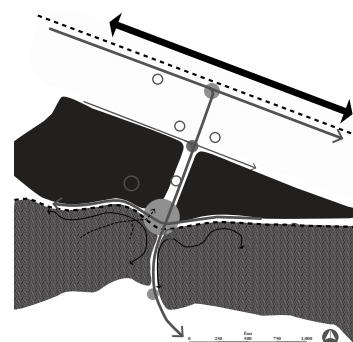
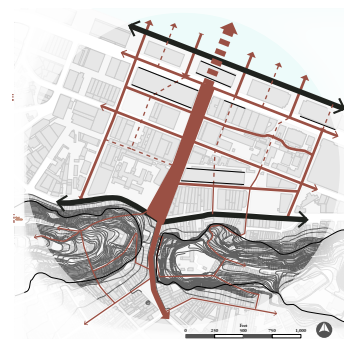
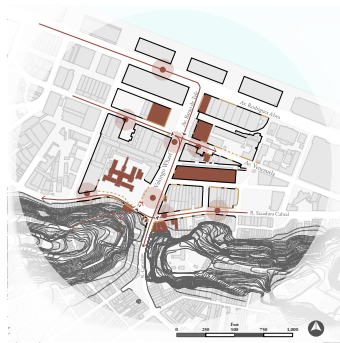
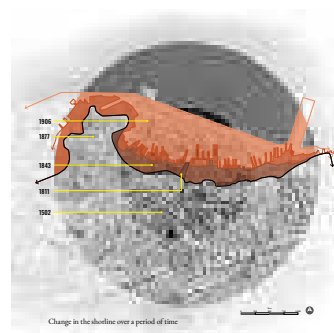
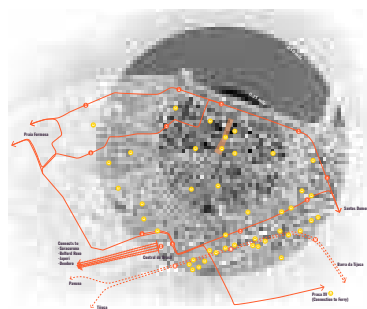
The area containing the site represents metamorphosis of time, ecology and power. Water is used as a connecting and a healing element such that it flows over the memorial at Valongo Wharf, thereby gradually transitioning into the bay. The axis between the old and new shoreline is segregated into three zones- 'learn', 'merge' and 'reflect' for programmatic convenience.

A Human Library acts as a living memorial, essentially a library of people, where readers can borrow human beings (mainly but not limited to the Afro-Brazilian community in the city), serving as open books and having conversations pertaining to their history, issues, heritage and culture. It is intended to provide a pleasant learning environment in which preconceptions and prejudices may be challenged via conversation. Ancestral records and the associated programs can also be looked up from the library.

Enslaved Africans suffered bondage at the wharf which is intangibly reflected in its ruins. For transformation, the stretch is also intended to heal the vivid stories of its users through a designed street furniture. People can release their mental boundaries by penning or drawing their stories on a paper made out of edible seeds situated in the street furniture and placing it back anonymously. As an effort to collect data, these stories will be recorded before the seed paper is sown in the proposed edible garden. The produce will eventually be used to feed the hungry and the proceeds will be utilized for the maintenance of this process.

Overall, healing transpires by bestowing life to a story. Creative placemaking, active cultural markets, and supporting programs are strategized by adaptively re-using the existing structures. It is intended to be an interim measure for revenue generation, a sense of identity of the city, a reference of time along with a safe, inviting, vibrant, livable, diverse, inclusive and thriving urban public place.








1. Healthy and Inclusive public space by providing opportunities for diverse user-engagement through varied uses surrounding it. (at least 10 different necessary reasons to be there).
2. Transformative through character and landscape by retrofitting and improving the quality of the surrounding space.
3. Multi-functional, flexible spaces through active cultural markets to bring social life everywhere.
4. Economic regeneration through urban acupuncture by creating attractive and meaningful urban place.
5. Socially Resilient through strategies for continuous community engagement.
6. Accessible, welcoming, encouraging a sense of belongingness, and generation of social capital by responding to human scale, comfort, safety; and promoting social interaction and networking.
7. Self-reflective, meaningful, and provocative by responding to history, culture, and surroundings to bring back the public square.
8. Identifiable, memorable, and attractive by focusing on sensory experiences to tell the tale.
9. Order and Hierarchy of access, vistas, usage by respecting the axes, polite transition, form, materials, and function.
10. Point of Orientation by connection to the past, present, and future (tangible and intangible).
11. Blurring the edges by connecting the disconnected

Primary Uses/ Activities

- ① Information Center
Human Library
Audio Visual Library
Reading/ Conversation and
Workshop areas
Story tellers' residences
- ② Memorial Plaza
- ③ Memorial
- ④ Flexible Street
- ⑤ Produce Market (Proposed) +
Non Governmental Organization
(Existing)
- ⑥ Local Shops
Residences
- ⑦ Memorial garden (Edi-
ble landscape)
- ⑧ Daily Essentials' local
shops
- ⑨ Food Stalls
- ⑩ Waterfront Cultural
Market

Key

-  Proposed Memorial
-  Existing but
underutilised/ defunct
-  Existing functional and
active structures



learn merge reflect

nature

culture

history



Take a paper made out of edible seeds.

The paper will be located inside the circular niches in the proposed multipurpose street furniture which occurs at regular intervals throughout the site.

1

Get rid of the mental boundaries by writing or sketching on the seed paper.

Valuable stories, moments, events, or thoughts that are otherwise difficult to communicate, verbally can be written or sketched.

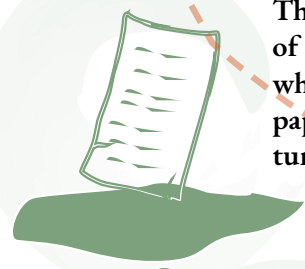
2



3

The paper is planted in the edible memorial garden.

The stories are recorded with consent of the person who writes or sketches it, which will be mentioned on every seed paper. They are then planted and nurtured in the memorial garden.



4

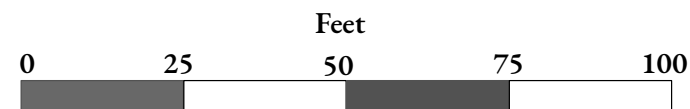
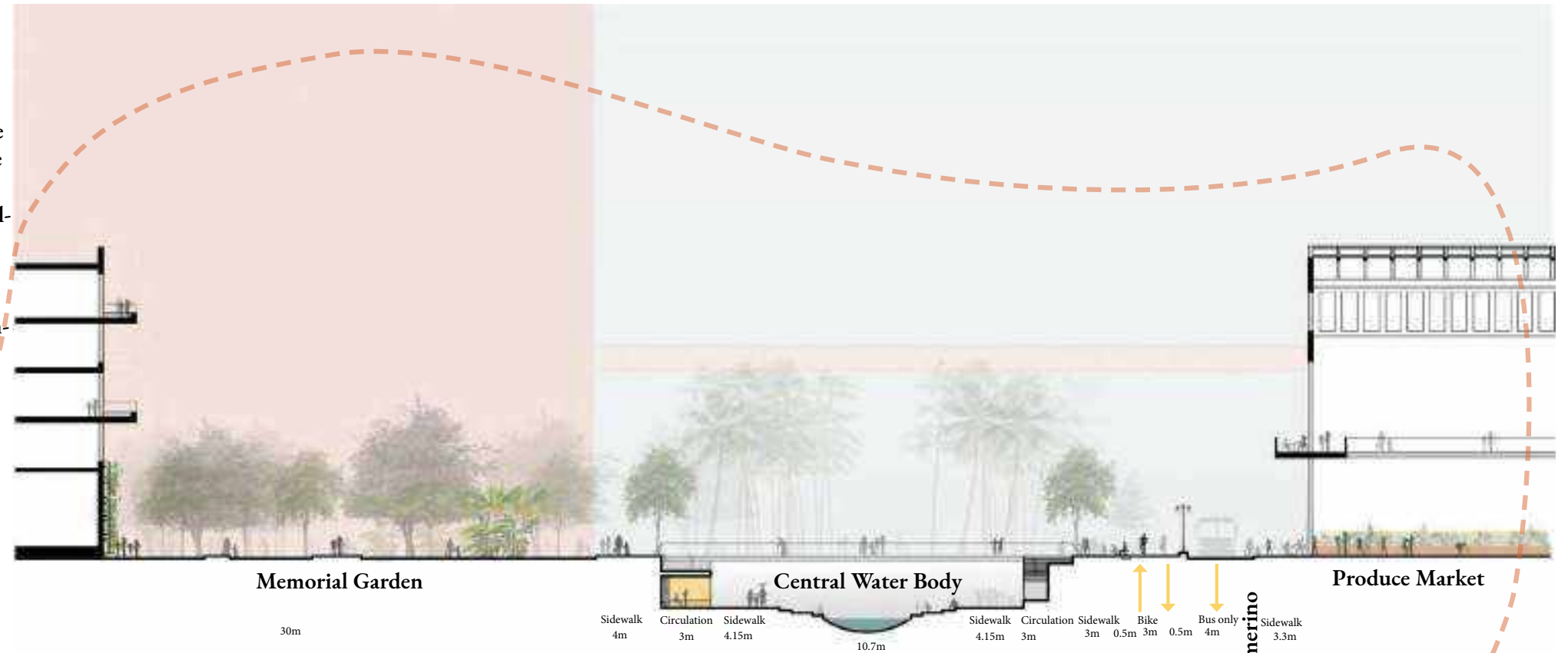
The produce is then donated to the produce market.

Fresh produce from the memorial garden is donated to produce market across the street which will work in conjunction with the existing in-place Non Governmental Organization. This organization currently works towards fighting hunger since 1994.

5

The seed paper is made from the unsold/over-ripe produce.

The process is a continuous cycle, with constant community involvement. Apart from reducing the Food Miles Travelled, it also creates social resiliency.



Socially Resilient through strategies for continuous community engagement.



Accessible, welcoming, encouraging a sense of belongingness, and generation of social capital by responding to human scale, comfort, safety; and promoting social interaction and networking.



02

Open Street Museum

Celebrating the Brazilian Culture to revitalize the defunct urban spaces and initiate a dialogue between communities.

Location Rio de Janeiro, Brazil

Keywords culture, Afro-Brazilian, public place, plaza, urban regeneration, economic influx, strategy, place-making, equity, dialogue

Year 2019

Type Master planning, Plaza design

Guide Taryn Sabia, Josue Robles

Endorsements https://issuu.com/mitalinaik.y?issuu_product=header&issuu_subproduct=account-settings&issuu_context=link&issuu_cta=profile

Background Rio de Janeiro, like every city has accumulated its form, function and character over time. Influences of geography, politics, economics, culture, ideologies and other factors contribute to the distinctive identity of Rio in terms of its architecture, inhabitants, and lifestyle. The buildings, plazas and pavements on the city's streets are evidence of its testimony to significant time periods since its founding in 1505. The Atlantic Slave trade, the industrialization and the Olympics in 2016 are some of the major

events that sculpted the city. Due to this process of evolution, the definite region between the old and new shoreline is isolated, has less or no activity, with underutilized, defunct structures with physical, social, economical disconnect between the communities in and outside the marked boundary. To understand the area and complexity of the functional system, a 4-day intensive international workshop 'Habitar O Centro' was held in Rio as a convergence between the collaborating teams - American Institute of Architects, Regional Urban Design Assistance Team, local students and USF SACD. Based on the conditions, the outcome was a framework of principles around which the design decisions would be based.

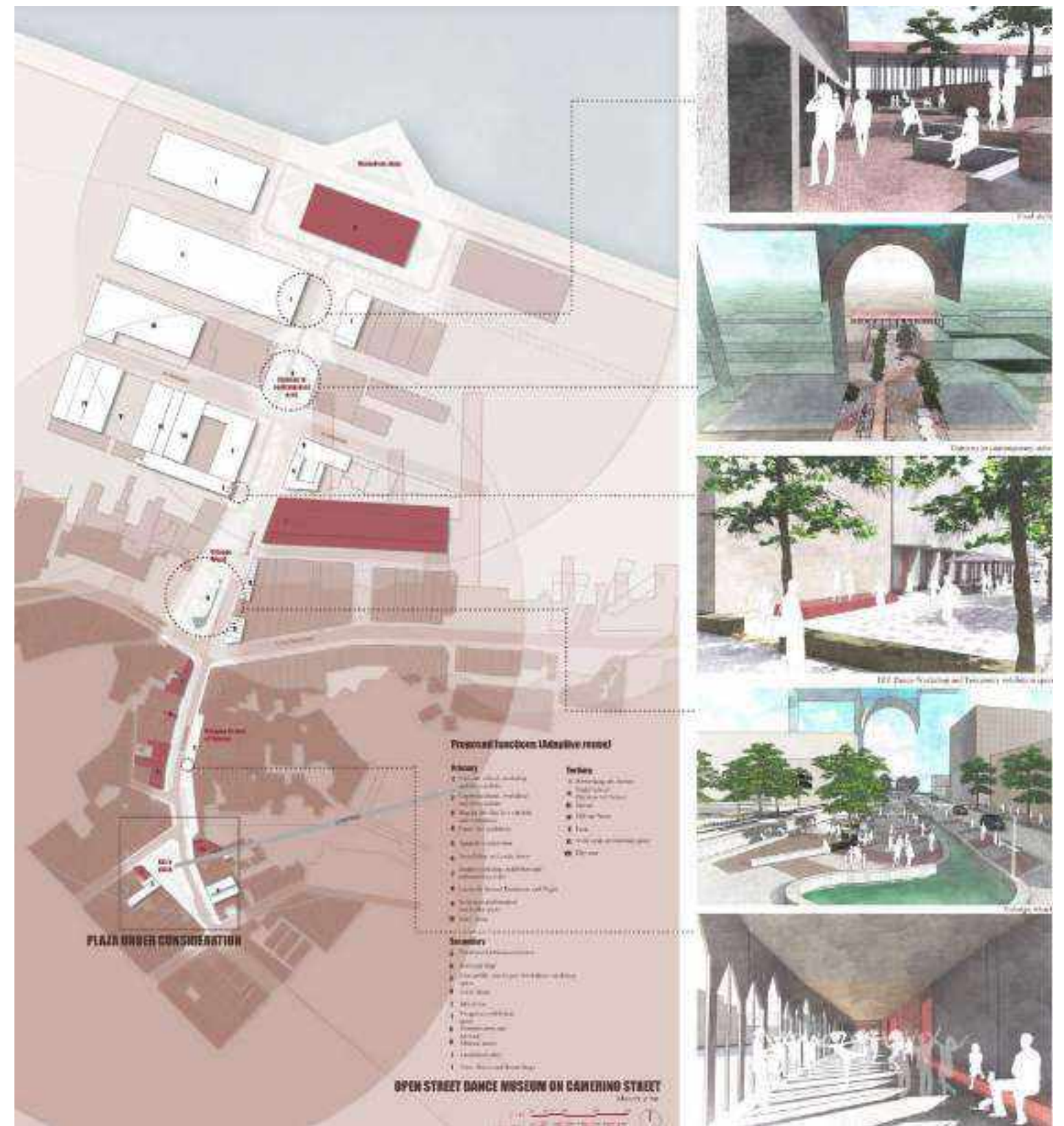
The principles of the project are listed below:

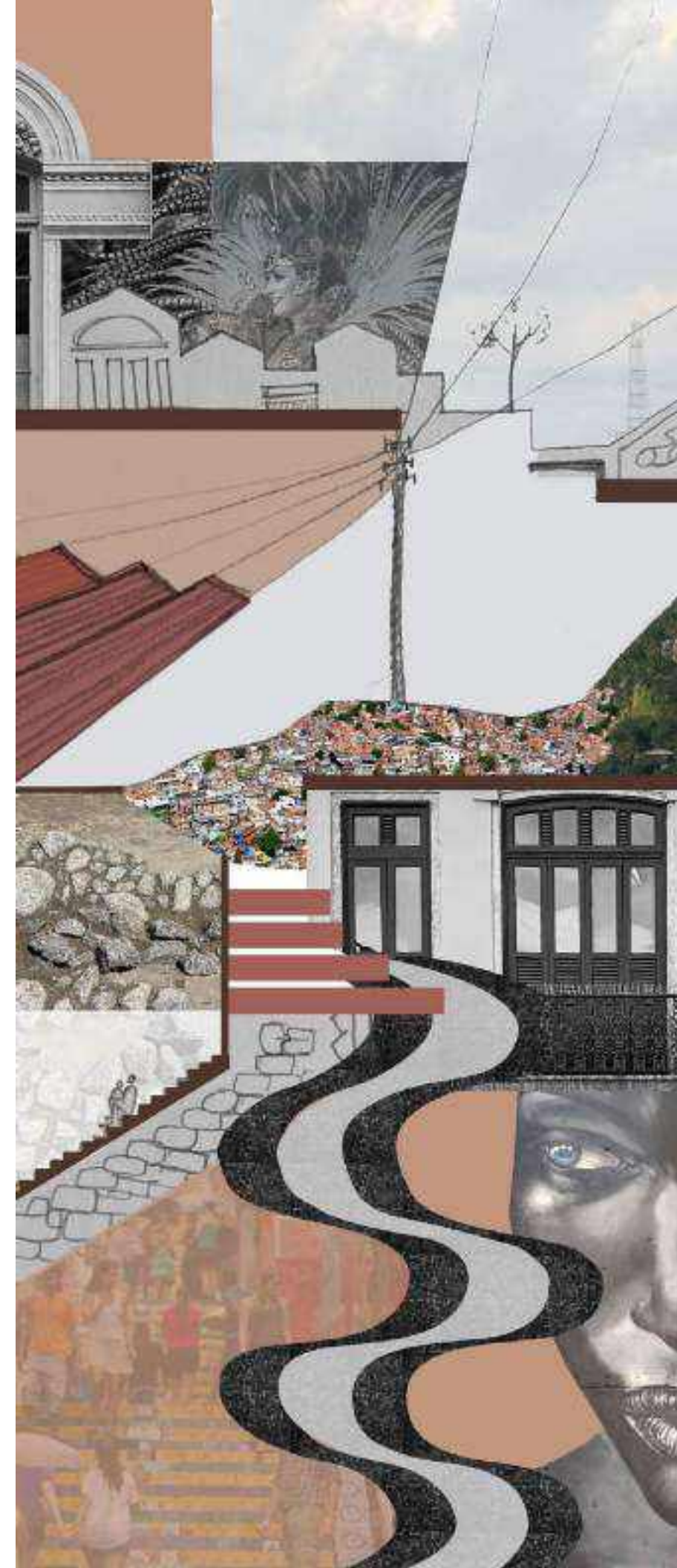
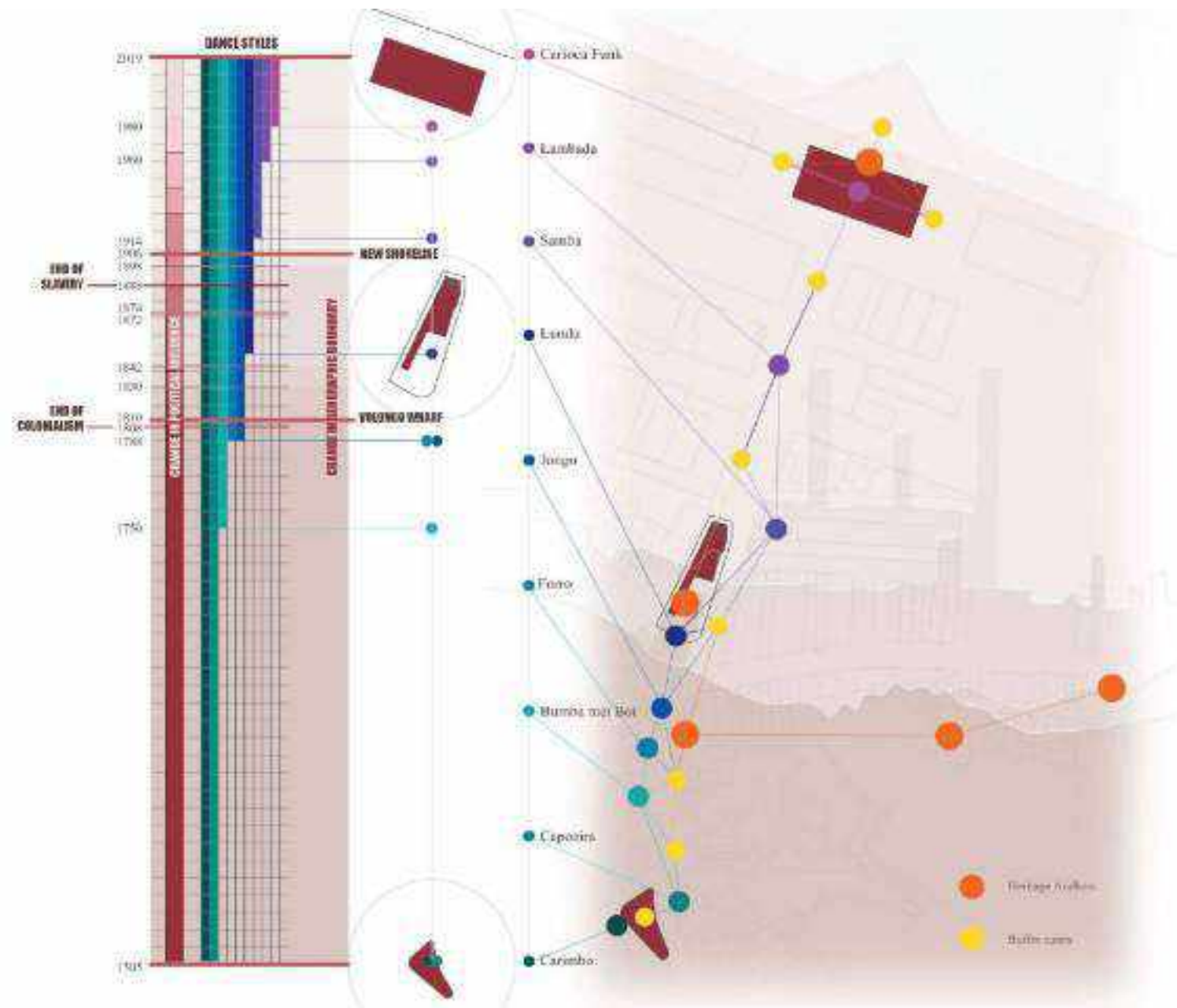
- Put People First
- Engage and Activate
- Connect
- Integrate
- Make it safe and comfortable
- Walkable and accessible
- Justify
- Sense of Belonging
- Tell a tale
- Generate revenue



