

# DOWNLOAD PDF STONEBRIDGE: NEGOTIATING BETWEEN TRADITIONAL AND MODERNIST MODELS OF CITY HOUSING

## Chapter 1 : Cressingham Gardens - Wikipedia

*"Towns and cities form the backdrop to the lives of a rapidly increasing number of people around the world. Sustainable Urban Design, 2nd Edition addresses the issues faced by planners and designers in making these areas environmentally sustainable."--Jacket.*

Fri, Oct 12, , 6: Photos by Veronica Weber. The size of the council is shrinking from nine to seven and only five candidates are running – the least competitive race in decades. Monday night meetings have gone from being largely congenial to often acrimonious. Mirroring the national political environment, the City Council often appears more like a partisan body with factions plotting against each other than a thoughtful and respectful group of community leaders seeking solutions to complicated problems. To be sure, other councils have had their tensions and personality conflicts, but nothing compared to what this group has experienced over the last two years. If it becomes the norm, it will chase away good candidates in the future and alienate the public. It is worth noting that none of the qualified candidates who ran unsuccessfully two years ago opted to run again his year. This climate change took root in , after the City Council election resulted in a clear majority of those inclined against tighter restrictions on commercial growth. This came after a period when the council was often evenly divided on development issues, with former Councilman Pat Burt a common "swing" vote, though usually siding with the so-called "slow growth" foursome. That gave him oversized influence, especially when he served as mayor, but it also demonstrated the value of not having such a predictable and intractable majority on either "side. For more analysis of that campaign, read our endorsement editorial. Without anyone serving as a moderating swing vote, the new majority was emboldened to do anything it pleased. Greg Scharff, who was elected mayor, Liz Kniss, who followed Scharff as mayor this year, Cory Wolbach, Fine and Tanaka could essentially impose any outcome they wished on the four-person minority. And they have wielded that power almost with glee throughout the last two years. This phenomenon has led to repeated last-minute and late-night surprise proposals being offered by the majority, usually as amendments to staff recommendations, without the benefit of staff analysis or community input. Whether these efforts have been coordinated ahead of time or not, their effect is to undermine the long tradition of community debate and compromise. Citizens expect a majority to respect and work with minority voices to formulate policy, and that too often has stopped happening. Because of the size reduction in the council, three seats are open instead of five. In , four seats will be on the ballot. Interestingly, after two previous elections when some degree of group campaigning took place among a trio of politically aligned candidates some say a "slate" , this year voters have a pair of candidates Filseth and DuBois who share support from community members who wish the council would be more aggressive about limiting commercial growth and two Wolbach and Cormack who are more closely aligned with the current council majority favoring fewer restrictions on development. As a result, the outcome is difficult to predict. Boone moved to Palo Alto just two years ago and, although articulate and becoming familiar with local issues, is not close to having the knowledge and perspective of the other candidates, all longtime residents. His statements during the early part of the campaign suggest he is more aligned on most development-related issues with DuBois and Filseth than with Wolbach and Cormack. In evaluating the other four candidates, we believe Filseth and DuBois best reflect the prevailing community concerns about the need for restrictive commercial growth measures; new housing development that is focused on below-market-rate, subsidized rental housing for service workers, seniors and low-income residents; and the implementation of policies that increase housing supply without exacerbating existing parking and traffic problems. These two realize, as do most Palo Altans, that our past policies have worsened the jobs-housing imbalance and helped fuel increased housing costs: By allowing much more commercial development which has spurred the need for housing than housing development, the problem has only gotten worse with every approved project. They have largely been in sync in supporting lowered commercial-growth caps and higher housing-impact fees on new development so that more funding is available for the development of subsidized

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housing. Both DuBois and Filseth support the recent efforts to encourage the development of accessory dwelling units ADUs to boost the inventory of small housing units but have expressed frustration that the council majority has been unwilling to consider the parking issues created and what rules should be established to protect R-1 neighborhoods from parking problems. They also both support renter-relocation assistance and the study of rent-stabilization measures to address the skyrocketing costs of rental housing. In his role on the finance committee, Filseth has become the most knowledgeable council member on city budget, finance and pension matters. He brings a straight-forward and respectful approach to the issues and as vice mayor this year emerged as a leader on the council. For the third opening on the council we recommend newcomer Alison Cormack over incumbent Cory Wolbach. Cormack, who led the city bond measure campaign 10 years ago that resulted in the new Mitchell Park Library and renovations to the downtown and Rinconada libraries, has tried to thread the needle of avoiding alignment with either of the two traditional political camps in Palo Alto and therefore positioning herself to receive support across the board. But with those two actions having now been taken, she says she is comfortable with the result and wants to focus on how to manage future impacts of limited growth, especially transportation. She also has proposed that subsidized housing be considered in the planning now underway for the Cubberley Community Center property. Although she can be frustratingly vague on some current issues, explaining that she needs additional information, we think she would bring corporate and community experience and a collaborative style that would be an asset to the council. We supported Cory Wolbach four years ago because we saw him as a unique candidate due to his age, his background as a legislative aide and his passion for crafting solutions to problems. He also stressed the need for integrity and inclusiveness in political decision-making and seemed genuinely focused on seeking consensus whenever possible. But while earnest and, we believe, well-intentioned, Wolbach has repeatedly been part of the group that has created dysfunction on this council by either offering surprise and pre-emptive motions or by joining with others to make disparaging comments about his colleagues. His recent refusal to support even the study of possible rent-stabilization measures, after all his talk about tackling tough issues like our rental-housing crisis, was disappointing and revealing. When DuBois made the motion to include the study of rent control, Wolbach asserted the motion was "introducing fear where we should introduce thoughtfulness. Instead, in spite of his many good ideas and interest in legislating, Wolbach has not exhibited the restraint and forbearance needed to be effective on a council that requires more collaborative than advocacy skills. For a more productive council that hopefully will focus on solutions rather than political gamesmanship or personal insults, we recommend the election of Eric Filseth, Tom DuBois and Alison Cormack to Palo Alto City Council. Find more coverage on Palo Alto races and measures, endorsements and voter-education events here.

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## Chapter 2 : History of Paris (â€“) - Wikipedia

*Stonebridge: negotiating between traditional and modernist models of city housing - Chris Watson "Made in Stockwell" and Deptford Wharves - Katie Tonkinson and Adam Ritchie Millennium Water: Vancouver's Olympic Village, Canada - Rachel Moscovich.*

Both of these perspectives identify a condition that emerged during decolonization, in which a massive crack appeared in the modernist movement and its vision of top-down planning. But they were also two very different interpretations of the simple fact that, throughout the ages and around the world, architecture has been produced without the intervention of planners or architects. In my article, after more than thirty years of debates about High Modernism, I will try to bring into play a third way of thinking that attempts to connect the question of design with that of the political, from the perspective of a globalized world. These ideas have been informed by many conversations, much research, and invitations to Egypt, Morocco, and Israel. I would like to thank everyone who was involved in these discussions: He argues here that this global similarity and formal analogy concerns more than just modern architecture: The differences become even more obvious as we learn that modernist discourse on urban planning was not meant to serve only the new urban elites; on the contrary, modernist architecture and urban utopias were designed to be the ultimate urban fabric, creating and realizing entirely new societies and modern citizens. Housing and urban planning projects symbolized a new society, representing a modern, industrialized way of living, working, and consuming. Moreover, urban planning as such was an invention of Euro-American modernity, having emerged towards the end of the eighteenth century, in times of aggressive colonial expansion and the advancement of a new world order. The spirit of social reform, based on new forms of industrial manufacturing and consumption, was translated into the first master plans for housing developments, and these concepts for urban planning became schema that were used strategically for very different social groups, having in common only their use as a tool for governing life and the living being. As spatial organization and urban planning served to strategically control and mobilize a population, and appropriate its territory, so did it also claim to shelter this same population. Some years ago, researchers became aware that in the period of modernist ascendancy, and in particular during what came to be known as High Modernism, colonial territories became laboratories for European avant-garde architects and urban planners to realize many of their experiments. The discourse surrounding colonial New Town planning was, upon its emergence, immediately recognized internationally, documented in magazines, congresses, and exhibitions. Concepts and practices traveled not only from Europe and America to the global South, but also moved in the opposite direction. In essence, Modern city planning has always been bound to colonialism and imperialismâ€”many large-scale technical developments were even tested and realized on colonial ground. Colonial modernity not only created global political and economic structures, pressing for the adoption of the nation state and capitalist forms of production, accompanied by oppression, exploitation, and the systematization of racial divisions, but it also produced, as Crinson remarks, the aesthetical and infrastructural basis for a globalized world, for the global modernity we live in, as the post-colonial historian Arif Dirlik has it. Cities are influenced by multiple simultaneous trajectoriesâ€”the new geometries of a network society, as Manuel Castells describes themâ€”drawn by the telos of globalization. Many studies, books, and exhibitions in the last decades have focused on global flows of capital and transnational enterprise, as well as on the informal network economies and migrations that accompany them. In these cases, the activities of non-governmental organizations and enterprises seem to be the key players in determining how urban landscapes are created and used in very particular ways. Beyond the almost forgotten colonial modernity that Mark Crinson brought back into the debate on Global Cities, there are certainly many trajectories and actors other than new global or neocolonial powers shaping the urban fabric today. In these Global Cities, an increasing number of improvised practices have become key forces shaping the urban landscape by creating new possibilities and realities for making life a bit easier for the individual as well as for