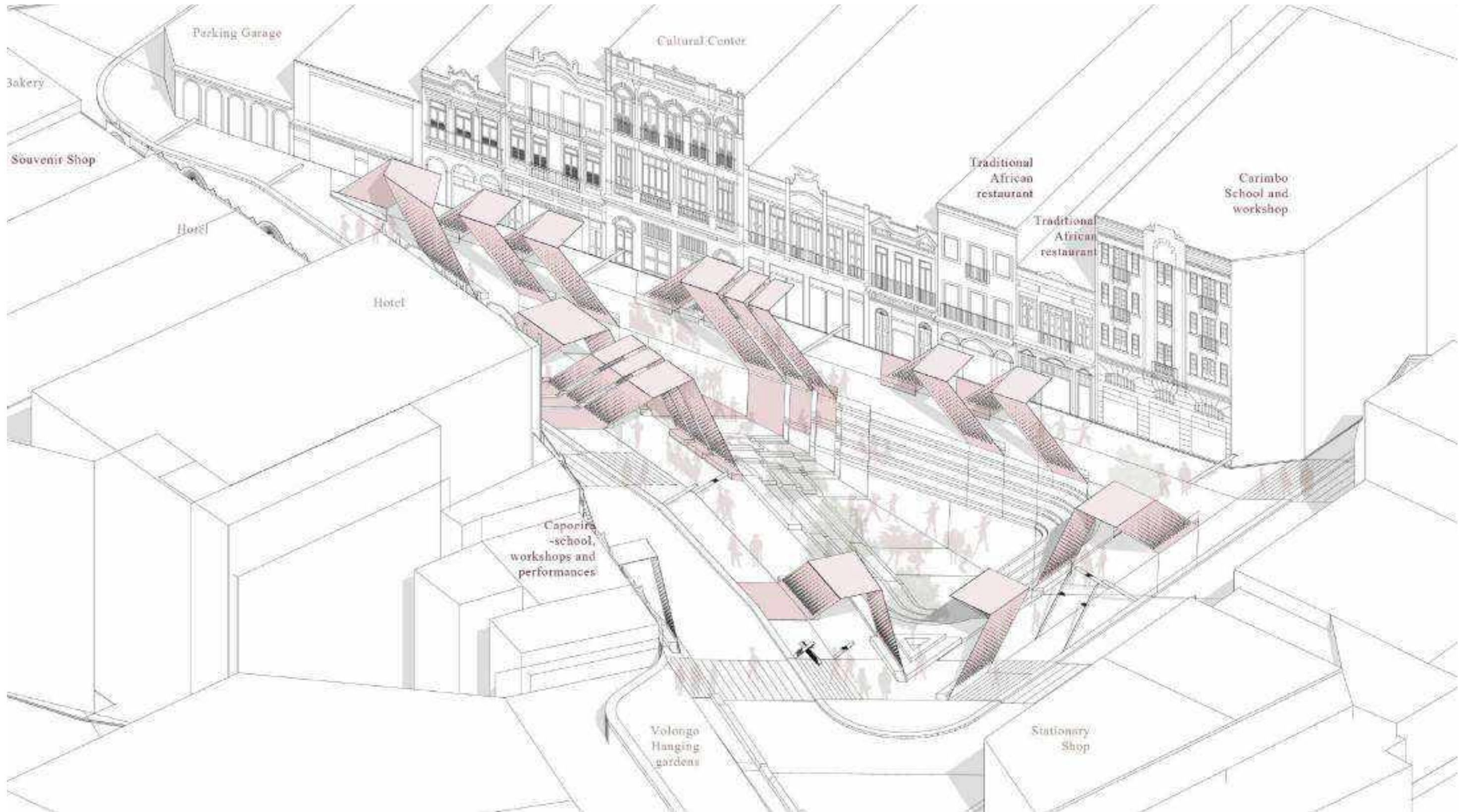
Proposal

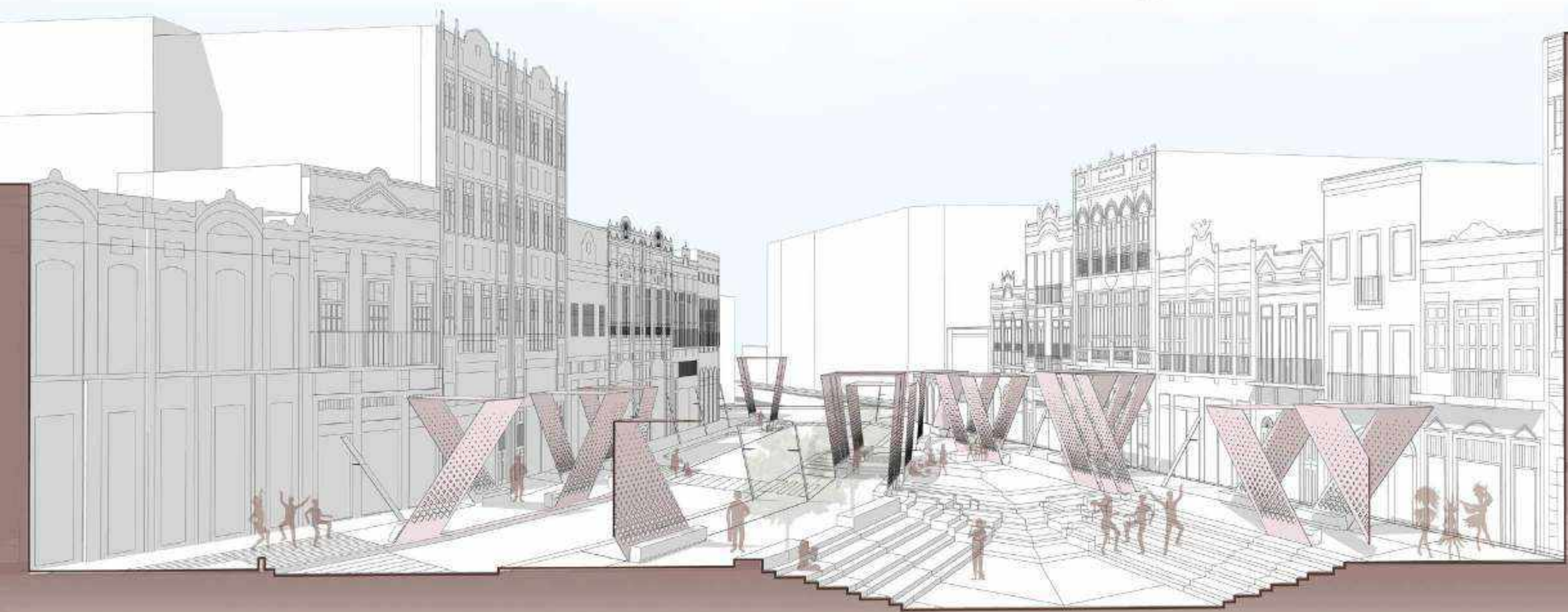
As a potential solution, a master heritage and culture trail is proposed that originates from Praça XV covering Centro, Saude, and Gambao area in 6 different neighbourhoods. The overall idea is to have a series of open street museums focusing on the heritage, culture, lifestyle and the identity of Rio, in the form of several trails connected by one that acts like a thread weaving the layers of time periods. As a proposal prototype, the area around the intersection of Camerino street and Rua Sacadura Cabral is considered, where varied users intersect. Within the evolution of Brazilian culture, the prototype project mainly focuses on the evolution of Brazilian dances. Open Street museum, aims to break the conventional idea of a museum in a 'building' by exhibiting streets as an informal cultural, architectural, artistic and heritage artefacts. The intention is to activate the public plaza and streets on a once slave market, by capitalizing on the adjacent abandoned structures as a part of the public realm for open performances, workshops and shops. The idea is to make it engaging, interesting, inviting and meaningful for varied users by providing something for everyone. Ancillary efforts involve weaving the existing programs by introduction of mixed-use live-work spaces, revitalisation and re-use of the abandoned structures for supporting functions, small gestures and art installations. The strategy finally prioritizes creating awareness, a sense of belonging among the locals, provision of local revenue generating opportunities, creative story telling by celebrating the culture and heritage of the city.





The illustration is a mere compilation of my personal encounters and memories I possess from the trip to Rio, that it laces out the contrast that the city possesses, the favelas existing with the Urban cityscapes, the colonial arches and the city's transition from old to new. Some peculiar arrangements like the staircases, the warehouses, the pavement patterns and dominating material like the salt stone. The mountains, or the cultural dances like Samba, the carnivals, the modern day art form like graffiti, a wonder of the world like the statue of the Christ, and most importantly the people and their living conditions, defines the city of Rio in my eyes.





CARIMBO-E-CAPOEIRA PLAZA
Perspective section from North towards South

03

ReThinking the Main and Howard Street

Transforming the character of W. Main Street and N. Howard Avenue (perpendicular streets) to calibrate to the existing Urban Micro context.

Location Main Street Neighborhood Commercial District, Tampa, Florida

Keywords revitalization, adaptive reuse, pedestrian and vehicular flow, safety, livability, walkability

Year 2019

Type Street design

Guide Taryn Sabia

Endorsements **Site Analysis**

<https://www.tampa.gov/document/site-analysis-and-plan-81046>

Complete Project

https://issuu.com/mitalinaik.y?issuu_product=header&issuu_subproduct=account-settings&issuu_context=link&issuu_cta=profile

Presentation

<https://www.tampa.gov/document/mitali-naik-presentation-64116>

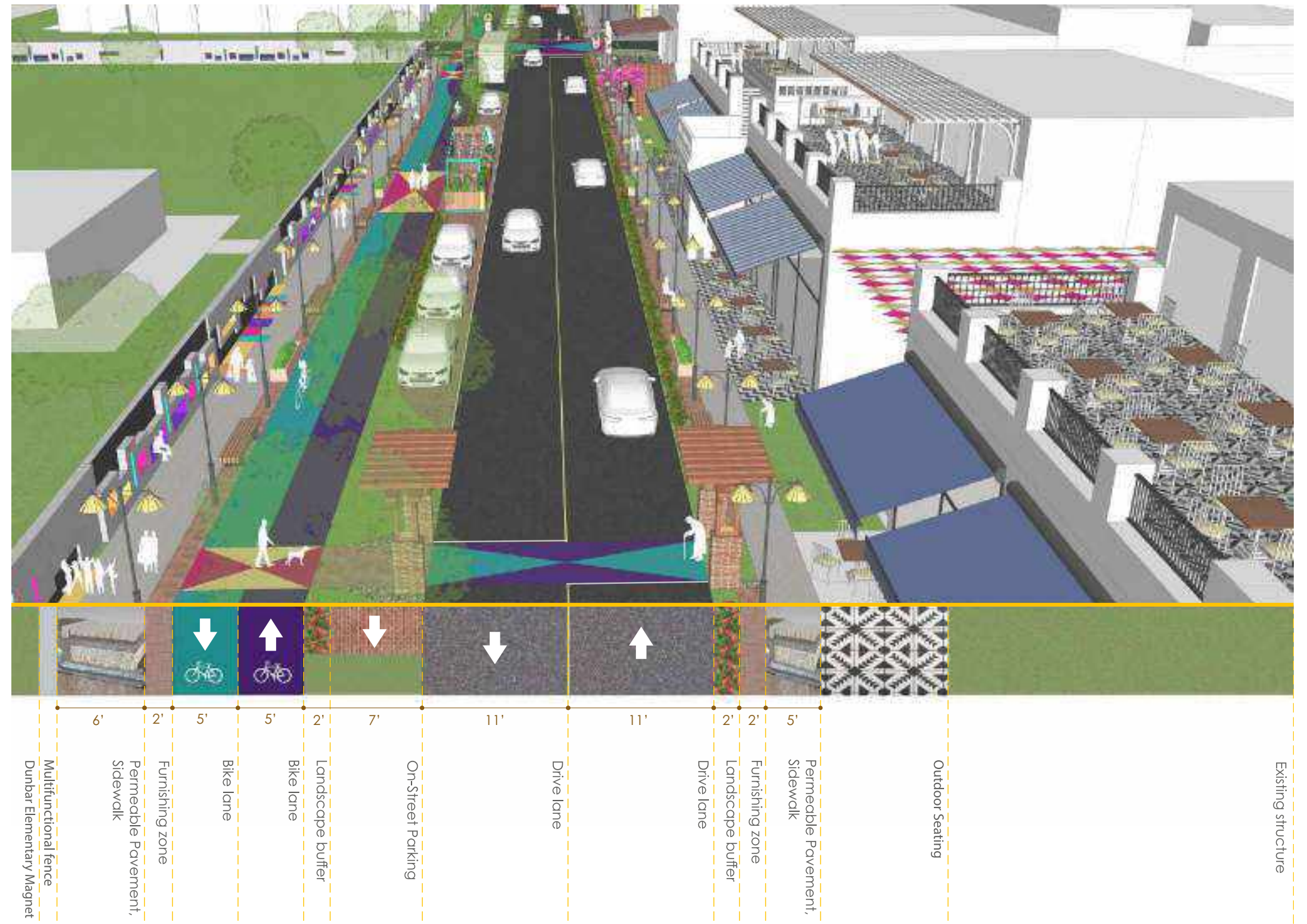
Background

West Tampa neighborhood commercial district located at Howard and Main Streets in Tampa, Florida, is one of the city's oldest districts, with historical buildings, a diverse range of uses, and several assets on which to build a lively mixed-use hub. Main Street links the commercial area to the Hillsborough River and the new developments on the West River. It's a significant multi-modal link with a rich cultural history. The Neighborhood Commercial District plan aims to create a vision for the area that will position the Main Street / West Tampa corridor as a vibrant, mixed-use commercial center. In collaboration with the city of Tampa, walk audits were conducted followed by site analysis and conceptual developments. Public engagement efforts were utilized for prioritizing the guiding principles for the framework which are improving: Local Identity, Diversity of Uses, Stimulating the local economy, Active Facades, Lighting, Social Dimension and Urban Vitality, Green Areas, Complete Streets, Human Scale and Social Participation.



Proposal

The Main Street Neighborhood Commercial District already possesses the skeleton required for it to be a vibrant, safe, walkable, connected and a thriving neighborhood. The proposal intends to invite life in the area by small engaging gestures such as interesting intersections, pedestrian crossings and interactive fences, consistent street lighting, furniture, continuous shading devices and tree canopies, wide sidewalks and inviting corner lots. Programs for waste management and heritage awareness in collaboration with public libraries and the schools in the area are recommended as a part of the proposal to sustain the characteristics in the area. Supporting programs are intended to transform the Main Street and Howard Avenue into social, lively, accessible and completely functional streets.





1 Local identity

- Signage
- Painted curb ramp and street crosswalks.
- Intersections
- Way-finding with public art
- Functional art (Bicycle racks, lights, historical marker, street furniture, fences, waste bins).
- Strategic bump-outs, buildouts, landscaping and designated areas for buses to pull-off.
- Lighting
- Street Landscaping
- Local shops, bakeries, restaurants, ice-cream parlors.

2 Diversity of uses

- Multi-generational uses
- Utilization of pocket lots
- Local shops, bakeries, restaurants, ice-cream parlors etc. Flexible uses of certain lots.

3 Stimulating local economy

- Adaptive reuse of historic buildings
- N Armenia Avenue and N Howard Avenue, being twin pairs, currently do not act as one. N Howard can be a one-way street provided N Armenia possesses the same character as N Howard.
- Strategic bump-outs, buildouts, landscaping, and designated areas for bus to pull-off.
- Adding restaurants, bakeries, cafes, and ice cream shops.

4 Active facades

- About 3 to 4 Active Doors per block on North Howard (Block-face length: 200 ft)
- Increasing porosity on historic structures (for example restoring balconies and making it functional)
- Infill structures on empty parking lots
- Utilization of some empty lots as spill out spaces
- Retaining some historic facades for the visual continuity, order and rhythm on the streets but having common semi-open spaces, in the interiors for adjacent building functions (For example: A common semi-open seating area in between a restaurant and ice-cream shop).

5 Lighting

- Human scaled rhythmic streetlights
- Strategic accent, decorative yet functional lighting on alleyways to be used for biking.
- Functional art
- Fence Lights wherever required.
- Accent lights on the corner plaza and park to achieve datum and a sense of connection/identity.

6 Social dimension and urban vitality

- Efficient waste management programs.
- Local heritage education programs associated with West Tampa Library, Dunbar Elementary Magnet, Howard W. Blake High School, Stewart Middle Magnet School.
- Partnering with schools to host a 'Heritage club' for hosting, organizing events like competitions, walks, games weaved around the heritage of the area.
- Formation of 'Community care-takers group' for maintenance of landscaping, street furniture, etc.

7 Green areas

- Build outs
- Bump outs
- Perforated pavers for sidewalk
- Trees for shade framing the crosswalks
- Parklets
- Raingarden/ Bio-Basin
- Tree zone with stormwater filtration
- Edible landscaping and edible fruit trees along the sidewalks and in parks
- Pocket gardens/ play area.

8 Complete streets

- Installing bike stations and bike racks strategically
- Shared bike lanes and alleyways as bike and walk trails strategically
- Landscaping on the buffer zone of the sidewalk
- Shade trees on the buffer zone of the sidewalk
- Provision of street furniture, historical markers, parking vending machines along the sidewalk
- On street parking
- Signage, lights, way-finding elements
- Raingardens/ bioswales
- Shaded crosswalks

9 Human scale

- Introducing infill structures to create a comfortable street room wherever possible.
- Framing the streets with trees, functional art
- Designing the initial 20' of the facades adjacent to the sidewalks to respond to possible human interaction between inside and outside.
- Introducing continuous or rhythmic shade throughout most of the street via awnings or balconies/ terraces for the second floor.

10 Social participation

- Community Charettes
- Eco-club for children
- Heritage-club for children
- Introducing community events like 'game day', 'community pot luck' where improvising strategies can be the theme.
- Maintenance credits or rewards can be introduced for schools as well as residents.
- Community surveys

04

Landscape + Urbanism

Understanding and highlighting the changes associated with the ecological system of lakes and ponds within a geographical range.

Location Tampa, FL

Keywords landscape, urbanism, ecology, systems-approach, lakes, ponds.