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the community. In one example among many, one finds people improvising pathways that cut through emblems of global modernity—crisscrossing highways, districts, and gated communities, re-partitioning segregating infrastructure by asserting a new layer of functionality. Various localities, social groups, and local actors have each perceived the aesthetic and infrastructural basis of colonial modernity in their own way; most significantly, this modernity has been appropriated and used against its aforementioned original intentions. If one takes these various strategies into account, one finds that they, too, assume the shape of universal patterns, spanning the globe. They follow migration patterns and transnational ways of living, as improving conditions within precarious economic environments are linked to the transnational flows of money sent from relatives working and living abroad, forming global patterns that concern not only mobility but new approaches and contributions to existing city structures as well. As the users of the leftovers of colonial modern infrastructures and landscapes, these dwellers and self-builders appropriate existing buildings, public spaces, and territories to articulate personal needs and relieve the precariousness of their situation. If we look more closely at the junctions and coordinate systems of mobility and circulation reflected by these small-scale improvements, what we find are not established and settled societies, but dynamic and interconnected transnational spaces created by migration. These migrations, however, gain their legitimacy more from the migrations that preceded them than from the logic of arriving at and occupying new territory. Migrants have now settled many areas beyond the spaces of urban majorities, informed and encouraged by the never-ending movements of migration itself. Yet those who move to work abroad are not the poorest people in a society, but usually come from a family background in which an investment has had to be made in a shop, a house, education, and so on. These practices are therefore extremely contemporary, and almost anarchistic in nature. The Vernacular as Didactic Model The tension between the formal and the informal city, between architecture by architects and architecture without architects, has existed since the very beginning of the modern urbanization project. The trajectories of this tension between the formal and the informal city were major attractors for the emergence of the modernist movement towards the end of the nineteenth century as well. Their studies of vernacular architecture in the Mediterranean and its aesthetics, functions, and structures were partially synthesized into the most modern form of new industrialized building types. Though they were hybrid translations, modernist houses and settlements, with their whitewashed walls, created the idea of a pure form and a hierarchy between the modern and the premodern. By asserting a temporal rupture between the contemporary and the traditional, modernism embraced the possibilities of industrialization and standardized forms. This technocratic and formal approach experienced a deep crisis in the s when the next generation took the self-built environments of hut settlements on colonial ground into account in designing processes and models for urban planning. The idea behind this field study was to create homes for workers and local employees who worked for the Protectorate. For a number of years, I have been interested in the deep crisis in High-Modernist thinking that came about in the era of decolonization, prompting me to begin an investigation into the housing developments that were built under colonial rule, mainly in Casablanca in the s on the outskirts of the European city. This article will offer some open-ended thoughts relating to my research. This paradigm shift in the postwar years marked a great paradox, as colonial modernity was, and is, an articulation of the ultimate ability to plan a society. As previously mentioned, colonial modernity also became a testing ground for new discourses around modernization and for the large housing programs that were installed throughout Europe and America and the colonies after the war to create a global consumer society. It has been implemented in other cities in North Africa and the Middle East as well. Two of these studies were investigations of the self-built shantytowns that grew up on the outskirts of the French colonial towns of Casablanca and Algiers. Its presentation as a teaching model at the CIAM meetings in Aix-en-Provence caused an uproar in the modernist movement at the time. My interest in this crisis is twofold, and provokes many questions that are still relevant today. First off, two architects from the GAMMA group, Georges Candilis and Shadrach Woods, later leading Team 10 members, were already able to present a completely planned and realized building that they had constructed as an experimental high-rise structure for incoming Moroccan workers alongside the

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shantytowns in Casablancaâ€”they had transferred their analysis of hut settlements directly onto a modernist architectural project. On a formal level, the buildings can be seen as a type of local traditional buildingâ€”the patio houseâ€”translated into a stacked block of apartments. And yet, the basic capacity for young architects to fully realize a whole settlement was fundamentally bound to the circumstances of colonial occupation, and this was not questioned by the new generation. In Morocco and Algeria, these programs were a response to the growing influx of migrants from the countryside into the colonial city after World War II, for whom the French protectorate built fenced settlements far from the colonial city centers. The strategy of the protectorate from the late s on was to build enormous numbers of housing estates in the framework of a large-scale extension plan of the city, one of the largest planning operations of the time for the new sub-proletarian workforce. As a result, the construction of the new housing plan took place in the midst of military actions with tanks and heavily armed troops, arrests and killing. Though it must have been virtually impossible not to recognize the conflict, the optimistic young French planners seemed hardly disturbed by the conditions surrounding their work. Moreover, many ambiguous attitudes emerged on the part of the colonial rulers towards the existing territory and its inhabitants. However, it was only under colonial rule that they were reinforced and converted to technologies of governance. The shared concepts and singular works of Team 10 have been widely discussed and researched by architecture historians lately, as a young generation of architects searches for an adaptable modernist language that goes beyond the recent elitism of star architecture. But many recent re-evaluations have been blind to the context and conditions to which the Team 10 ideas were connected, mainly as studies on vernacular architecture and large-scale New Town planning in French colonies. Moreover, many authors have claimed that Team 10 architects in Morocco were the only ones to have considered the possibility of appropriating already-built structures in their plans. For European architects, the hut settlements and Bidonvilles were merely the spatial expression of a rural or culturally specific tradition of unplanned self-organization, a natural consequence of the disorganized structure of the new suburban situation that demanded their intervention and ordering principles; it was inconceivable that shantytowns might have existed only because the protectorate forbade people from participating in the colonial city itself. Moreover, the specific urbanâ€”and already modernâ€”character of the self-built environment that was already a means of coping with modern city life as well as colonial subordination was not taken into consideration by Western planners, and any sympathies they might have had for the liberation movement have never been expressed in their writings. On the contrary, the architects positioned themselves as representing the needs of the local people while barring the same population from participating in their decision-making processes. For them, learning from the inhabitants was only a matter of adjusting their planning and architecture according to ethnological findings. Their concept of observing everyday dwelling related uncritically to already existing ethnological and anthropological studies and Orientalist narratives of African space, which included perspectives similar to those used to study the working class in Europe. Planning not just one settlement, but a completely new town and its social, communication, and traffic systems, Toulouse-Le Mirail was planned to such an extreme that it was as if the experience of the anti-colonial movement had been completely forgotten. To this day, architects and architectural theorists have yet to fully question the colonial and postcolonial motives embedded within their own planning discourses. Simultaneouslyâ€”and this is essentialâ€”the struggles of the anti-colonial liberation movements have been erased from that history, and as a result the postcolonial subjectâ€”as the subject of another modernityâ€”is still in the making. Starting in , general strikes and several protest demonstrations organized mainly by inhabitants of the Bidonvilles in Casablanca were violently suppressed. As the new settlements were erected, the military became increasingly present in everyday city life. After years of anticolonial struggles, Morocco gained its independence in . The didactic model of vernacular and self-built architectureâ€”which remains influential even today for Rem Koolhaas and othersâ€”has to be critically examined in the context of colonial and global modernity. Negotiating Modernityâ€”Making the Present When visiting the famous settlements built by George Candilis and Shadrach Woods in Casablanca for the first time some years ago, I encountered