Year 2019

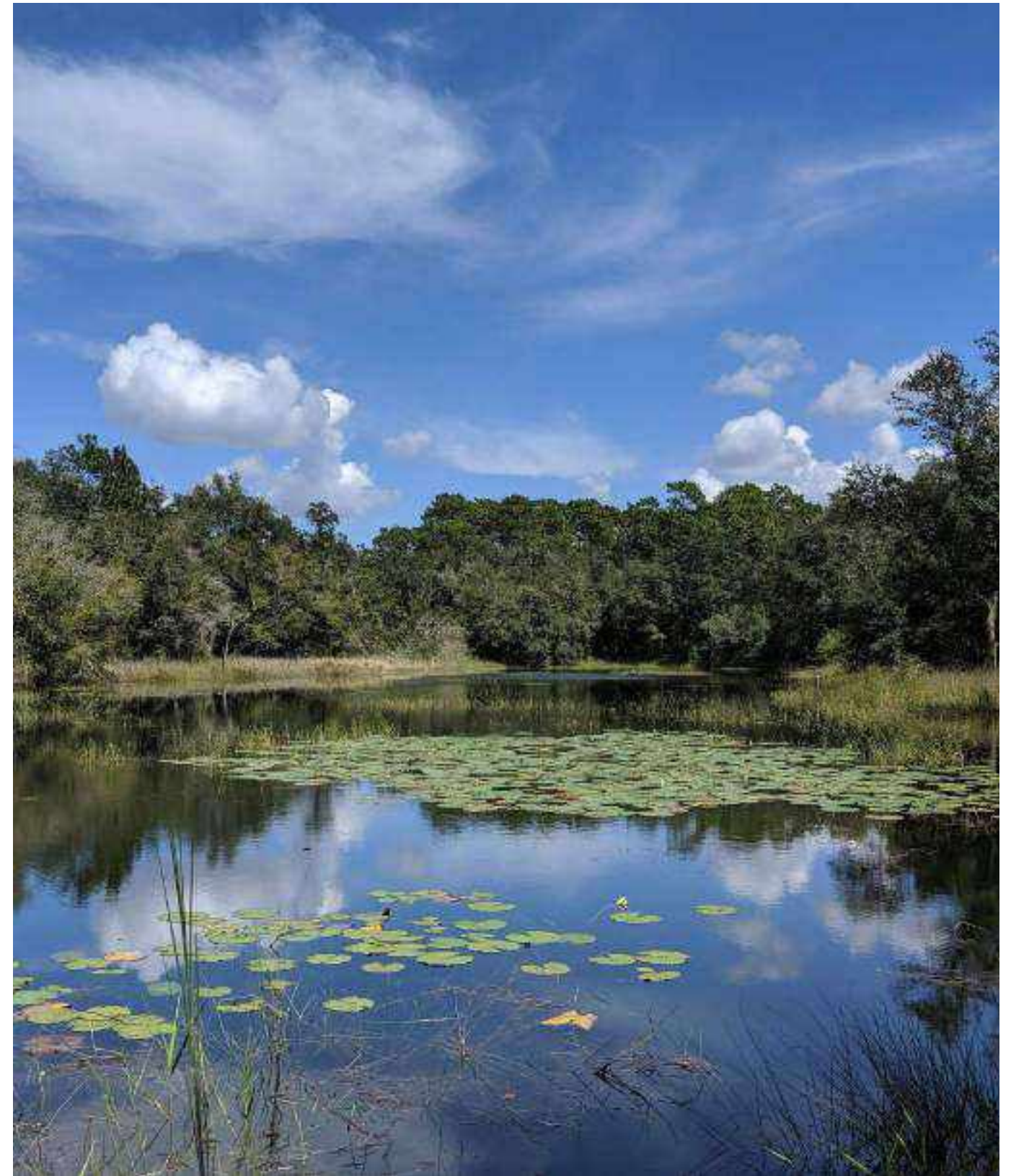
Type Urban Landscape

Guide Brian Cook

Endorsements https://issuu.com/mitalinaik.y?issuu_product=header&issuu_subproduct=account-settings&issuu_context=link&issuu_cta=profile

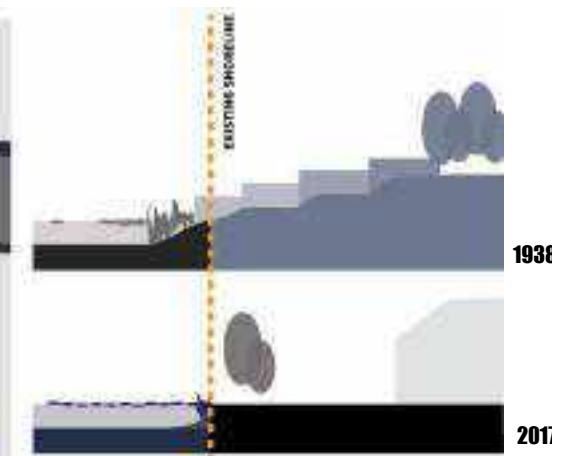
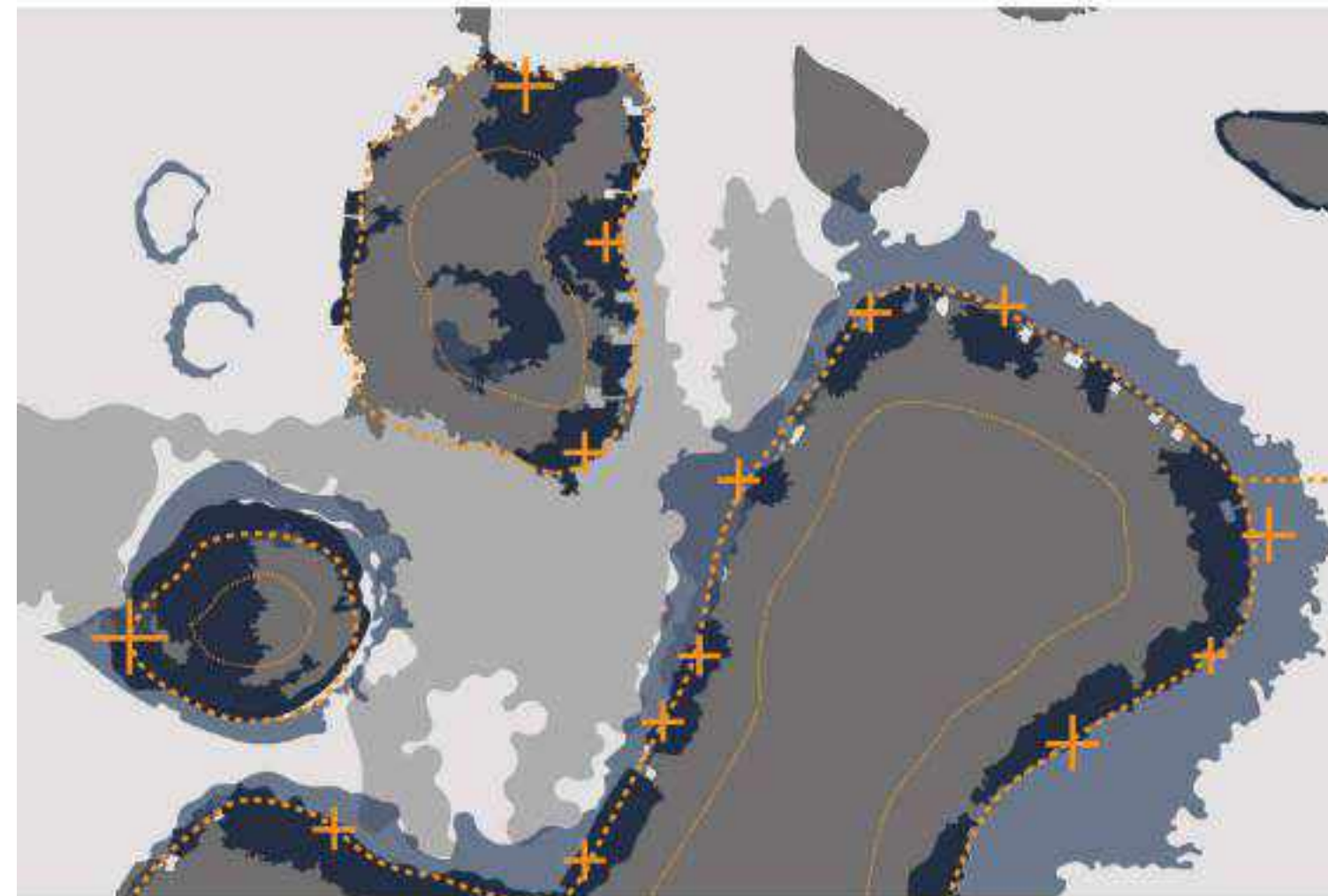
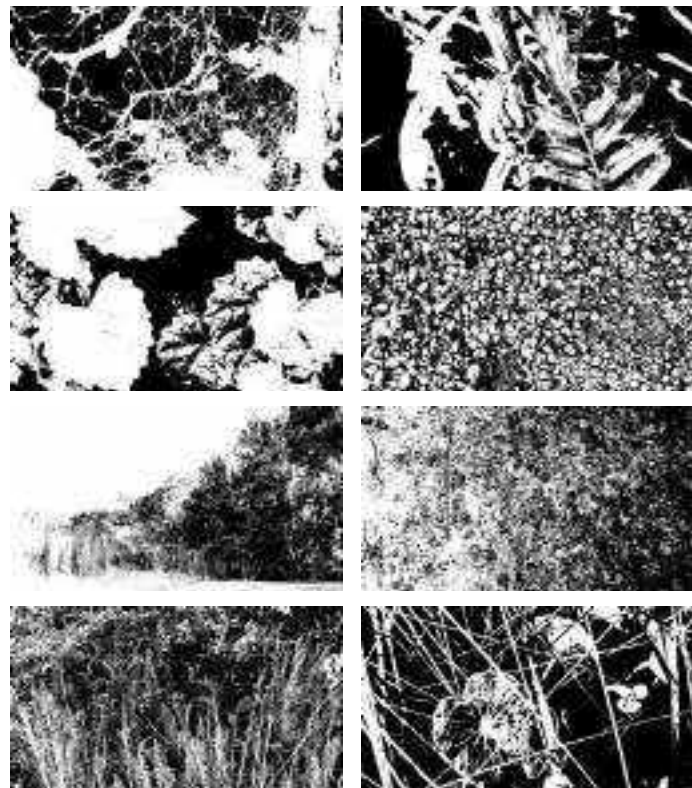
Background

Florida contains about more than 30,000 lakes covering about more than 3 million acres of land. These lakes are mainly formed due to dissolution of the underlying limestone, and sinkhole formations by the collapse of limestone. The main idea of the project was to understand the ecology associated with lakes and ponds as well as the functions associated with different ecological zones of West Florida. Specific locations within the Tampa Bay area were examined to first understand the patterns of changes, associations and adaptations of varied landscape features within their environment. Findings from the site visits and readings were documented through sketches, photographs and videos. Changes within the landscape features were identified and presented using a package of drawings to suggest approaches to revamp the site in a way that incorporates the system related to lakes and ponds ecology.



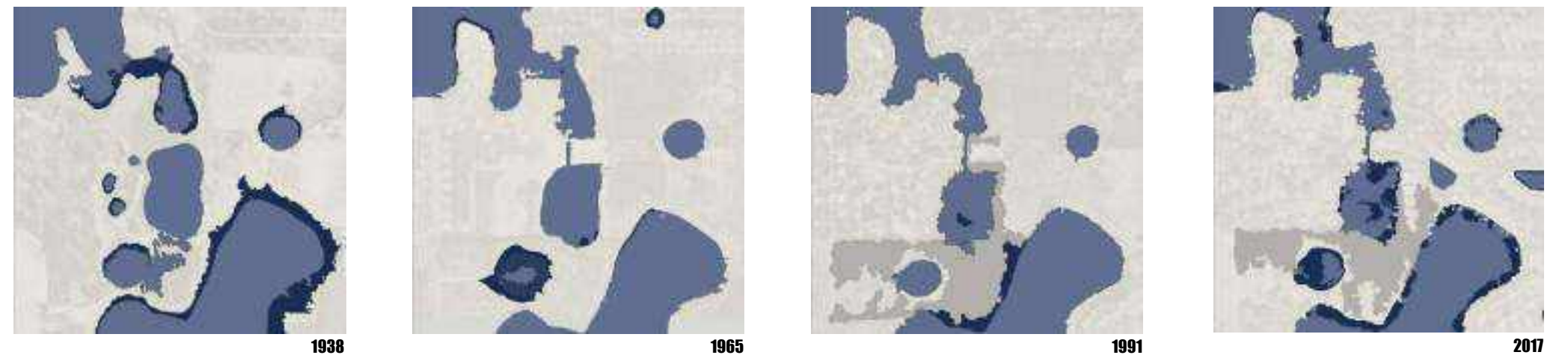
Proposal

The project was mainly divided into three phases, 1) Understanding ecological Origins and landscape performances, 2) Tracing Urbanism and Expansion 3) Site Operations for restoring landscape functions. The map sequence diagrams were generated beginning with the oldest available map of the selected area to tell a story of the place. Transformation, and relationships associated with lakes and ponds in the selected area were highlighted. Impacts of infrastructure and development, on the terrain, edge conditions, and the overall ecological system was underscored. What is missing, that once was; and what could, or should, be reintroduced was suggested. Overall, the project focused on understanding of landscape function, of ecological zones, structures within systems through sketches, imageries, films, reference texts, and explanatory graphics. The intent was, to understand and suggest iterations to the structures supporting the functions of landscape features as a system.



The major change observed from the year 1938 to 2017 is change in the shoreline condition from being more exclusive to inclusive. The littoral zone in a lake can be defined by the presence of sunlight at the sediment level, and the corresponding growth of partially-submerged to fully-submerged aquatic plants. It is also generally characterized by abundant dissolved oxygen, nutrients, water motion, and alternating intervals of submergence and exposure. The main function of this zone is prevention of Erosion, Infiltration and providing shelter for some insects, dragonflies, frogs, and some aquatic animals. Over the years, this function has been modified.

Changes in the edge condition of White Trout lake and Boot Lake from 1938 to 2017



05

Camel Conservation Center

Strengthening the relationships between indigenous inhabitants of Thar by reviving the lost camel culture

Location Jaisalmer, Rajasthan, India

Keywords Vernacular, sustainability, social, preservation, economic, urban, culture, earthen pots, mud construction, camels

Year 2018

Type Architectural Design

Guide Anmol Warang, Sachin Prabhu

Endorsements https://issuu.com/mitalinaik.y?issuu_product=header&issuu_subproduct=account-settings&issuu_context=link&issuu_cta=profile

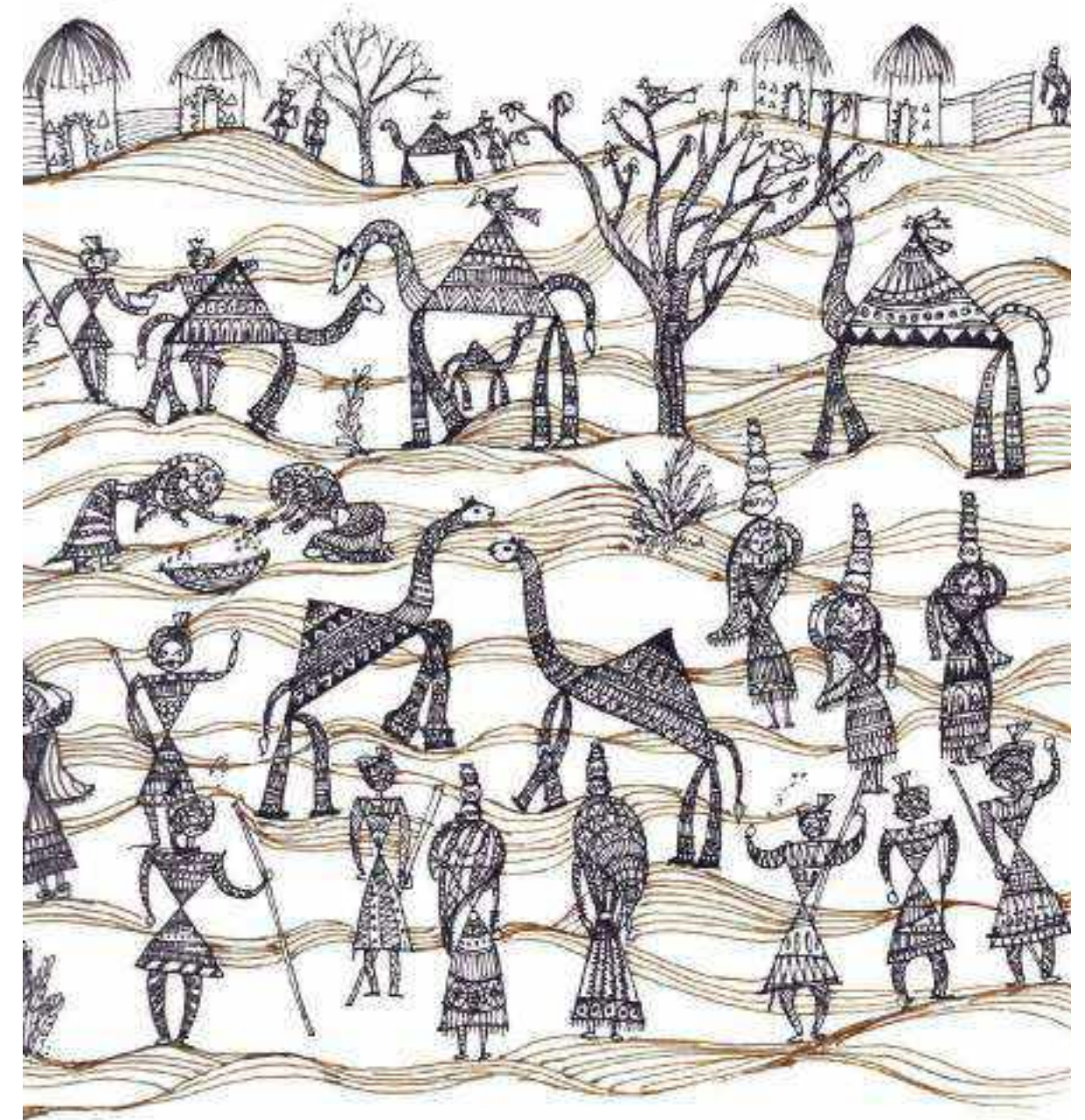
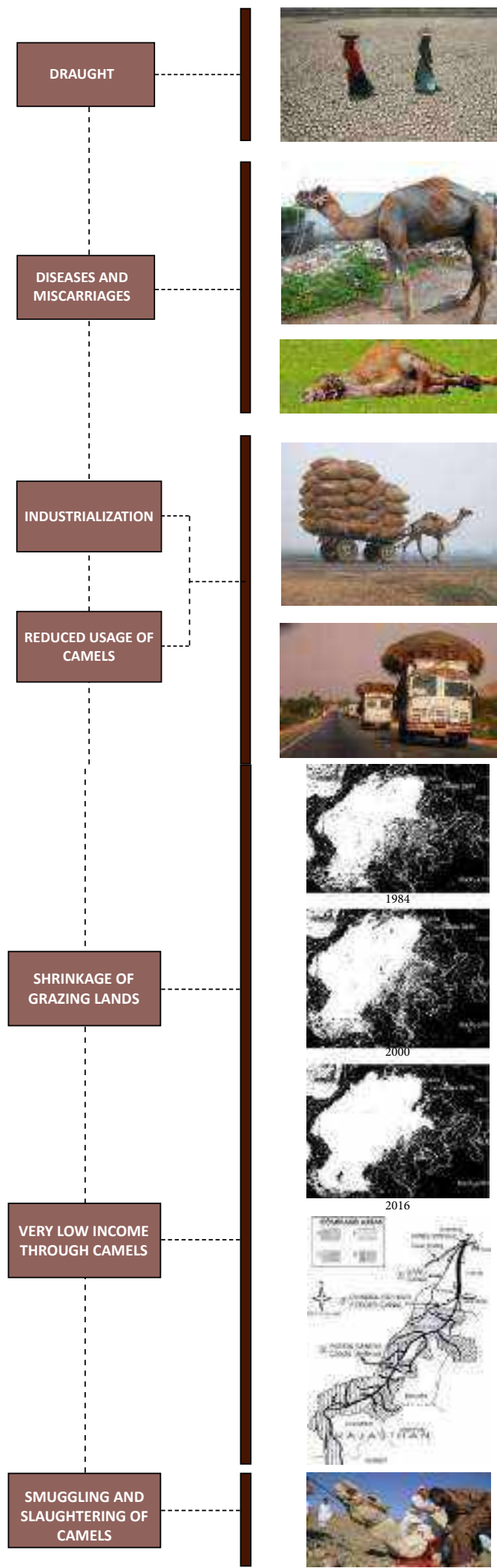
Background Architecture has the ability to revive, transform and synchronize the communities with the associated landscapes and ecologies. In an attempt towards animal conservation along with upliftment of associated communities, intensive research, case studies and comparative analysis was conducted. Influenced by a newspaper article on 'plummeting camel population causing an

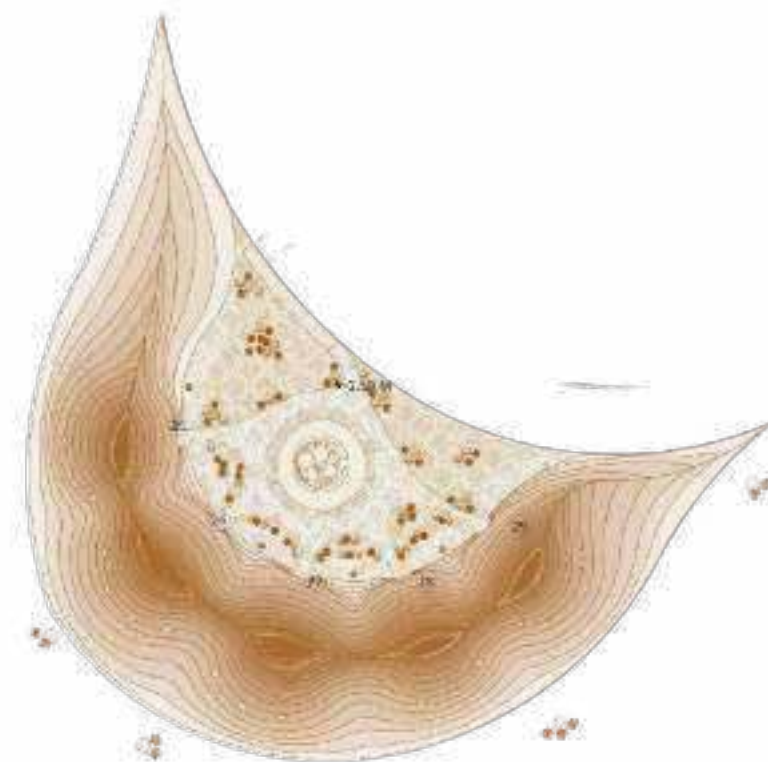
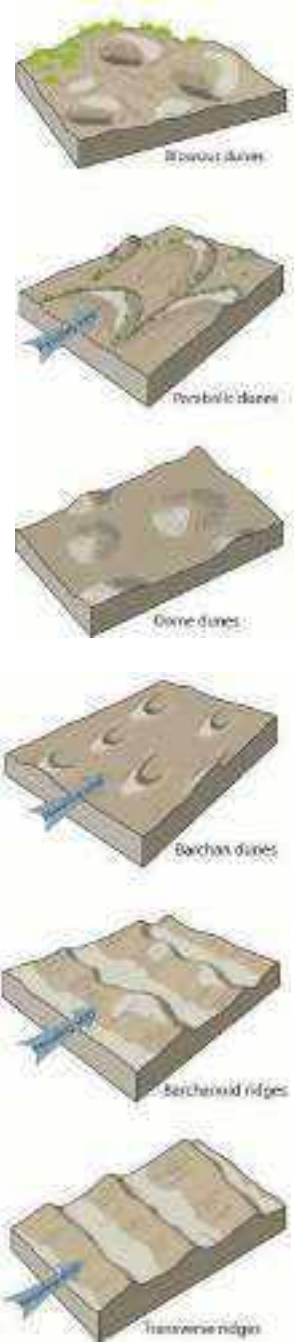
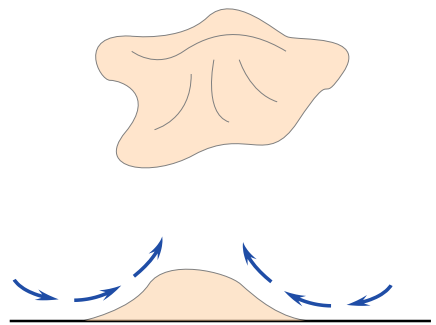
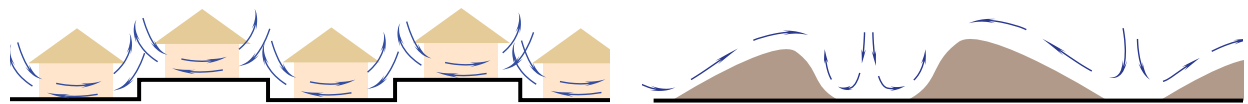
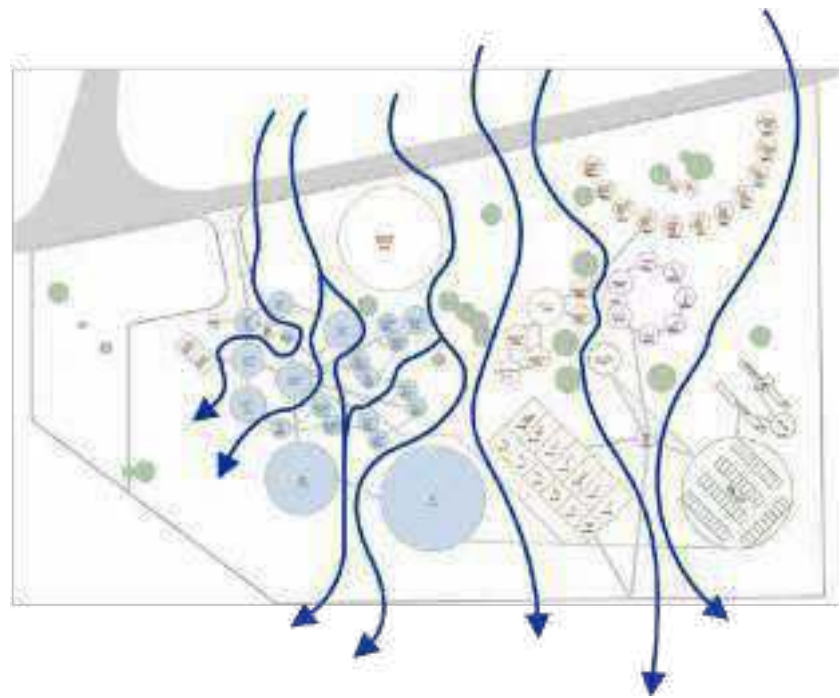
imbalance in the Thar desert', a site visit was conducted to Rajasthan. The state of Rajasthan is located in northwestern India and Jaisalmer - a city in Rajasthan comprises most of the Thar desert. About 60% of the Thar Desert is located in Rajasthan out of 85% being in India. Besides camels' ecological and economical significance, they are an integral part of the culture and lifestyle of the vernacular desert communities, so much that camels have been a piece of their spiritual lives. As a part of extensive research on the desert dynamics and vernacular lifestyle, several cities in Rajasthan were visited to create a foundation for strategy and design decisions. The main reason for the plunging camel numbers is their unfavorable living conditions. Expenses associated with subsistence of the species are exorbitant in comparison to the income generated through them. Camel theft, trafficking, increase in demand of camel meat and infrastructural developments on grazing lands is leading to threatening conditions. This project focuses on the creation of a revenue generating platform in the form of a camel conservation center for camel farmers, and a source of knowledge for tourists. It mainly aims at making camels' lives more important than death. It also aims to act as an archetype for enrichment of the camel-human-desert relationship for armament of pastoral communities across India thereby reviving the lost camel culture.



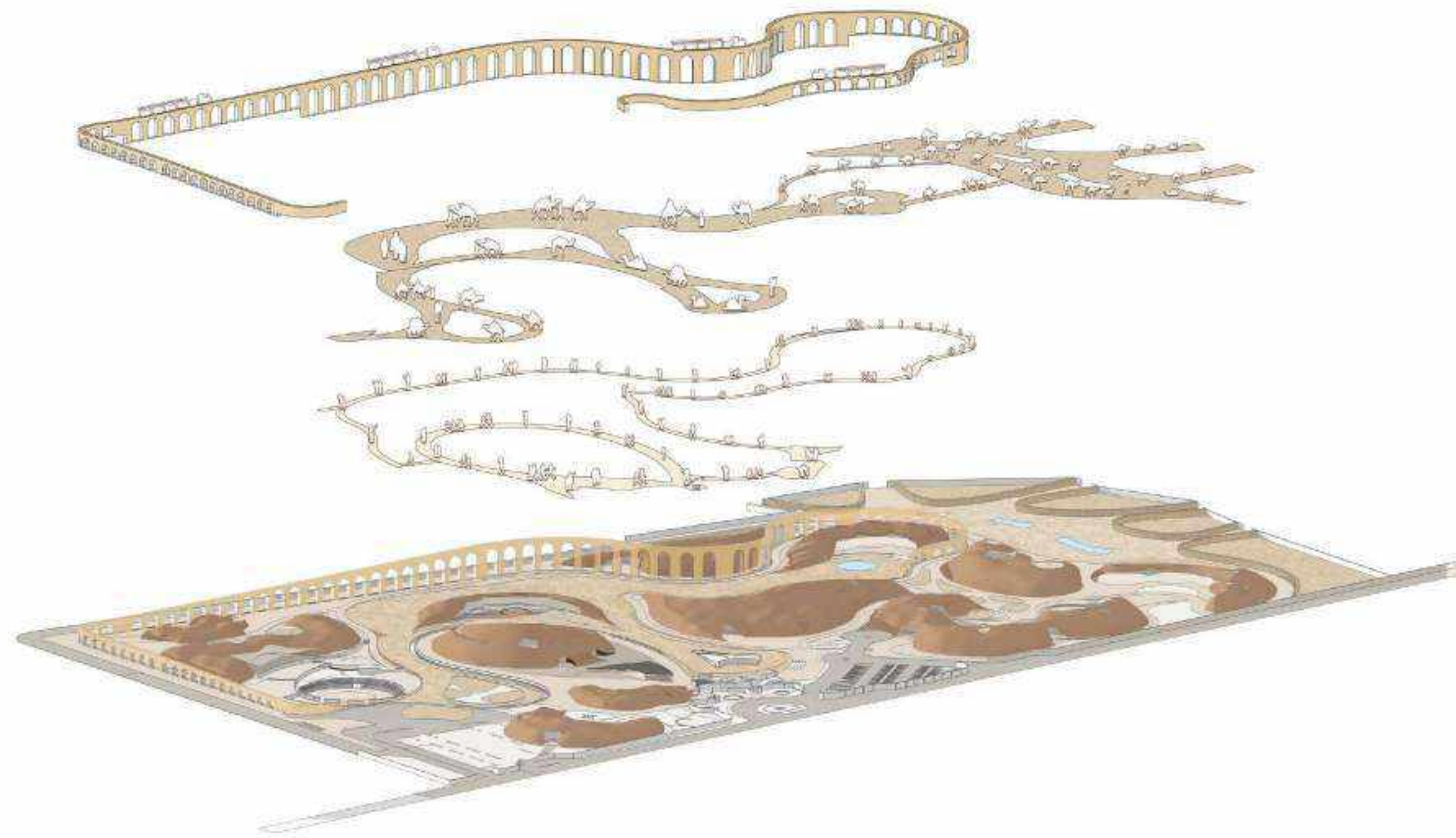
Proposal

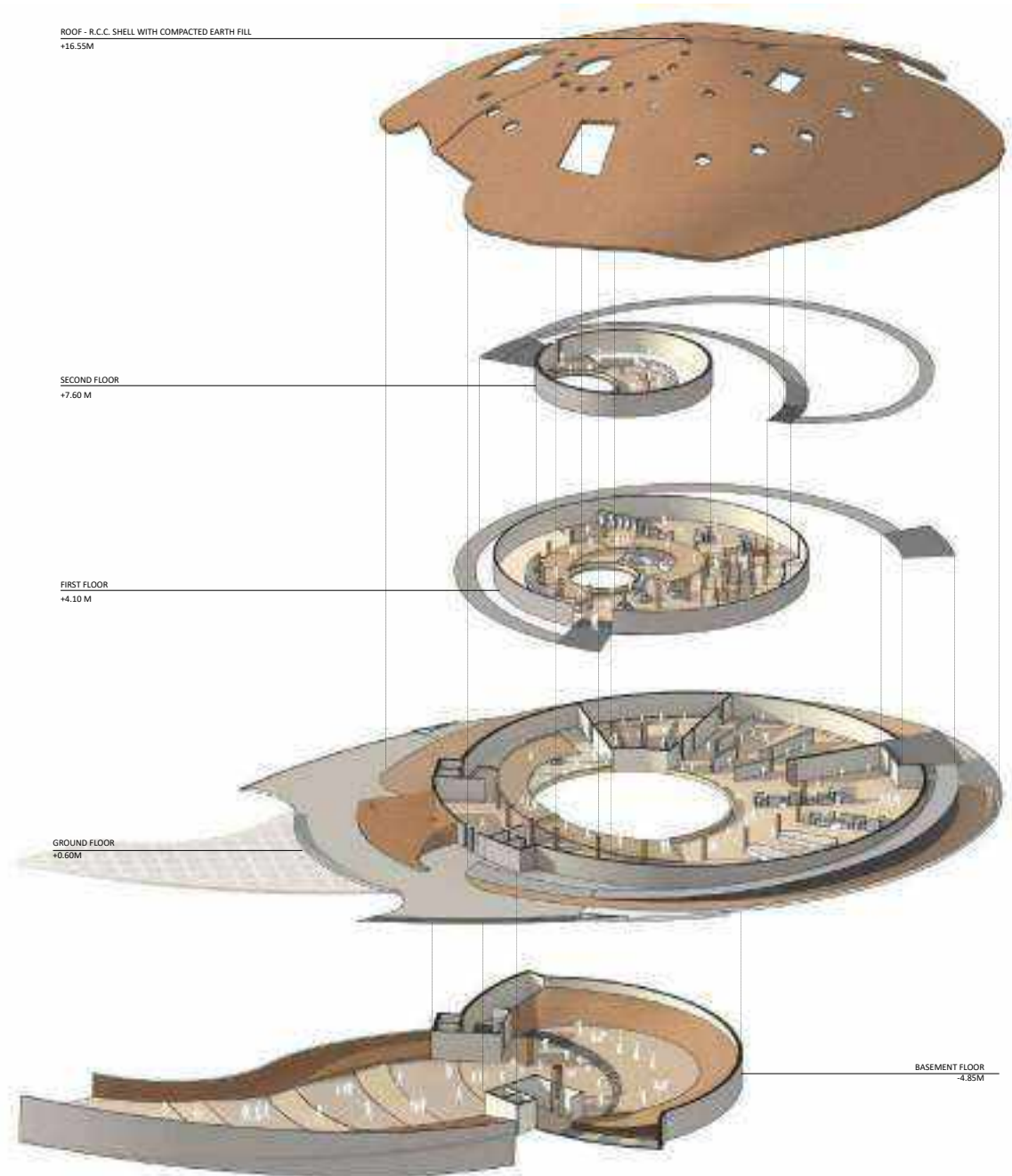
Site consists of about 50 acres in Jaisalmer - the Golden City of Rajasthan, which is a popular tourist attraction and home to indigenous desert communities. A Camel Conservation Center is proposed such that it has three overarching programmatic zones catering to camels, visitors and the Raika community (local camel pastoralist community). These zones are integrated by the circulation system designed for camels, humans and the recreational train. The aerodynamic nature and patterns of sand dune formation is studied, which guides the form of the structures on site. Rajasthan characterizes harsh, dry and arid climate with extreme temperatures of about as low as $-4\text{ }^{\circ}\text{C}$ ($24.8\text{ }^{\circ}\text{F}$) and as high as $50.0\text{ }^{\circ}\text{C}$ ($122.0\text{ }^{\circ}\text{F}$). Passive temperature regulation techniques such as earth berming and wind channeling by venturi effect using mud as a construction material inspired by the traditional 'Jhumpa' houses and 'jaalis' of Rajasthan are applied. The programs mainly include medical treatment and stables for camels, workshops and exhibitions for tourists, and manufacturing units as a source of income for the Raikas. Products from camel milk and dung during camel's life, and camels' skin, bones, hair after camels' natural death are proposed to be produced in the manufacturing unit. The intervention aims to provide a platform to live, work and play for the Raika community. The proposal mainly aims to invite varied users to generate awareness and revenue as well as transform the living conditions of camels and the Raika community of Rajasthan in an effort to revive the lost camel culture.





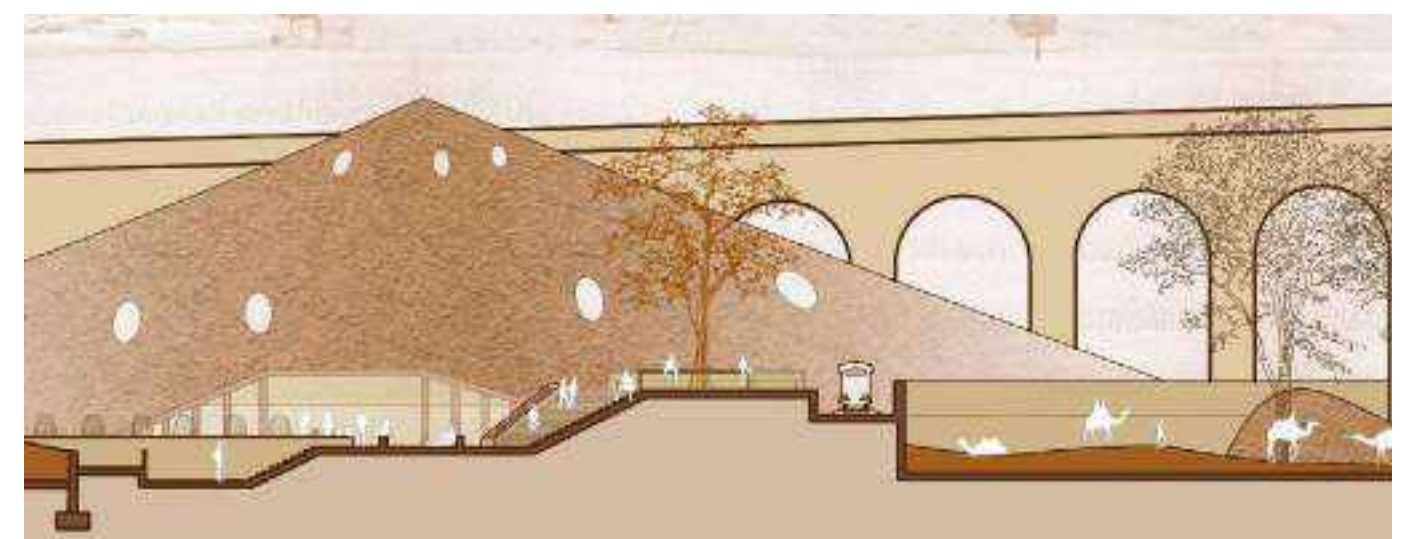
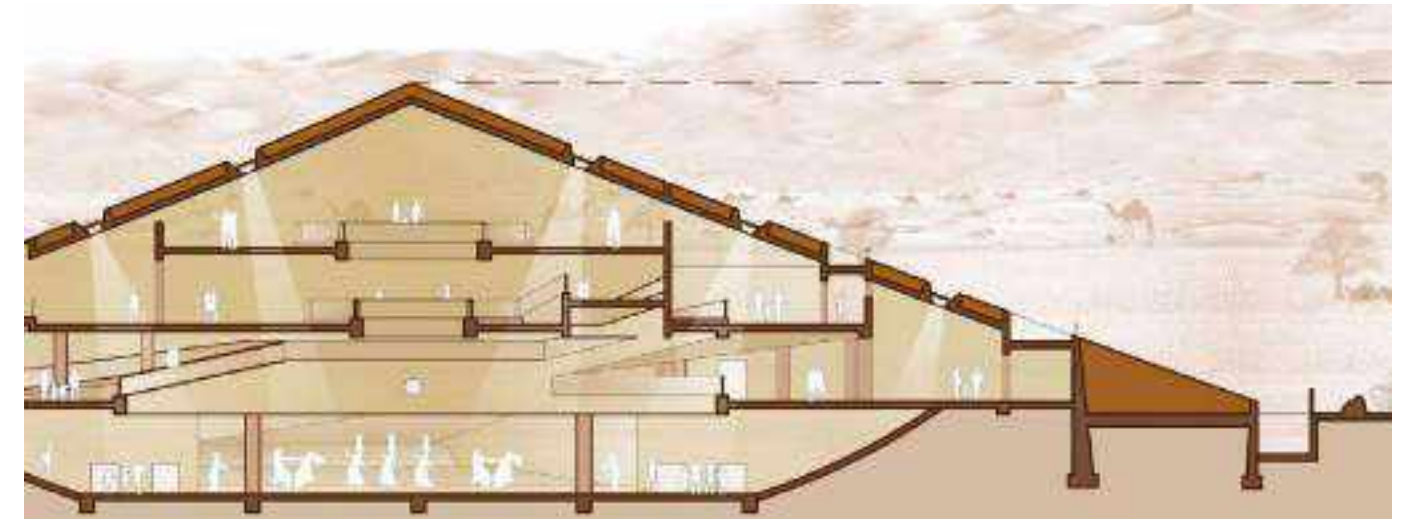


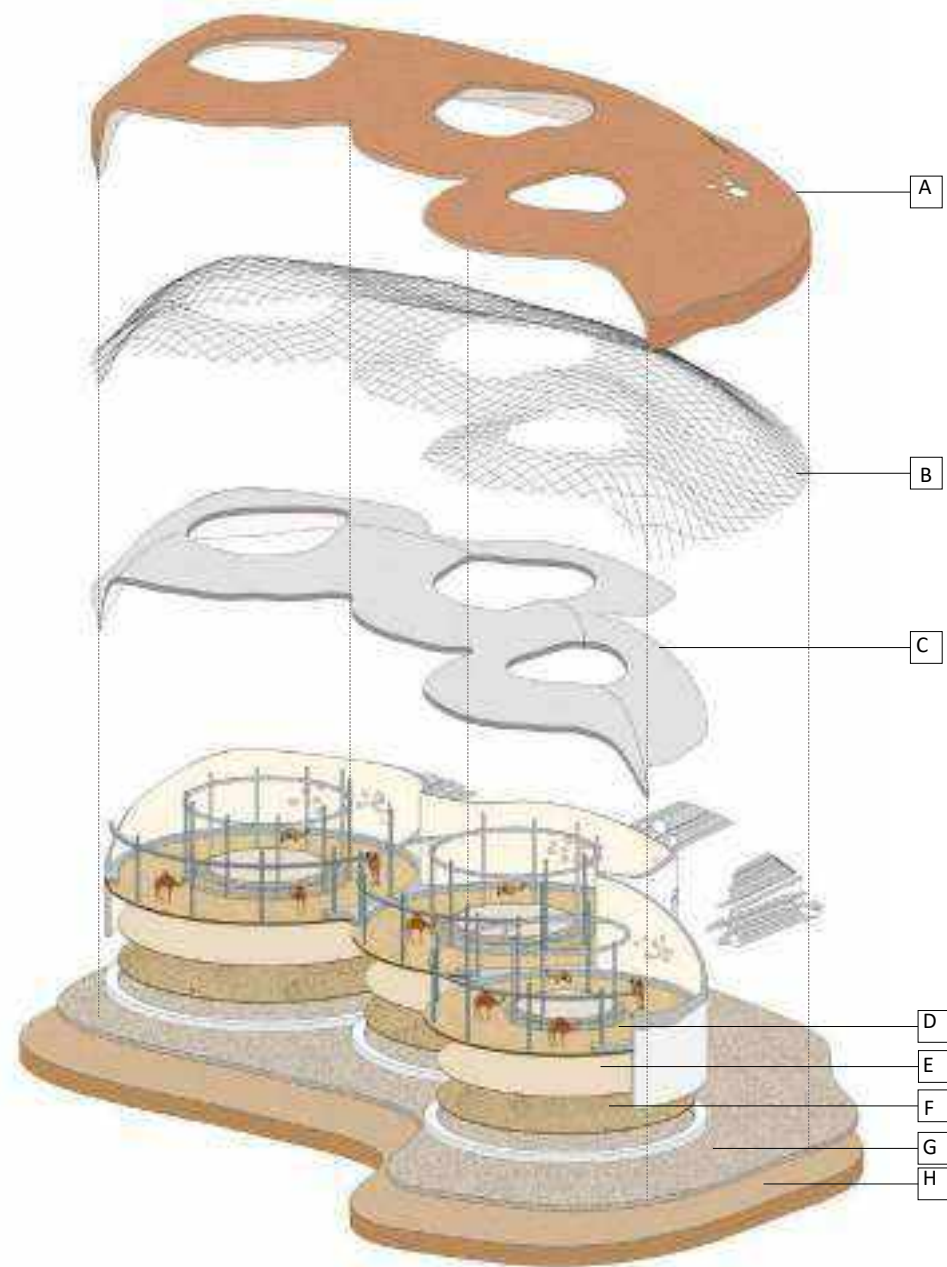




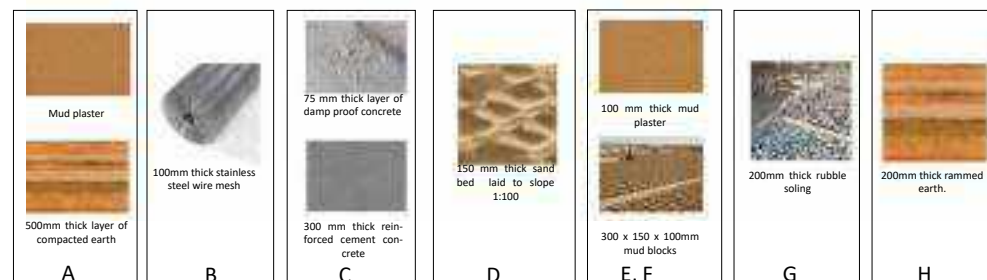
EXPLODED VIEW OF PERMANENT EXHIBITION SPACE