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the same difficulty reported by many other visitors before me: The buildings had not been whitewashed and Corbusier's "colored" for some time, repainted instead in light yellow and bonbon-rose. On the entrance level new doors had been introduced, and little front gardens with shade trees and flowers had been planted. In one of the ground-floor apartments, a carpenter built hand-made modern kitchen furniture, while plaster ornaments for the interiors were sold in another. Likewise, they took pains to distinguish their neighborhoods from the existing Bidonvilles around them, however similar they were in scale and function. Most of the inhabitants had lived there since the buildings were erected, or were born there. Several people in the postwar-era settlements, young and old, spoke of having members of the family in Europe or the US who would return to Morocco in the summer. Some of these relatives even lived in the banlieues around Paris, built just a few years after the high-rise buildings in Morocco. But the disorientation experienced by a first-time visitor to the outskirts of the town is not only due to the new additions and improvements by inhabitants to the high-rise settlements, but also "and to a greater degree" to the urban fabric surrounding these famous buildings, which remains that of the monstrous industrialized housing plan created by Michel Ecochard. From Moroccan independence up to the early s, this model was continuously built up by the urban planning offices of the Kingdom. The structures of these carpet settlements were implemented in other North African countries as well, and even in an adapted form in Israel. One can understand them as a North-African colonial base-model structure, and they ultimately provided much more viable foundations for city-building than the exceptional high-rises built in their midst. In Morocco they were adapted by the postcolonial powers to house the new proletarian classes, which had not experienced any fundamental improvement in social status after the French protectorate left the country in . Thus the trajectories of colonial modernity can still be traced in all spheres of life today. Nevertheless, when visiting Casablanca, it is striking to find not only that the Ecochard Grid played such a significant role in forming the urban fabric, but also to see how their aforementioned disciplinary and highly segregating character has almost disappeared. This shift did not emerge through any process of democratization on the part of the government, but rather through the various means of appropriation performed by the inhabitants themselves. Perhaps even more remarkable, the single-floor mass-built modernist Patio Houses, intended to facilitate the control of Moroccan workers, have been altered so significantly that one can no longer distinguish the original base structure. This is by no means an isolated example: When reflecting on these carpet settlements and their application as basic infrastructures, one finds that in spite of their problematic intentions, they still prove useful for people "and this could be much more extensively studied. A new approach to planning would therefore begin with a reflection upon how existing needs of inhabitants have been expressed in the appropriation of these infrastructures, providing insight into the possibility of improving the existing world. Though the housing programs did take certain specific local conditions into account when they were conceived, these conditions turned out to be much more complex after decolonization than previously thought. The argument that the Team 10 buildings were the only ones to have accommodated the possibility of appropriation in their design grows weaker when one observes how a modernist city such as Casablanca has been used and changed by its citizens. The many ways of appropriating space and architecture by the people led to the assumption that both colonialism and the postcolonial government never managed to assume complete power over the population, and that the level of craftsmanship within the population remains very high. If we have a basic structure or land, we just start to build. Already in the s these self-built settlements were the locus of the first encounters and negotiations with the modern city for a number of people moving to the city from rural areas. Horia Serhane, an urban theorist from Morocco, has stated that people in the hut settlements learned about building practices in the city quarter, the Medina, which was already a multiethnic town structure before the French occupied the country. It was subsequently museumized by colonists and tourists from Europe. The concept of the Medina house is that of a growing house, a house that is built according to the needs and developments of a family or community. This strategy was then applied by newcomers to the self-built hut settlements of the Bidonvilles, and this is still the case today. Those huts not destroyed by bulldozers or owned by slumlords might "and often do" grow into brick

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homes over time, and into stable city neighborhoods.

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### Chapter 3 : Milwaukee Architecture: The Rise of Suburban Style Homes » Urban Milwaukee

*Stonebridge: Negotiating between Traditional and Modernist Models of City Housing* Chris Watson 'Made in Stockwell' and Deptford Wharves Katie Tonkinson & Adam Ritchie Millennium Water: Vancouver's Olympic Village, Canada Rachel Moscovich.

As the mayor of Bloomington, I help lead a beloved city. And an imperfect city. Like every city in America, our Bloomington is vibrant, inclusive, and progressive as it is today has a long and deep history of racism, sexism, and intolerance. In light of that history, and aggravated by the regressive and coarse national political actions and discourse these days, many of our people strive continually to bring our community closer to our goals of justice and opportunity for all, attentive to places where we still fall short or where concerns arise. Those ambitions and attentions are good and constructive in helping our community improve. At present, we have a decision as a community to make about public safety. In particular, about whether or how to replace an armored vehicle that would be used by specialists in our police department to respond to highly dangerous situations. There are good reasons for a community to debate this issue, reflecting the real dangers to police officers in their work, the real aspects of implicit racial bias affecting all of us, and the evident legacy of misuse of such vehicles in places like Ferguson, Missouri and other communities, among other factors. Indeed, this issue should be considered in light of a wide range of factors affecting public safety generally and the Bloomington Police Department BPD more specifically. National and historical realities demonstrate that police departments in our country have at times and in places been more occupying forces than community protectors. We have seen that in some communities recently, and historical legacies in our police forces and justice systems persist. Our own community is of course not immune from such legacies. Nonetheless, I believe the vast majority of our community appreciates the professionalism and commitment of our own police force to overcoming such legacies, year by year, and is very proud of the record of community engagement and commitment to openness and accountability demonstrated by our department and our officers. It is fair and important to keep in mind the past behaviors and actions demonstrated by BPD officers when evaluating the appropriateness of a particular tool or technique to be potentially included in BPD operations. I have said frequently that our community is stronger the more we the people know about the police -- who officers are, what officers do, how officers operate -- and that similarly the police are better the more they know about our community -- who we are, what we think, and how we envision our future together. Several aspects of BPD training and reporting are worth noting here: After a comprehensive review in at my direction, BPD has embraced and adopted the recommendations of the 21st Century Policing Report developed by the Obama Administration, reviewing all 60 specific recommendations with the Board of Public Safety. BPD provides every officer in the department nearly hours of training per year, four times the amount required by state law, including 4 hours dedicated specifically to verbal de-escalation. Last year BPD hosted a nationally recognized expert for 8 hours of mandatory implicit bias training for all officers. Beyond these two courses, both de-escalation and implicit bias training are woven throughout most topics upon which BPD officers are trained. In at my direction BPD began publicly reporting quarterly crime and related data on the city website. In at my direction BPD joined the Police Data Initiative, one of the smallest cities that joined this national program founded by the Obama Administration that publishes, for accountability and research, key crime and demographic data from departments voluntarily joining from across the country. In BPD created the Downtown Resource Officer program with the goal of improving the connections between BPD and downtown residents and patrons, improving integration with social service providers and those in need of those services. In , BPD trained unarmed, non-badged parking enforcement officers in de-escalation techniques, and assigned them for partial shifts to enhance the ability to respond to downtown situations with less reliance on traditional law enforcement approaches. From the beginning of this administration, we have endeavored to remove unnecessary barriers between BPD and the people they serve, including the direction in