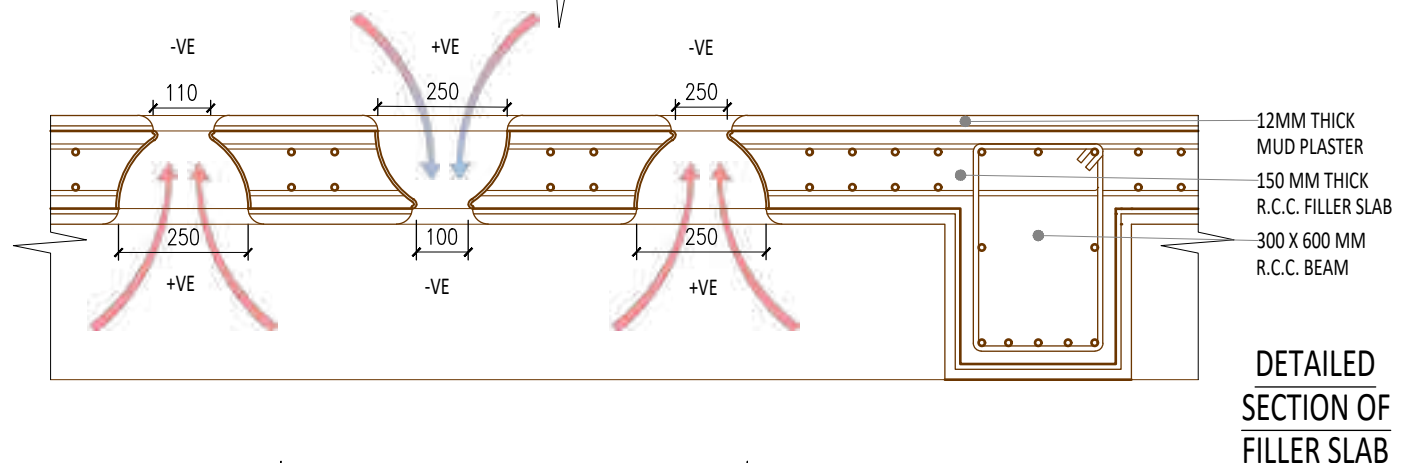
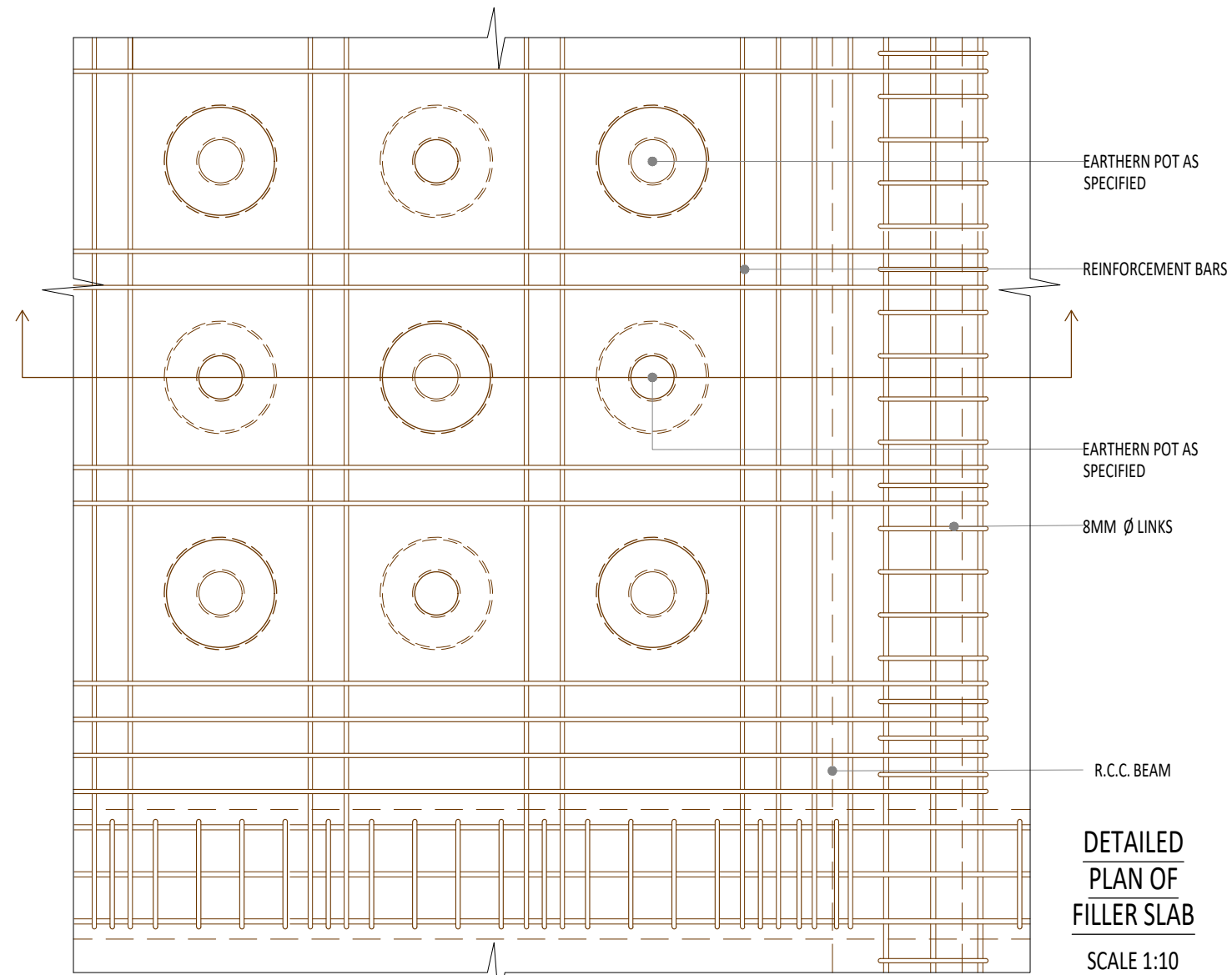
- | | | | |
|--|--|--|---|
| <p>TRADITIONAL RAJASTHANI PUPPET SHOWS, FOLK DANCES ETC.</p> <p>LIVE EXHIBITION SPACE
BASEMENT FLOOR</p> | <ol style="list-style-type: none"> 1. ORIGIN OF CAMELS IN NORTH AMERICA 2. THEIR ARRIVAL IN ASIA 3. TYPES OF CAMELS 4. CAMELS IN INDIA-TRADE ALONG THE SILK ROUTE 5. CAMELS AS AN IMPORTANT PART OF CONSTRUCTION AND TRADE ALONG THE SILK ROUTE 6. EXHIBITION HIGHLIGHTING PRESENCE OF Jaisalmer BECAUSE OF CAMELS 7. CAMEL CULTURE-ROLE OF CAMELS IN DAY TO DAY LIVES 8. SURVIVAL OF DESERT COMMUNITIES ON CAMELS <p>GROUND FLOOR</p> | <ol style="list-style-type: none"> 9. USAGE OF CAMELS BY KINGS, FOR TRANSPORTATION 10. IMPORTANCE OF CAMELS IN B.S.F. 11. INDUSTRIALIZATION 12. INCREASE IN USAGE OF MACHINES AND DECREASE IN USAGE OF CAMELS 13. CAMELS - AN ECONOMIC BURDEN ON THE REARING COMMUNITIES, ESPECIALLY RAIKAS 14. LIVESTOCK REARING- A DYING OCCUPATION 15. GRADUAL DEATH OF ETHNOVETERINARY KNOWLEDGE, TRADITION, CULTURE <p>FIRST FLOOR</p> | <ol style="list-style-type: none"> 16. LOSS OF STATE'S IDENTITY, DESERT'S ICON 17. A HOPE OF REVIVAL OF CAMEL CULTURE <p>SECOND FLOOR</p> |
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EXPLODED VIEW SHOWING CAMEL SHED





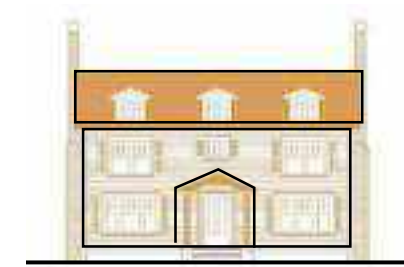
06

Design Guidelines for Historic Properties

Collaborative effort for preservation, rehabilitation, restoration, and reconstruction of properties in Lakeland's Historic Districts to maintain its character.



Queen Anne



Colonial Revival



Frame Vernacular



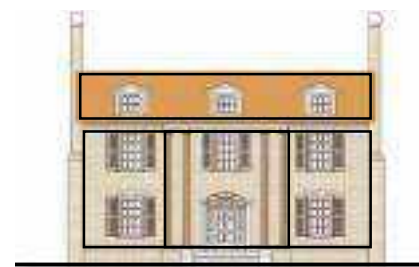
Ranch



Bungalow



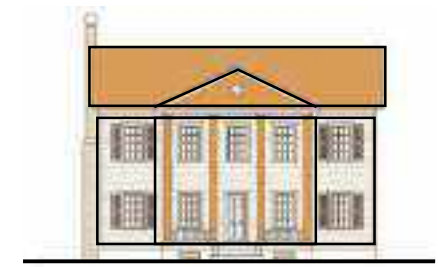
American Four Square



Neo-Classical



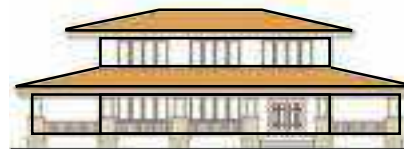
Mediterranean Revival



Greek Revival



Dutch Colonial



Prairie



Tudor

Credits: Olivia Leamer, Anastasiia Hunda, Mitali Naik

Location

Lakeland, FL

Keywords

Historic Preservation, rehabilitation, restoration, reconstruction, policy, framework

Year

2020 (Adopted)

Type

Research, evidence based recommendations

Team

T. Trent Green, R.A., Anastasiia Hunda, Kamani Samuel, Keisha Belizaire, Matthew Satchwell, Olivia Leamer, Sreen Abuemaish

Background

The city of Lakeland has a rich architectural history spanning over a century and representing eras of development, social and cultural history. The City is involved in 40 years of Historic Preservation with 7 Historic Districts, 1600 Historic buildings, 350 Historic Houses and 9 House styles. As a part of foundational study, visual documentation and visits to each of the historic districts of Lakeland were conducted. Various American house styles and design guidelines documents were studied, analyzed and compared to devise a working format for the design guidelines.

Contribution

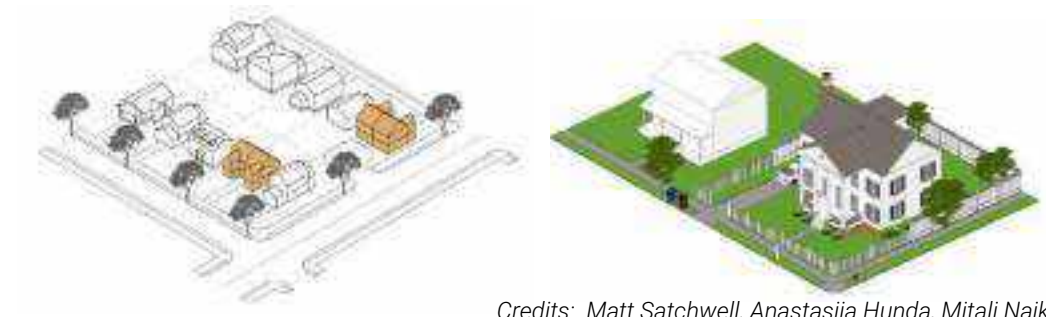
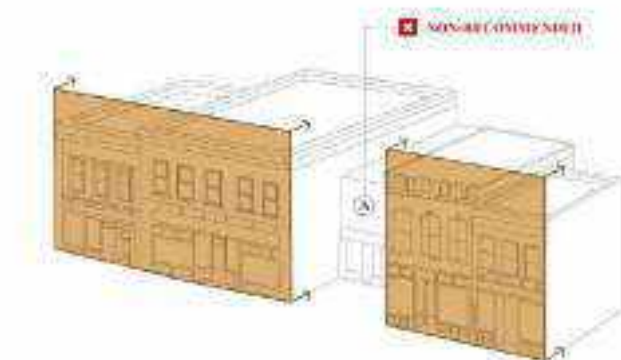
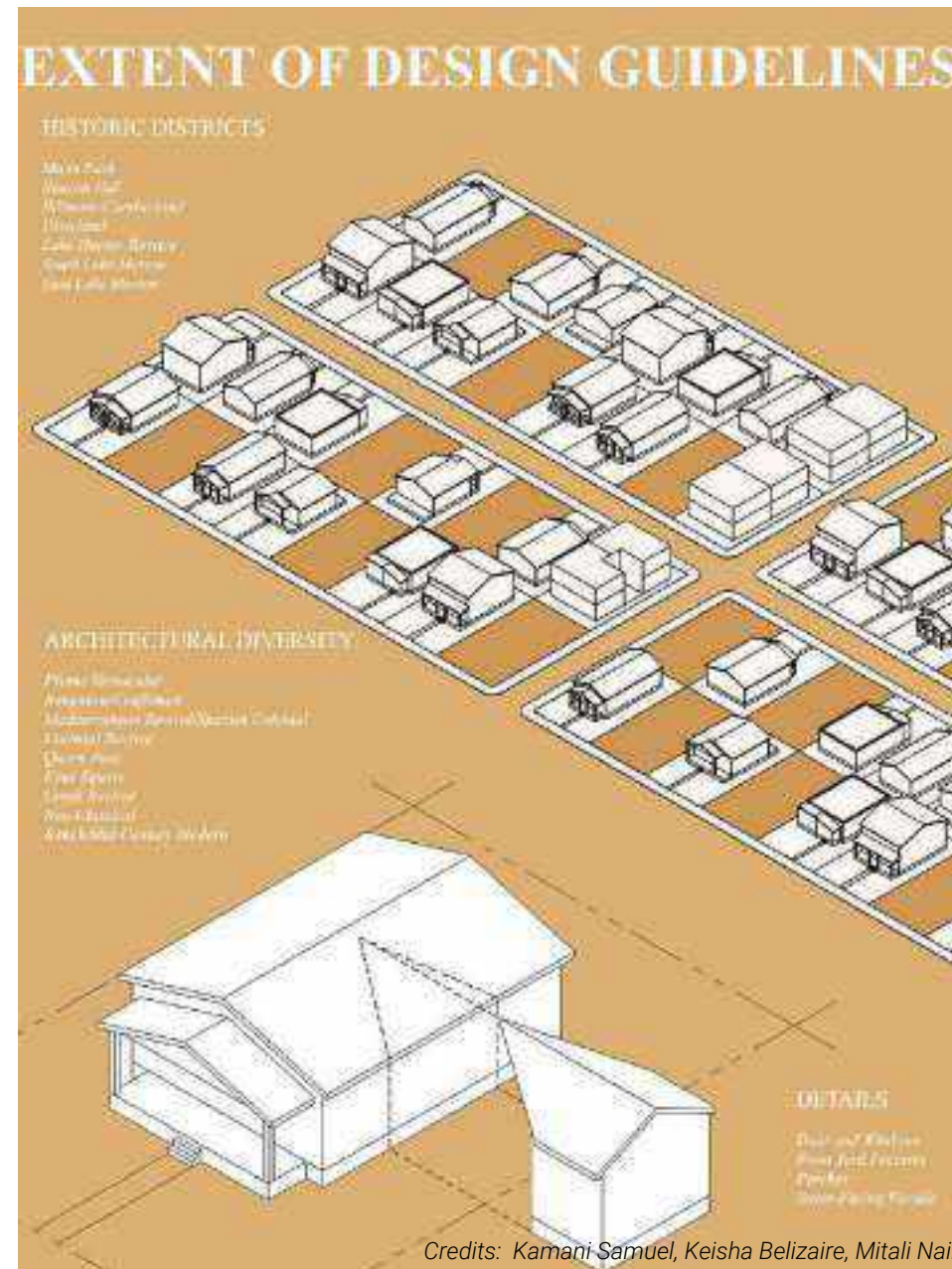
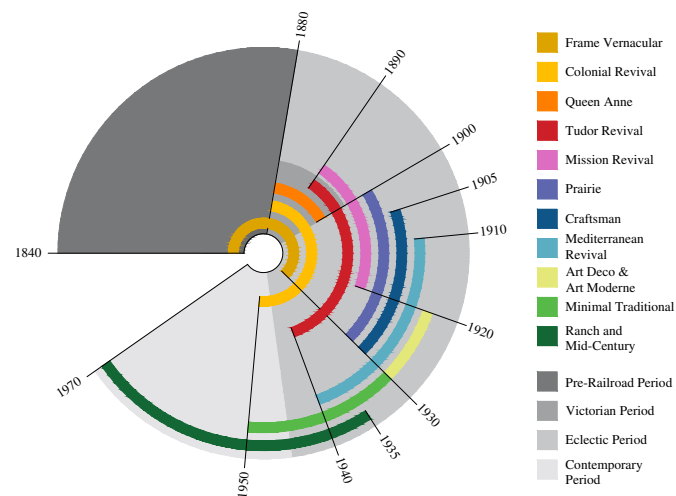
Document's visual and accessibility format design, Indesign document control and management, team coordination, illustrations, graphics, diagrams and assistance with the guidelines

Endorsements

https://www.lakelandgov.net/media/12613/final-lakeland-design-guidelines-for-historic-properties-12-8-2020_reduced.pdf

Proposal

The Design guidelines for the Historic Districts of Lakeland are intended to protect the unique character and value associated with the historic properties and districts of the city of Lakeland. They communicate informative guidance, several urban design principles, architectural features and bring clarity through graphics, illustrations, and diagrams for the residents, property owners, design professionals and other potential applicants. The guidelines provide more predictability and consistency in the administration, interpolation and implementation of the design review process. They act as a base for the development of district-specific guidelines to cater to location specific issues and variations as well as for fair decision-making for the City's Historic Preservation Board and Design Review Committee.



07

Wimauma Community Development Plan

Collaborative effort to review the existing and institute a balanced Community Plan Update, to establish a Strategic Action Plan for Wimauma's downtown vision and provide policy recommendations for the Wimauma Village Residential-2 (WVR-2) plan category.

Location Wimauma, FL

Keywords community plan, comprehensive plan, policy, overlay district, participatory design, downtown, strategy, analysis, charatte, community engagement efforts

Year 2020 (In process)

Type Research, Participatory design, Master Planning, Policy Planning

Team Taryn Sabia, Maggie Winter, Anastasiia Hunda, Ana Cheng, William Cook, Emilia Ribadeneira, Amy Polen, Adrian Costache

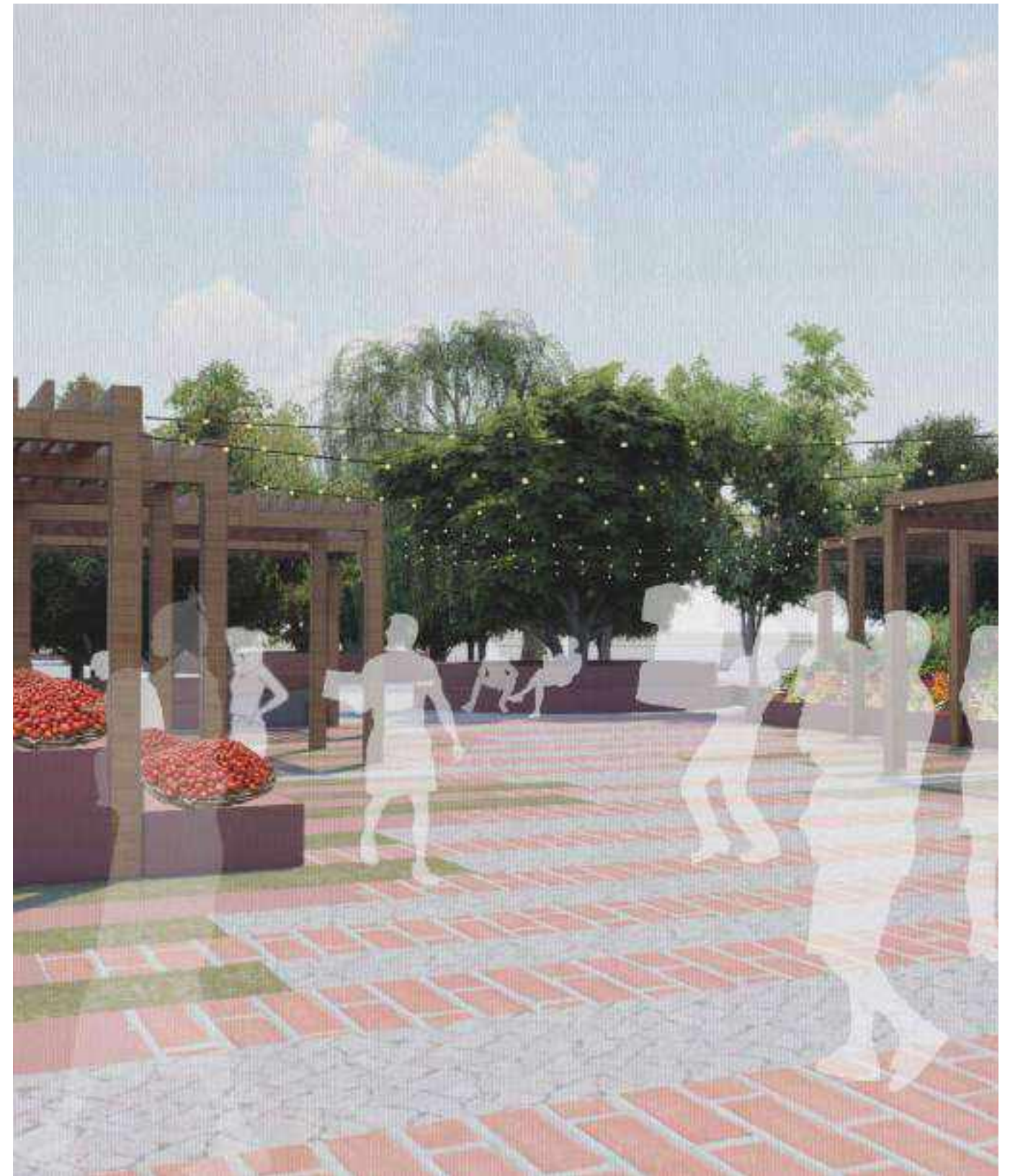
Contribution case studies, conceptual and presentation graphics, maps, illustrations, diagrams, interpretation and translation of the existing Community Plan into visual graphics, assistance during the Community Charrette, analysis transit and connectivity diagrams, improvement visualization.

Endorsements <https://planhillsborough.org/wp-content/uploads/2020/03/Wimauma-Community-Presentation-030720.pdf> (Initial stage)

Background

Wimauma is an unincorporated census-designated place in Hillsborough County with an area of about 25.3 square miles and a population of about 8300(2019). With the ever increasing stressors and recent challenges to Wimauma Village Residential-2 entitlement, the county highlighted a necessity for a long range community design process with a coherent vision and a strategic action plan.

A community charette consisting of workshops, stakeholder interviews and presentations was organized for three and a half days as a part of community engagement process. It focused on discussions related to safeguarding existing community values like small town character, clustered housing, recreational & commercial opportunities, natural resources, environmentally protected lands as well as updating and establishing others according to the current social, economic and environmental conditions. Other topics included affordable housing, connectivity, walkability, access, safety, community form, character, health, public realm, streetscape improvements, open space conditions, infrastructure, new development and redevelopment opportunities to support the community vision, branding and identity for Wimauma. The charette and analysis also provided a shared vision for prioritizing values and community goals for the community plan update as well as long range community Strategic Action Plan in an integrated manner.



Proposal

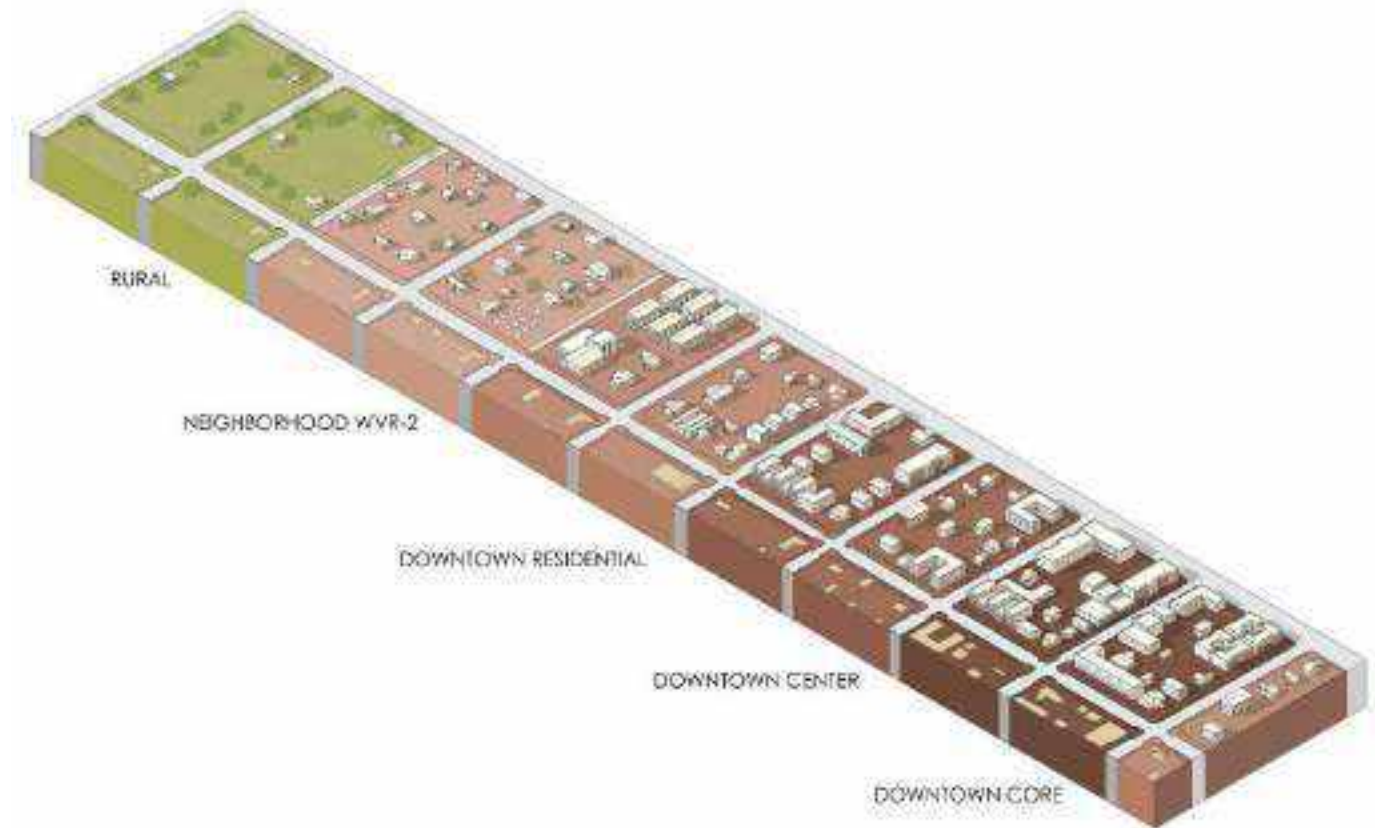
The Wimauma Village Community Plan will serve as a reference for prioritizing, coordinating, and maximizing investments in new development, infrastructure, and other community enhancements. Additionally, it is intended to serve as a strategic framework for public and private-sector investment tied to a specific vision, desired physical, visual, functional characteristics, amenities and health conditions, identified social capital, and set of guiding principles. For the Plan Update, an urban design master plan establishes a framework to review the existing and identify the potential opportunities in the Community.

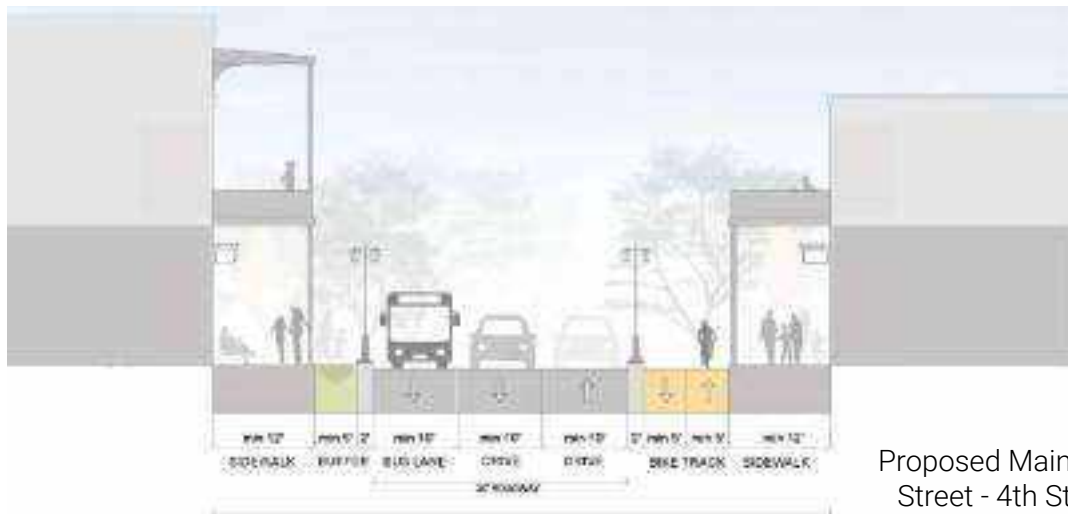


Image Credits : Adrian Costache

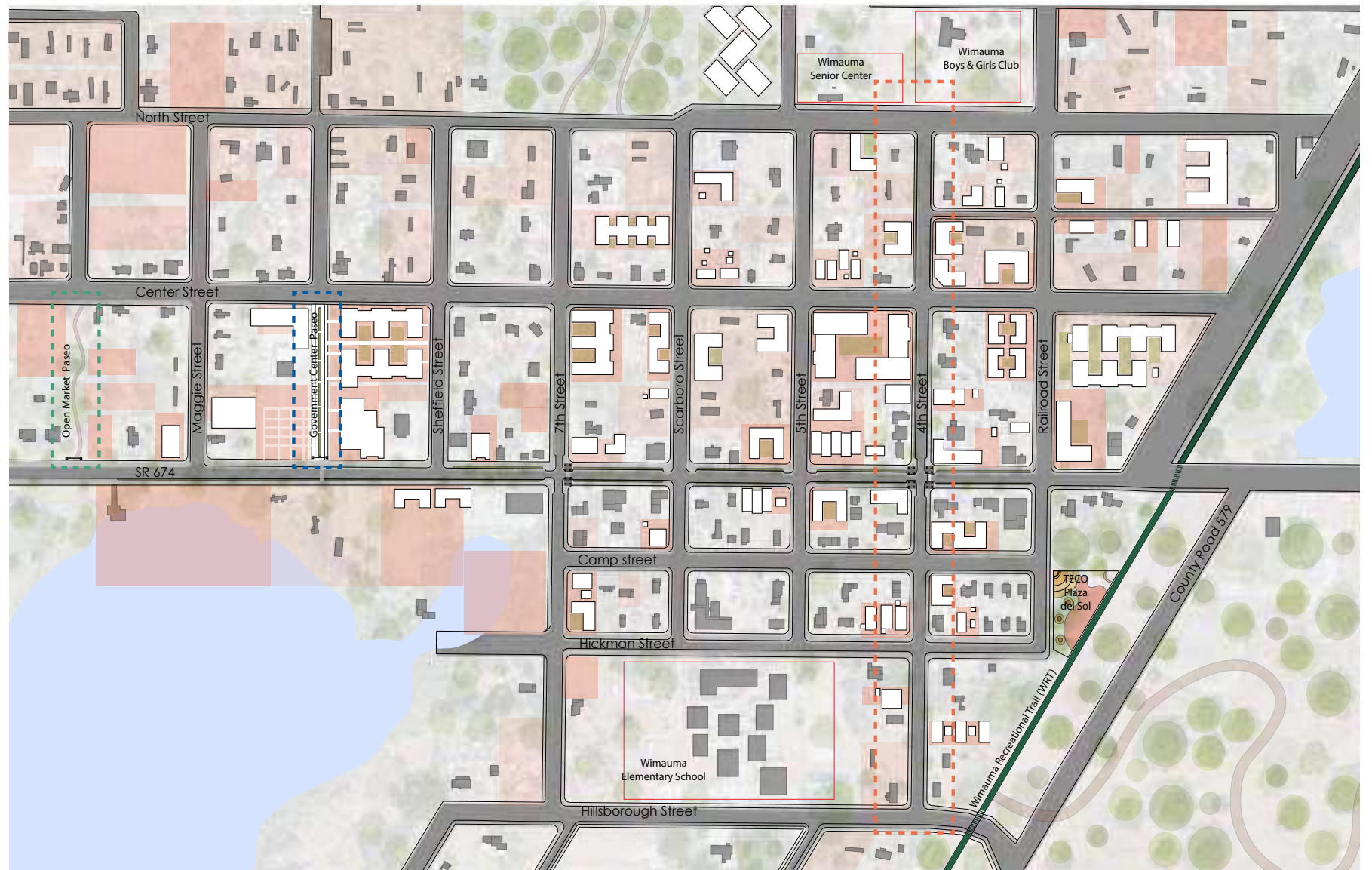


Image Credits : Adrian Costache





Proposed Main Street - 4th St



Main Street Lot Types & Strategy

Credits: Maggie Winters, Anastasiia Hunda
 Concept Credits: Taryn Sabia,
 Maggie Winters, Anastasiia Hunda,
 Mitali Naik

08

2100 Perils

Collaborative effort for geographical assessment of potential flood inundations in Hillsborough County as a part of Community Vulnerability Study for the year 2100.

Location Hillsborough County, FL

Keywords sea level rise projection, flood, community vulnerability, hurricane

Year 2020

Type Research, evidence based recommendations

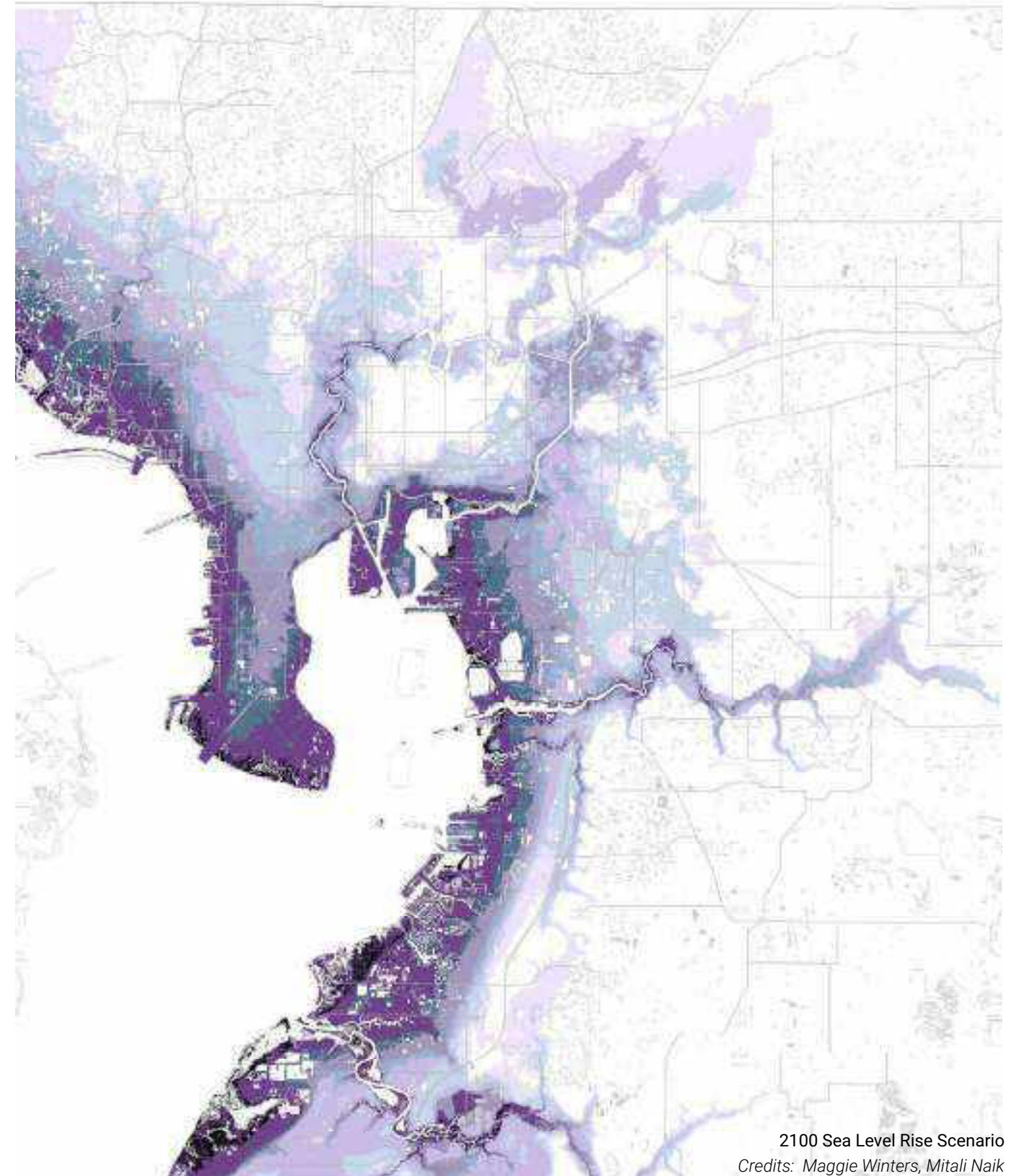
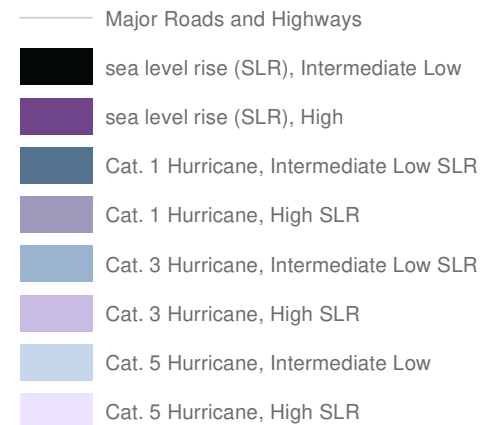
Team Brian Cook, Maggie Winters

Contribution GIS data analysis and management, flood exposure maps of 2100, case studies, report draft

Background Sea levels for the year 2100 are expected to rise between 2 to 8.5 feet above year 2000 levels according to the scenarios released by the Tampa Bay Climate Science Advisory Panel (CSAP) suggesting a highly variable future. As sea-levels increase, so do the impacts from storm surge and heavy rainfall. Hillsborough County's population will increase by 25% in the next 20 years (Tampa Bay Regional Planning Council, 2020). Densely populated coastal areas could experience flooding, erosion, decreased potable water supply, and compromised drainage/wastewater treatment systems (see TBRPCI, The Cost of Doing Nothing, 2017, and TBCSAP

2019), thereby affecting the regional economy and incurring losses in real estate. This addresses the need for a long term plan and a community vulnerability study as its base.

2100 Perils is a small part of the larger Community Vulnerability Study for Hillsborough County involving case studies for flood mitigation, generating map graphics for sea-level rise projection for 2100 and compilation of a report. Based on vulnerability study for 2045, sets of map graphics were generated to exhibit the extent of potential flood water inundation, sampling of community vulnerability indicators and development that will be affected in the next 100 years in Hillsborough County for the year 2100, both for sea-level rise and storm surge. This project's ultimate goal is to develop a planning framework for a systems-based approach for risk reduction strategies for 2100 (including design strategies for defense and flood-adaptive urban environments).