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my first month of office to remove opaque tinted windows in all squad cars. BPD was among the earliest adopters of body cameras, employed by all officers regularly since , enhancing public review, oversight and accountability. BPD is currently pursuing a national accreditation with the Commission on Accreditation For Law Enforcement Agencies, to promote benchmarking against best national standards and demonstrate a commitment to continual improvement. BPD would be one of about 15 city police departments in the state to hold such accreditation. Process And Timeline For Recommendation And Selection Of the Armored Vehicle

The planned purchase of a replacement armored vehicle began without the transparency we aspire to and should demonstrate as your city government. The same five-year plan included a police facility expansion project, replacement of vehicles and other equipment. A new garage was budgeted and appropriated for When bids for that project came in too high and well over budget, the city administration reassigned funds, as is routinely and legally done within appropriated budgets, and accelerated the planned acquisition of an armored vehicle, per the PS-LIT five-year plan. However, no formal discussions of that acceleration were held with members of city council or the general public at the time. Others voiced support for the purchase as a critical part of public safety. Some expressed concern about the transparency of the process leading to the planned purchase. Seven weeks of extensive public engagement, research, dialogue, and involvement followed, including five formal public sessions, many more informal meetings with concerned residents, activists, and public safety personnel, and more than individual comments from interested persons. Advocating to, challenging, and protesting about our government is a healthy exercise in a democracy. It testifies to the promise that words and dialogue have more power and potential than violence. Throughout this entire review process my staff and I have listened to those weighing in on this topic. Public input has reflected many different viewpoints and has prompted a full review of the planned purchase within the administration. While a purchase order had been made for the vehicle, the review conducted and leading to this report was holistic and began with a clean slate: If not, what could provide a comparable level of safety for officers and the public? The active engagement between the community and your government has been fruitful, meaningful, and absolutely has had an impact on me and my administration as we considered this issue. A summary of that review and analysis and the resulting decisions and recommendations, follow: This is a foundational, and fair, question. It is not simple to answer. No one data point or anecdote should determine whether a community needs either a Critical Incident Response CIRT team or an armored vehicle. Several points are fundamental: We live in, and our police officers face, a highly armed world. National violent crime statistics have declined significantly in the past 40 years, but violent crime in our own community has approximately doubled in the past 10 years. The number of police officers murdered annually has generally declined nationally over the past decades. But the arming of America has been dramatic: The variety, quantity and relative anonymity of these firearms presents a serious challenge for law enforcement. They have no way of knowing when they enter a residence if the person is unarmed, or in possession of more firepower than our entire police department possesses. Over the past three years, local courts have issued confiscation orders for 67 firearms from 15 individuals determined to be a danger to themselves or others. The weapons seized in court orders range from small handguns to AR rifles. Many of the rifles were pre-sighted in for the exact distance between Sports and the Walnut parking garage. Since , BPD has responded annually to over calls for service involving weapons. That is, almost every day of the week, BPD is responding to a call where someone has a weapon, and another individual felt threatened enough to call the police. While federally funded research on gun violence is limited by law, there is evidence that the lethality of mass shootings has increased as a result of the end of the Assault Weapons Ban. Relatively inexpensive rifles modeled after weapons designed for military application are widely available. State law prohibits the administration or the City Council from acting to restrict the purchase or display of firearms, ammunition, or firearm accessories. These actions by our state and Federal governments have created a situation where individuals intent on harm are able easily to purchase weapons designed to efficiently kill human beings. Hostage situations, barricaded gunman, warrant service for individuals known to be dangerous can all escalate beyond the capability of a typical patrol officer.