2100 Sea Level Rise Scenario
Credits: Maggie Winters, Mitali Naik

Hillsborough County Sustainability Action Plan

Partnership effort for a long term Strategic Sustainability Action Plan

Location Hillsborough County, FL

Keywords equity, sustainability, actions, targets, goals

Year 2020 (In process)

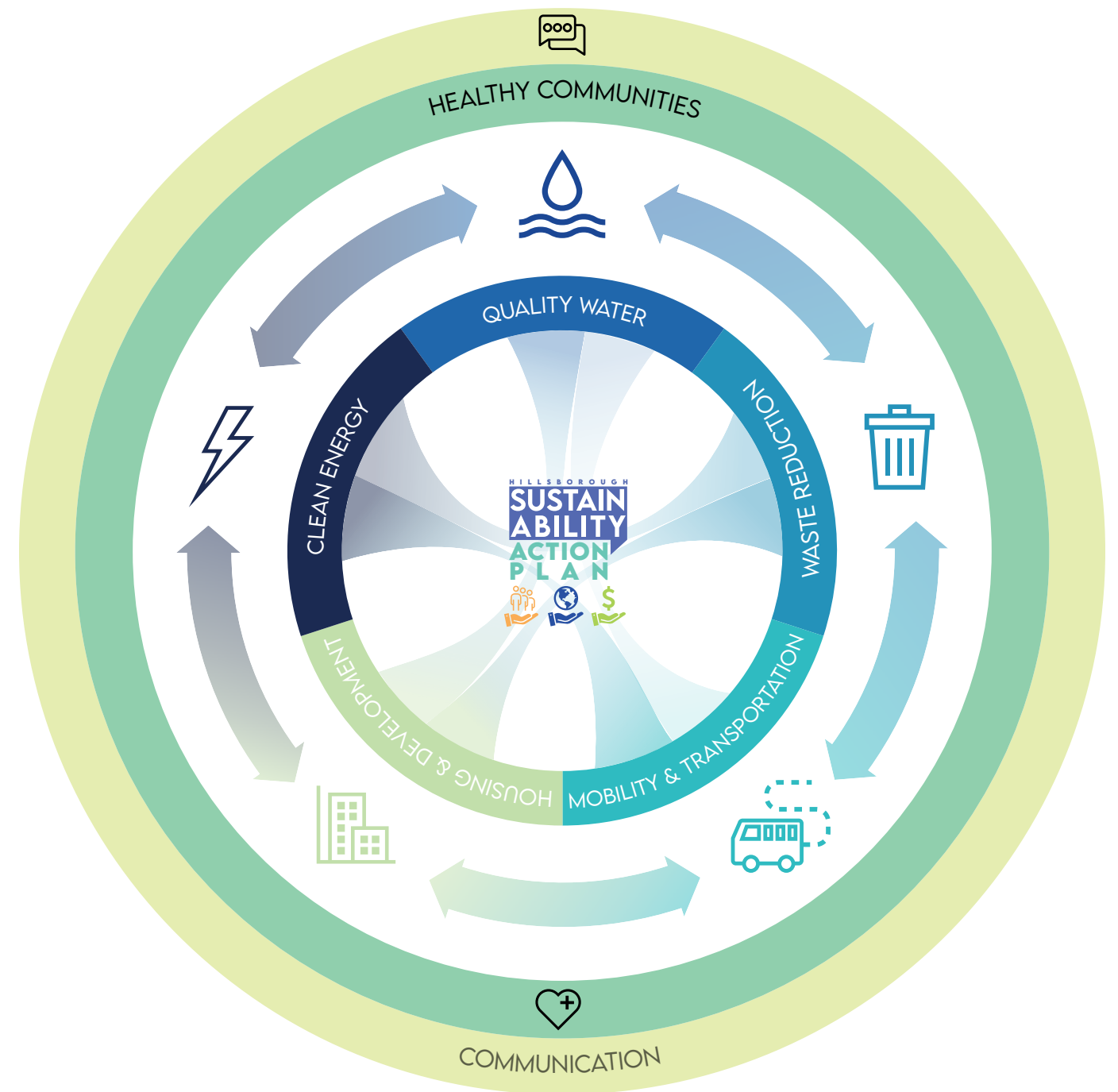
Type Active community engagement, research, strategy planning

Team Taryn Sabia, Maggie Winters, Sandra Garren, Anastasiia Hunda, Ana Cheng, Emilia Ribadeneira

Contribution Document format case studies, graphics, illustrations, note taking for open houses and focus groups; data management and analysis of engagement feedback; assistance in workshops, document formatting and management; drafting action narratives, case studies and summaries for each goal.

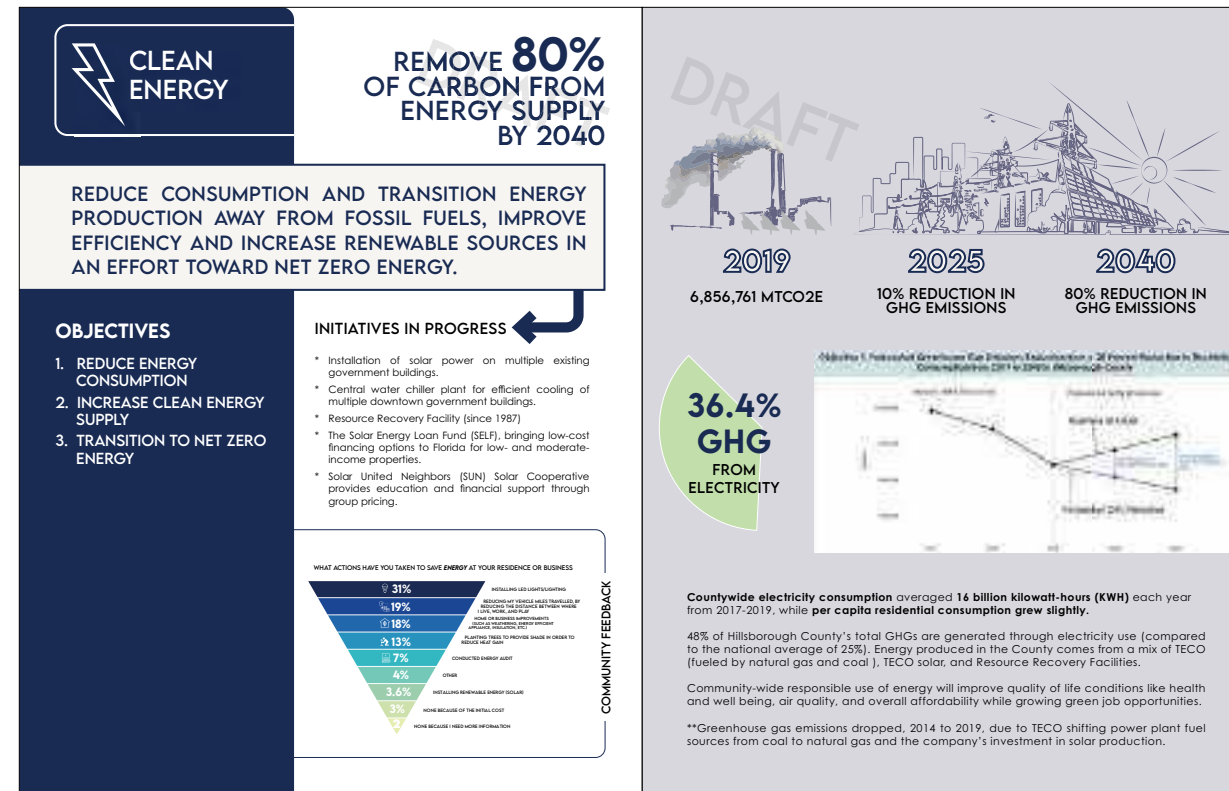
Background Hillsborough County aspires to achieve real sustainability by striking a balance between economic demands, human well-

being, and natural resource preservation. Several engagement activities such as surveys, workshops, open houses and focus group discussions were conducted to identify and prioritize the needs, and willingness of county residents and business owners to commit to supporting sustainability issues as well as initiatives to enhance the quality of life of all residents. Apart from research and case studies, engagement feedback was analyzed meticulously to form a guide for the Action Plan.



Proposal

Hillsborough Sustainability Action Plan is a comprehensive document with overarching goals such as clean energy, quality water, waste reduction, mobility and transportation, healthy communities, housing and development and communication. Under each goal are broad, aspirational statements known as objectives, all of which have specific achievable actions. Each action highlights specific policy, program or tool that are already in place or will be implemented to support the program. These goals, objectives and actions are a result of the analysis of the engagement efforts.



Formatting, Graphic & Content Credits:
Taryn Sabia, Maggie Winters, Sandra Garren
Anastasiia Hunda, Ana Cheng, Emilia Ribadeneria, Mitali Naik

SPOTLIGHT

INTEGRATED WATER MANAGEMENT

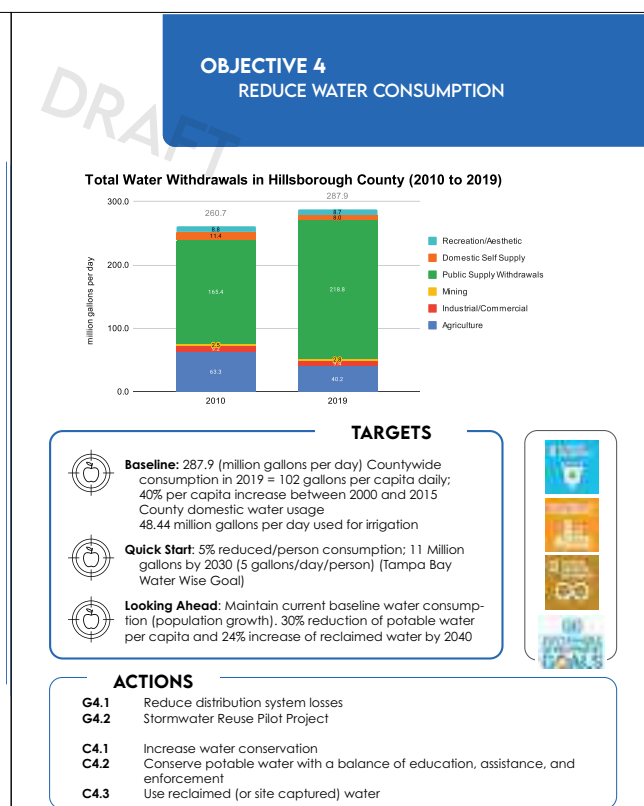
One Water Initiative, Hillsborough County

Key Facts:

- County-led projects in the Delaney Creek Watershed are exploring using stormwater as a resource through recreational opportunities.
- Kracker Ave Restoration project will use reclaimed water to mimic natural processes and create habitats specifically designed for juvenile tarpon.
- Areas of Impact: Healthy Communities, Housing & Development

Description:

One Water is an integrated approach to planning and water management within Hillsborough County. It sets the stage for the implementation of creative programming by focusing on the watershed approach; a holistic vision of waste and stormwater within the natural environment. It addresses storm surge, change in rainfall patterns, increased need for resiliency, and growing population demands by connecting the dots between resources and end use. It synthesizes, modernizes, updates, and combines the water resource-related language that was isolated in the Comprehensive Plan, Conservation and Aquifer Recharge Plan, Future Land Use Element, Coastal Management Plan, and Capital Improvements Plan. Additionally, the Chapter contains new language for green infrastructure, multi-use projects, and coordinated water infrastructure planning. It is a collaboration between stakeholders from the One Water Working Group and staff from the Water Resources Department, Environmental Management Division, Development Services Department and Engineering and Operations Department. Goals of the project are to Protect, Preserve, and Conserve Water; Integrated Water Resource Management; Encourage Efficient Use of Land and Redevelopment; Sustainable Infrastructure and Programs; Low Impact Development.



MOBILITY AND TRANSPORTATION

ACTION G11.2 PROTECT AND MAINTAIN TRANSPORTATION AND STORMWATER INFRASTRUCTURE

HOW WILL THIS HELP HILLSBOROUGH COUNTY?

- Reduces sea level rise and coastal flooding impacts
- Improves natural disaster preparedness
- Reduces burden on other infrastructure
- Cost effective in long-term
- Reduces stormwater and sunny day flooding

PERFORMANCE MEASURES

- Identified Capital Improvement Projects focused on risk reduction through maintenance
- Identified timeframe for most critical infrastructure improvements

KEY COLLABORATORS

- Action Lead: Capital Projects
- Partners: Public Works, Public Utilities, FDOT, FHWA, EPA, TPO

FUNDING

- Ongoing

TIMEFRAME

- Ongoing

Preparing infrastructure for sea level rise, storm surge and heavy rain event begins with protecting and maintaining the existing transportation and stormwater infrastructure through investments and coordinated efforts. These flood risks, with continued development in the coastal areas of Hillsborough, continue to increase the burden on transportation infrastructure. Projections indicate that such disruptions will increase in the future. This results in both temporary and permanent flooding, exceeding the limits of flood protection infrastructure designed for historical conditions. Based on the sea level rise predictions for the next two decades, 20% of major roads in Hillsborough County are likely to be significantly devastated in a Category 3 hurricane. Extreme precipitation is likely to impact 11% of roads affected by inland flooding, according to the findings of the Resilient Tampa Bay Transportation study (2020). The damage to mobility and transportation infrastructure due to a severe storm event, will direct the economic recovery to reach a break-even point, compared to the cost of improvements at about 2 1/2 weeks. This cost accounts for estimates of expenses of all local and state governments and transportation agencies operating in Hillsborough County.

To reduce the physical and economic disruption it is vital to make adaptations and improve the efficiency of the existing system before building new infrastructure. Preservation and maintenance of Transportation and Stormwater infrastructure such as Pavements, Sidewalks, Bridges, Signals, and Culverts will preserve community investment in infrastructure, reduce failures, improve resiliency, and reduce superheated stormwater preserving aquatic environment in support of Community Rating System (CRS). One example of mitigation to improve existing infrastructure is Photocatalytic Pavement Preventive Maintenance utilized to improve pavement life cycle while also improving

ACTION G11.3 EVALUATE AND IMPROVE LOS FOR EVACUATION ROUTES AND SHELTERS

HOW WILL THIS HELP HILLSBOROUGH COUNTY?

- Reduces sea level rise and coastal flooding impacts to people
- Streamlines government processes
- Improves natural disaster preparedness

To reduce losses and fatality caused by flooding, an efficient flood management system is needed. In addition to reducing the impact of sea level rise, storm surge and precipitation, it is also imperative to prepare for the flood disaster. Hillsborough Transportation Planning Organization will conduct a study to evaluate and improve the Level of Service (LOS) for evacuation routes and shelters to protect people from natural disasters, climate related hazards, or catastrophic events. Based on analysis and research using data from flooding-based Geographic Information System (GIS), several effective and safe evacuation routes will be identified. It will consider the flood magnitude, inundation area, population density, settlement concentration, temporary shelter locations, topographic conditions, existing road system, transit access, and other pertinent factors, thereby identifying the potential improvements in the Level of Service. This, in turn, will improve efficiency of the system.

PERFORMANCE MEASURES

- Identify effective and safe evacuation routes
- Appropriate changes to evacuation procedures
- Number of capital projects prioritized for LOS improvements

KEY COLLABORATORS

- Action Lead: TPO
- Key Collaborators: C&P, Emergency Management, LMS working group, TBRPC

FUNDING

- Funded - staff time

TIMEFRAME

- Immediate - completion ?

10

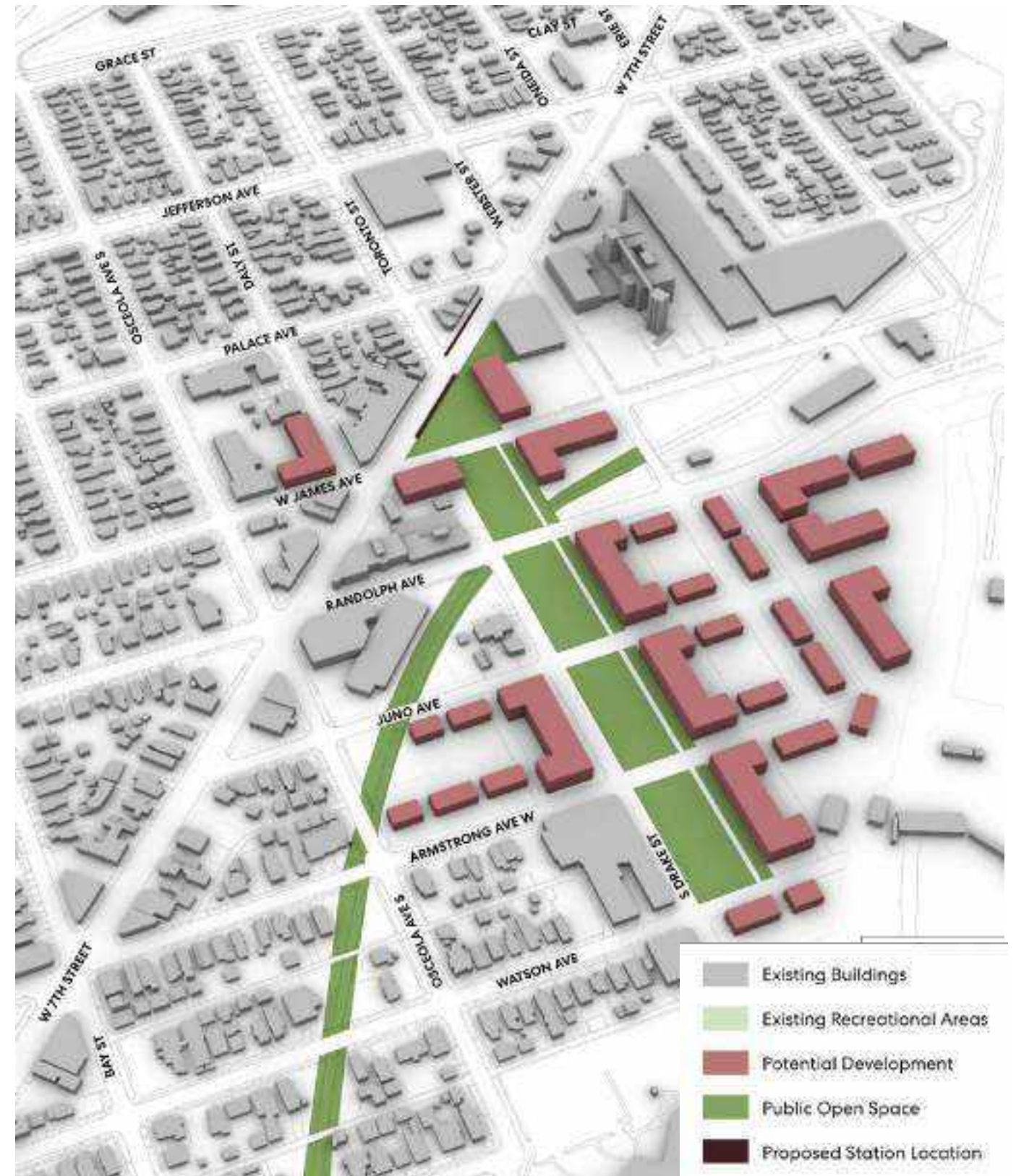
Riverview Station Area Planning

A collaborative effort to improve connectivity within Minneapolis and St. Paul through a modern streetcar line along the Riverview Corridor and identify ways to promote safe, direct station access and transit-oriented development near the transit stations.

Location	St. Paul, MN
Keywords	transit-oriented development, safe, access, streetcar
Year	2019 (In process)
Type	Active community engagement, research, strategy, planning, regional analysis, design, development
Team	John Slack, Jay Demma, Taylor Romanyk, Mike Lamb, Nina Harvey, Jewel Deguzman
Contribution	Mapping of existing station area conditions, analysis of existing physical and socio-economic conditions, developing 3D graphics for each station area involving combined use of GIS, rhino and grasshopper, facilitating walk tour, organizing and analyzing comments, as well as survey feedbacks, preparing relevant graphics for the task force meetings.

Background

Downtown Minneapolis is connected to downtown St. Paul and MSP Airport via Green and Blue Metro lines respectively. The whole MSP area primarily functions/thrives because of its twin city setup. However, when it comes to transit, there is a missing link which makes this an incomplete circuit. The Riverview corridor is that connection between downtown St. Paul and MSP Airport, which also serves major destinations and several neighborhoods. These neighborhoods have varied characteristics and dynamics and offer numerous opportunities of development based on transit investment. Understanding and assessing traffic patterns and movements, taking care of on-street parking, aligning or coordinating with transit service, station alignment and locations, railroad construction, and determining operations and maintenance facilities, in addition to streetscape, public safety, right of way, turnbacks, construction impacts, special events, and utilities are some of the key technical challenges that must be addressed. The main purpose of the station area planning is to design a vision for each station area to prosper as a consequence of transportation investment, as well as support policies and detailed implementation procedures for each plan. The plan is meant to steer the growth for the next 20 or more years.