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Anecdotally, several foreign armored vehicle manufacturers commented that their vehicles were designed for other places besides America and were not sufficiently armored to handle the variety and power of weapons American law enforcement agencies must plan to encounter. We cannot predict how likely we are to be home to a gun-related, mass-casualty event, or even a situation where an individual is in possession of a high-powered weapon, but these seizure orders give us notice that the ingredients for tragedy are present in our area: When the CIRT team is deployed, it should be appropriately trained and outfitted. We know that in the past three years CIRT has been dispatched 25 times. These represent about 0. In more detail, in and CIRT deployed on 9 search warrants, 4 arrest warrants, 8 barricaded subjects, and 3 hostage rescue situations beyond dispatch deployments members of the CIRT team have been engaged as part of a coordinated security detail that includes patrol officers and other agencies at 29 large-scale events, primarily associated with the university. Thus, history indicates that the CIRT team has been used very rarely. Those incidents represent the most known, potentially dangerous situations that our police face. In my opinion, if our community and BPD are going to support a CIRT team, we owe it to the members of the team and their families to keep them as safe as we reasonably can. They face danger every day far beyond what most of us face. In the case of CIRT members who respond on our behalf to the most dangerous situations in our community and area, when facing advanced, high-velocity weapons, we owe it to them to supply a safe vehicle for their transport and service at the scene. Similarly, if and when any person in our community may face danger themselves in such a situation, we want to have available a vehicle to rescue them if possible. It is noteworthy that every Big 10 city except Bloomington has an armored vehicle in the community. And, BPD had such a vehicle for 12 of the past 18 years. This administration has made a major effort to replace and improve capital assets across every department in the city, and in particular in our public safety departments. The lack of a regular capital replacement schedule led to the city fleet decaying into disrepair, with inadequate fire protection equipment in and a lack of an armored CIRT vehicle for six years. We could disband our CIRT capabilities. As a community we have the option of not having a CIRT team at all, and thus no related vehicle. Under those circumstances our community would not face the potential challenges of an armored vehicle and specialized officers being misused by BPD or aggravating relationships between BPD and community members. The amount of time required to reach a local scene could negatively affect outcomes. They might not prioritize negotiation and de-escalation as highly as does BPD. We would be inviting a police force not accountable to our community into our community, explicitly for their ownership of specialized equipment. What Kind of Vehicle is Needed? That determination has been based on a rigorous assessment of approximately different vehicles evaluated and re-evaluated according to a set of criteria outlining CIRT and community needs. According to these criteria, the vehicle should: Be produced domestically Not require specialized tools, parts or personnel for maintenance Have armor capable of absorbing repeated high-velocity rifle fire Hold at least eight uniformed, equipped officers Be built on a non-military platform, such as Ford, Chevy or Chrysler Use gas, not diesel, fuel Have four-wheel-drive capability Have sufficient electrical power to operate winches and exterior lights Have standing General Service Administration or State of Indiana bid pricing to allow efficient purchase A detailed review of the criteria, the rationale, and their application is available here. After consideration of approximately potential vehicles by BPD experts, 9 vehicles met a majority of the criteria, but only two vehicles met all of the criteria and required no new operational training: Some police departments have absolutely misused this vehicle. Lenco itself has produced advertisements that contribute to the perception that this vehicle has military-style applications. Concern around police militarization and abuse of such vehicles is legitimate and factored into the discussion around this vehicle. That concern prompted interest in and a review of the Lenco SUV as an additional alternative. The key rescue components are the winch, which is a motorized cable that allows the truck to be towed and to tow other objects, and the rescue ram. The ram has been the focus of understandable public concern. In its intended use, the ram allows emergency service personnel to punch holes through walls. This was most famously demonstrated during the Pulse nightclub shooting in Orlando, where a Lenco BearCAT with a ram punched a hole in the sidewall of the night

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club, freeing 30 people who had been trapped hiding in a bathroom.