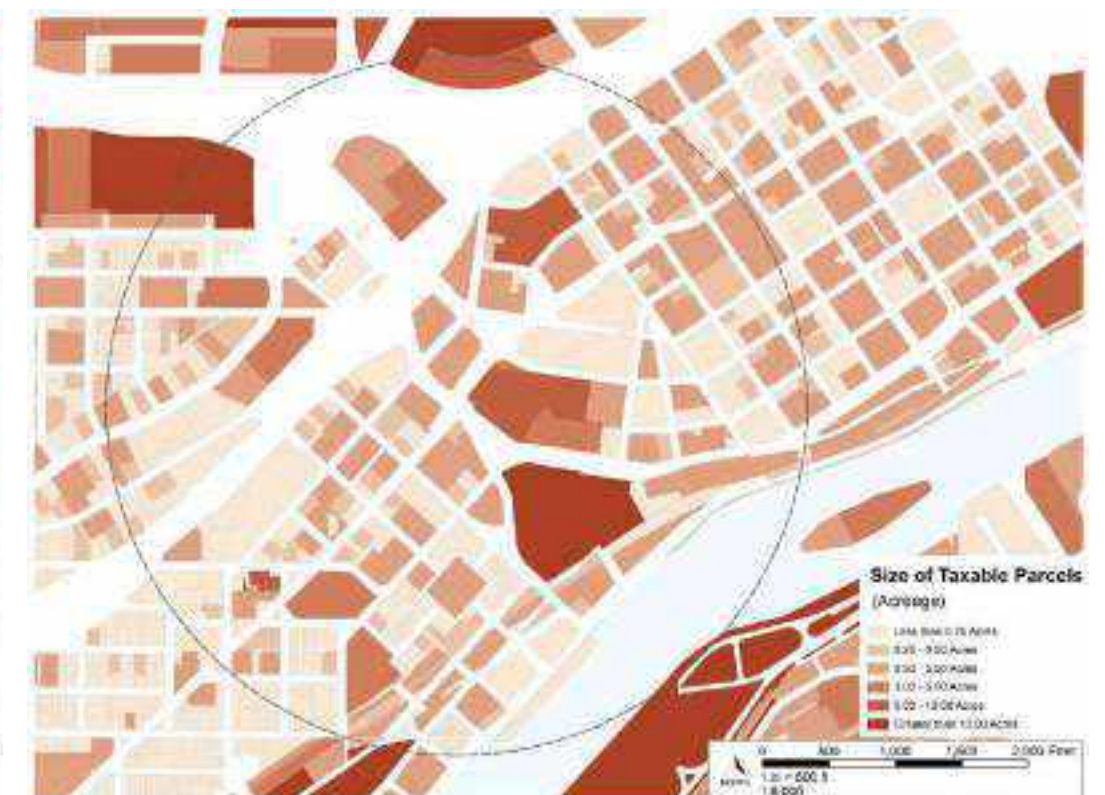
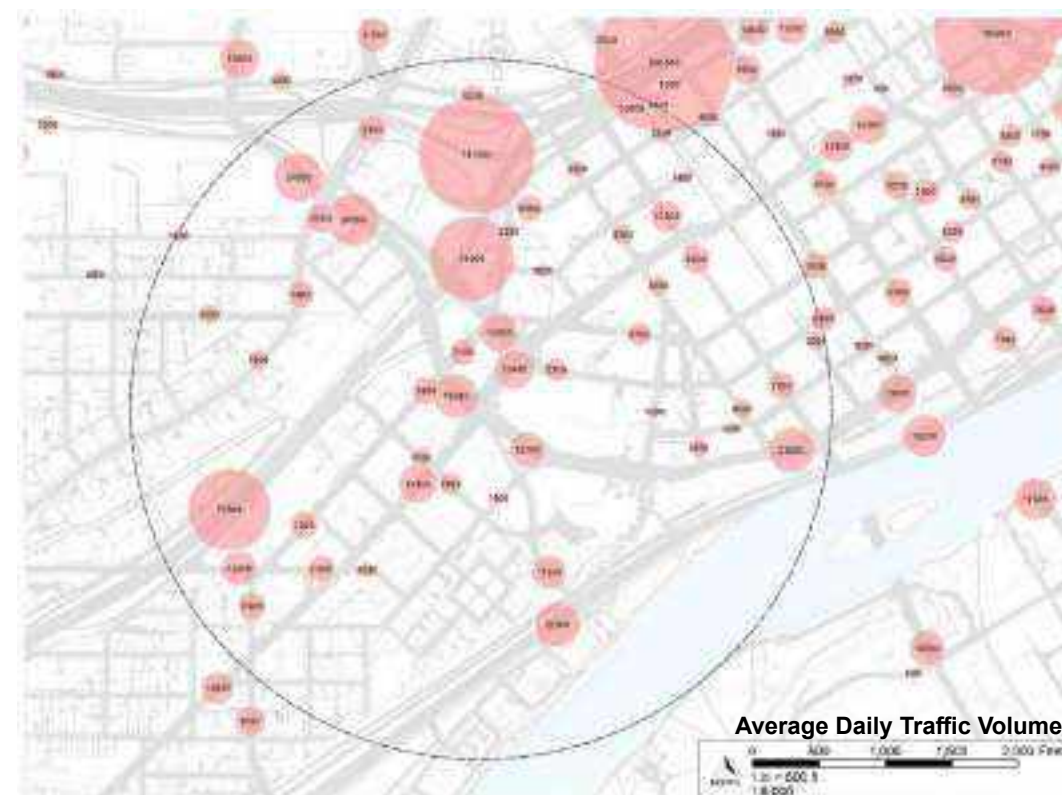
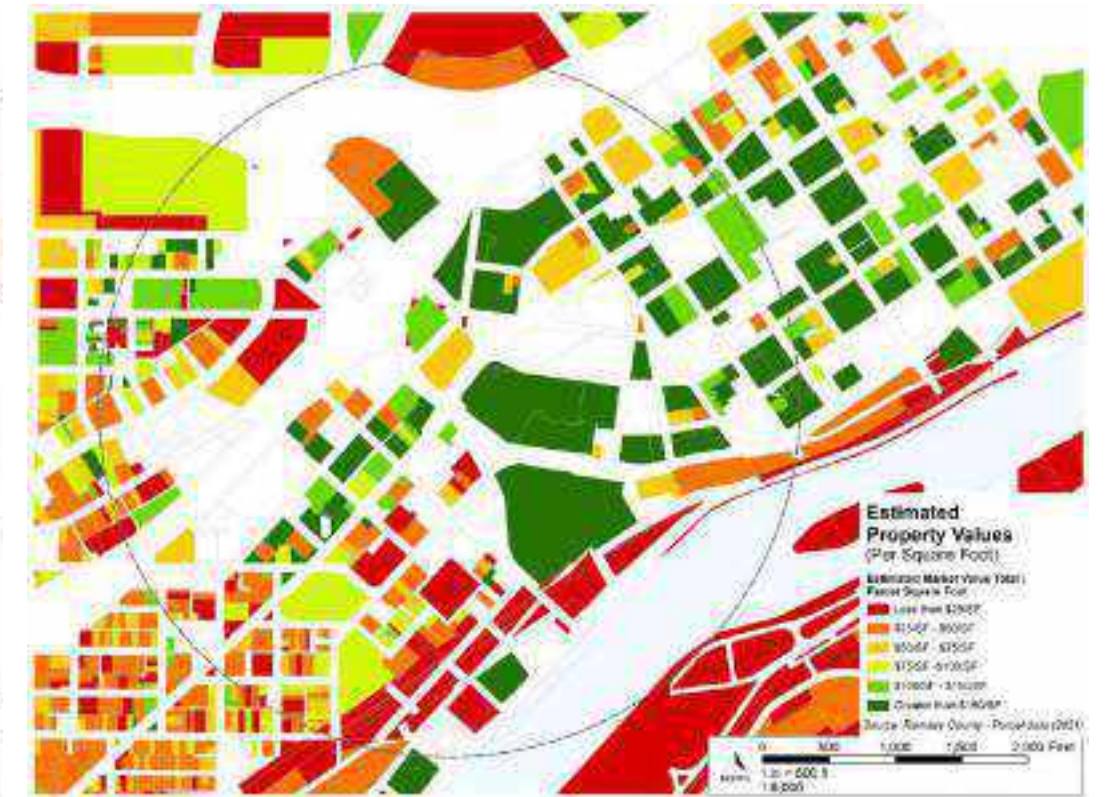
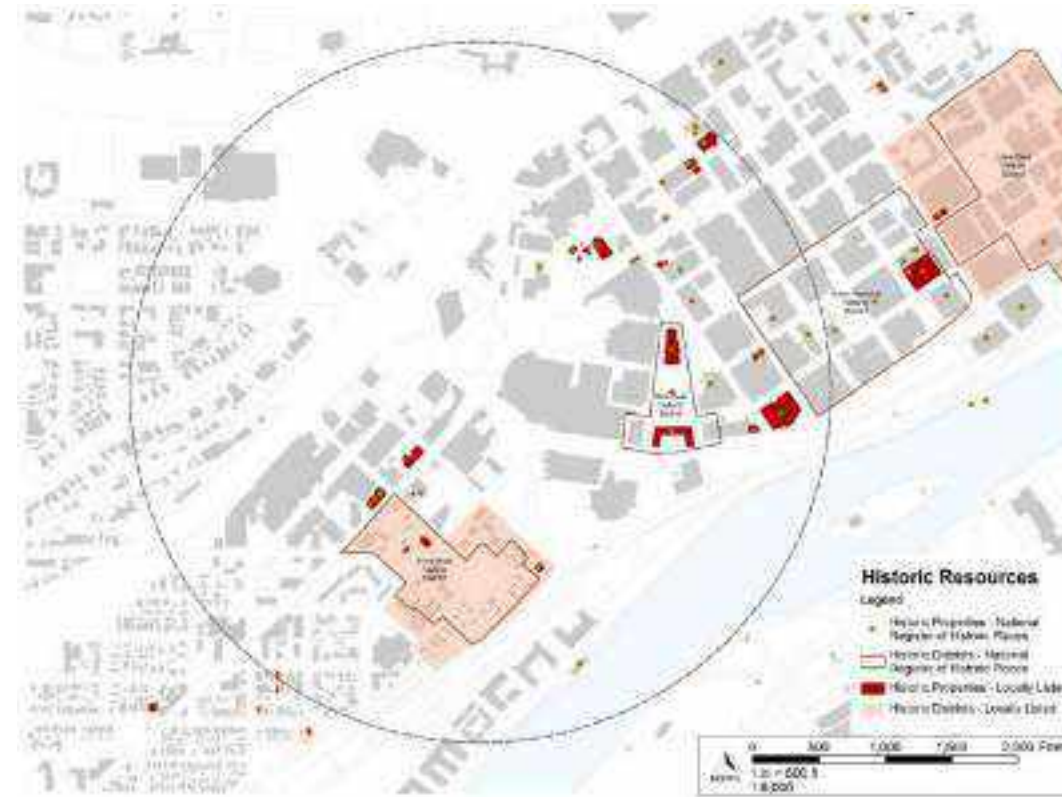


Proposal

As a result of community engagement feedback, understanding of the earlier planning efforts and current factors such as the market, land use, zoning, environment, transportation, destination, and amenities, the locally preferred option is connecting the Riverview corridor via a modern streetcar, the dynamics and specificities of which are still being analyzed. Lower speeds, shared/exclusive guideway, single vehicle, 1/2 to 1/4 mile spacing between the proposed station areas, and electrically powered are all features of a modern streetcar. The proposed transit line would be about 11.7 miles in length; with about 12 new stations; planning of each station area based on its specific characteristics; travel time of about 44 mins; forecast of \$35 million operations and maintenance cost, per year; and a total projected ridership of about 20,400 in 2040. Improvements in transit will boost mobility and access, necessitating more investment. Change will be guided by a plan before it is implemented. The main role of the station area planning team involves identifying the most appropriate location for each station, studying the dynamics of each station area and engaging with the task force members to receive feedback, besides others at this stage of the project.



Image Credits : Mitali Naik



Analysis Graphics for Kellogg Station Area

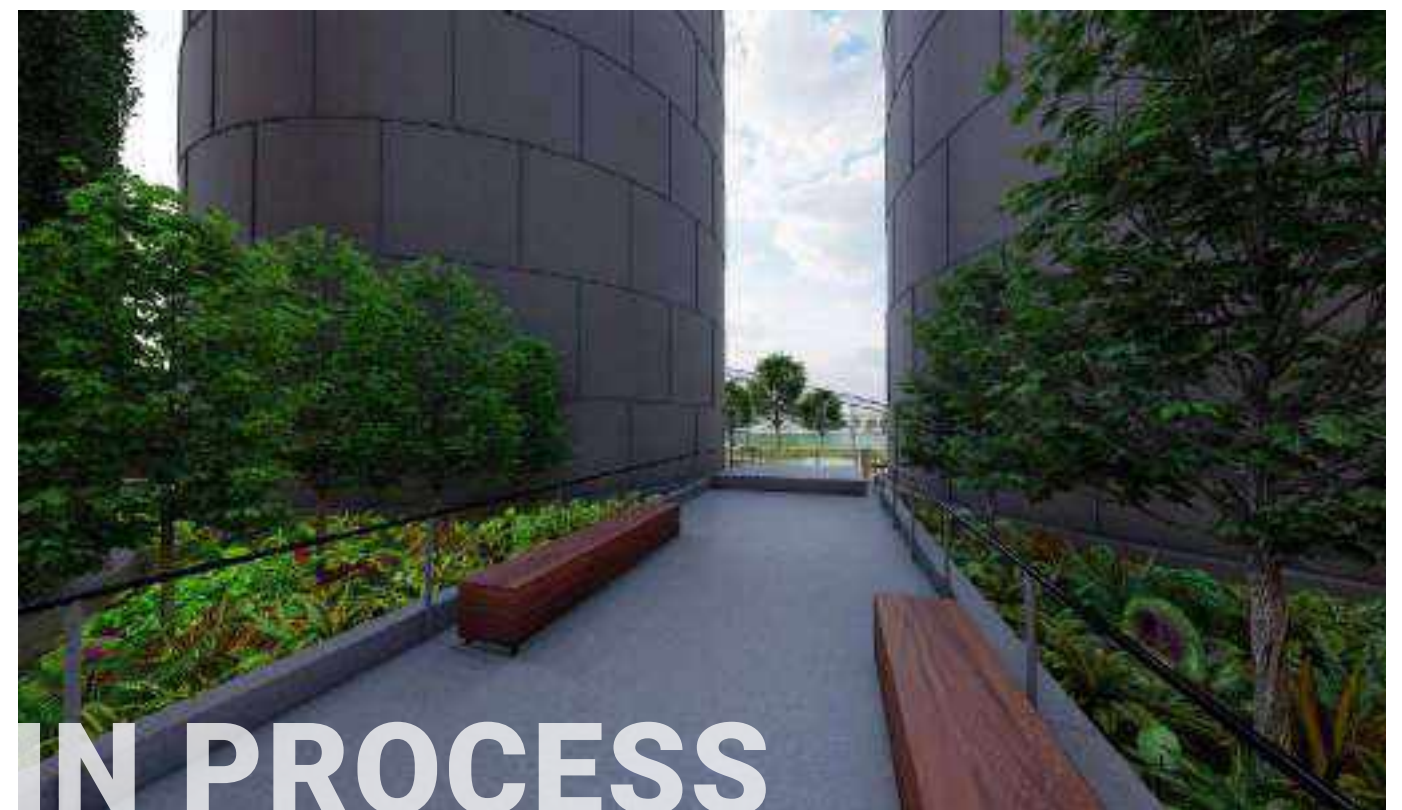
11

Park at Upper Harbor Terminal

A collaborative effort to design a park at the Upper Harbor Terminal in north Minneapolis

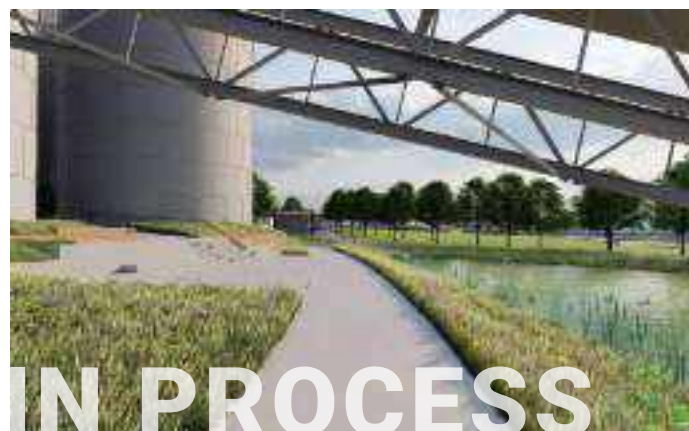
Location	Minneapolis, MN
Keywords	heritage, culture, landscape, ecology, environment, amenities, adaptive reuse
Year	In process
Type	Urban and landscape design; redevelopment of Upper Harbor Terminal
Team	John Slack, Vanessa Eickhoff, Ling Gao
Contribution	Generating graphics, diagrams and renderings for communicating ideas, concepts and spatial quality
Background	The Upper Harbor Terminal (UHT) site was formerly a Dakota land (Sioux tribe which occupied the area at the time) and a Native American trail along the River went through or past the UHT site (A Native American Context Statement and Reconnaissance Level Survey

Supplement report, 2016). Prior to the site being an intermodal barge shipping terminal, the land was home to lumber yards, mills, and, subsequently, commercial gardens, portions of which included some homes and small commercial/industrial structures. Following its closure as a barge terminal, the site's function moved to warehousing goods that were trucked in and out. The site's historic significance stems from its position in the City of Minneapolis' decades-long quest to build two new Mississippi River locks that would make Minneapolis, not St. Paul, the Mississippi River's head of navigation. With a mile of riverfront in what was once a heavily industrialized area of the city, this new park will make a significant contribution to the larger ambition of turning the riverfront in North and Northeast Minneapolis from private to public. Conceptual design based on community and stakeholder engagement has been completed, and design development is under progress. The three major aims based on the engagement activities are "people wishing to enjoy and access the river," "restoring and improving the river," and "equitable development." The goal is to design the park for a varied population to benefit from its public health advantages.



Proposal

Upper Harbor Terminal includes 48 acres of land out of which 19.5 acres will be the park. Improving ecological systems, habitat areas and stormwater management along the river are some of the key concepts pertaining to ecology. The objective also includes designing indoor and outdoor spaces for interpretation, learning, education, hosting huge events, as well as local meetings. Promoting communication through public art & culture and intergenerational interaction will provide varied experiences to diverse users. The programming within the park will focus on green skill development, public science as well as help in creating opportunities for green jobs. Other activities include buying, eating, and harvesting food; relaxing in nature; winter recreation, shelter; mobility and fitness. Design considerations also include avoiding green gentrification, creating it to be flexible and adaptive to future changes, programming and activating it to cater to the requirements and interests of the north Minneapolis residents. It is also within the interest to ensure the design's alignment to secure future regional park funding.



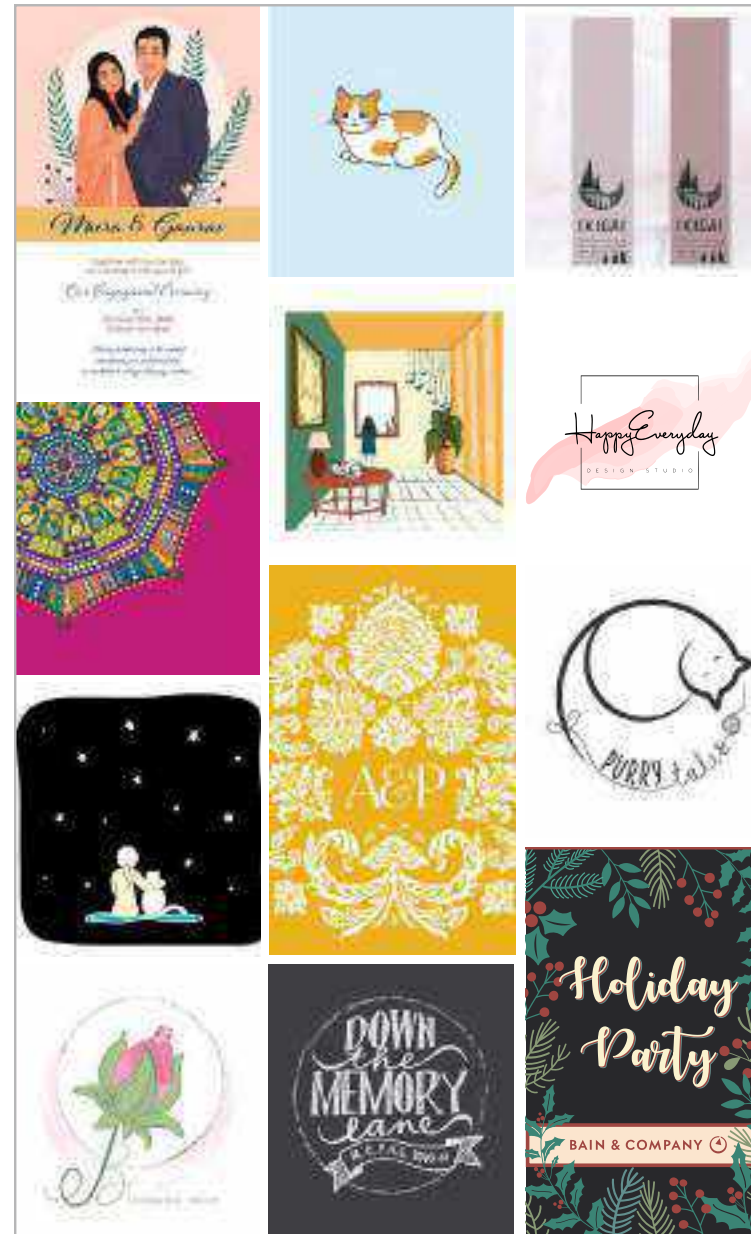
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Other

photography



graphic design



art



Thank you

SCAN / CLICK



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