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### Chapter 4 : Project MUSE - Indigenous Modernities: Negotiating Architecture and Urbanism (review)

*Stonebridge: negotiating between traditional and modernist models of city housing "Made in Stockwell" and Deptford Wharves Millennium water: Vancouver's Olympic Village, Canada.*

By Christopher Hillard - Mar 12th, Photo by Christopher Hillard. The architecture of Post-War housing is a topic that can very easily be swallowed by context. Were you to transport a Milwaukeean from where my last article began to where it left off, he or she would certainly notice some big differences. Massive industry, streetcars and the increasingly popular automobiles would all take some getting used to, but the logic of the city, that is, the forces and priorities that shape its internal growth, would still be very familiar. It is therefore tempting to view post-war suburban development as the natural outgrowth of these trends. But while suburbanization in some form may have been inevitable, the interconnected forces of federal intervention and the ascendance of the planning profession helped transform Milwaukee and its environs, which might otherwise be very different today. The New Deal marked one of the most intense periods of legislative activity in American history. The unique crisis presented by the Great Depression enabled the Federal Government to reach into the national economy as it never had before and housing was no exception. Because the FHA regulated the interest rates and terms of mortgages it insured, it wielded tremendous influence over the types of projects that were approved. The implications of this policy preference became very clear between and when the need for wartime worker housing prompted the building of 2. Grasslyn Manor , where the house was built, is a transitional planning model. Nevertheless the way 54th and 58th streets curve and converge at 56th focus the development in an inward direction and point the way towards the self-contained residential communities and subdivisions to come. It is exclusively residential, auto-focused with limited sidewalks and street-facing driveways, and its streets and cul-de-sacs follow their own internal logic with little relation to their surroundings. Wilbur Court , near 68th and Morgan, is illustrative of this planning model in action. Located at the end of a cul-de-sac, W. Insulated, exclusively residential developments like this received a major boost from the codification of Euclidian zoning. For modernist planners zoning was an indispensable tool in their quest to create a better, more rational city in opposition to the more muddled, chaotic reality of urban living. Organic residential developments like Wedgewood also allowed for greater flexibility in house design like W. Wedgewood Drive , a split-level. Wilbur Court W. Wedgewood Drive Innovative in form, Wedgewood Dr. Conservative, traditional designs were and remained a powerful force in American housing, but not without some notable exceptions. Story Parkway Setting aside Euclidian zoning, another reason neighborhoods like Wedgewood Park feel disconnected from Milwaukee is because they were not originally part of it. Like Wedgewood, this neighborhood and the house a Colonial Revival with a second story overhang and integrated garage are insular and auto-dependent, bound inextricably to the concrete canal of Highway less than 2, feet away. Rio Street Milwaukee was an early and enthusiastic adopter of freeway construction and in the first seven-mile stretch of what would become I was completed. This was the same year the Federal-Aid Highway Act was enacted, inaugurating one of the biggest infrastructural accomplishments in human history: African Americans have had a presence in Milwaukee since very early in its history, however the community grew considerably during the Second Great Migration, a mid-century exodus from the oppression of the Jim Crow South for the relative opportunity of Northern and Western cities. Housing discrimination in the form of racial covenants and discriminatory lending practices were common during much of the 20th century and Milwaukee was no exception. Initially motivated by simple prejudice, these restrictions were all but codified in when the Federal Home Loan Board came out with residential security maps that brazenly substituted racial make-up for investment security. This depreciated the value of areas with minorities and made those neighborhoods effectively ineligible for any kind of mortgage capital. This policy not only incentivized vicious opposition to integration, but also encouraged whites to flee mixed neighborhoods for the suburbs while confining African Americans, regardless of wealth, to cramped ghettos

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where the capital for housing development or improvements was all but inaccessible. The Fair Housing Act of took aim at the most egregious of these housing practices, but they retained a tremendous amount of inertia and the consequences reverberate powerfully to this day. It is this context that makes N. Conceived in , Halyard Park was a redevelopment project helmed by Beechie O. It is tempting to read the development as the embodiment of the deferred dreams of a long marginalized community: Like contemporary homes ranches are built close to the ground with low-pitched roofs. With the Fair Housing Act still less than a decade old, the interdependence of the African American businesses that undertook this project speaks volumes about the isolated environment in which they operated. While this development is still built with the automobile front and center, it represents a resurgence in traditional design that would have a major impact on the planning sector in the form of New Urbanism. Mayor John Norquist was an early acolyte of the movement and pushed hard for the adoption of many New Urbanist ideas during his administration. The development has a discernible center in this case a park which is a five minute walk from anywhere in the development. The streets are also narrow and the development pattern is relatively compact. Yet Cherokee Point falls short in a couple key areas, as the home at W. Stonebridge Court demonstrates. This home is a Millennium Mansion, identifiable by its wide variety in wall claddings, tall entrance, diverse window designs and a complex, high-pitched roof. The house also has a prominent street-facing garage, as do most of the homes in Cherokee Point, a planning choice that detracts from the pedestrian- centered philosophy at the heart of New Urbanism. Stonebridge Court is also a cul-de-sac, which goes against the interconnected ethos that promotes multiple way finding options. The development also lacks diversity in housing types and commercial services are well beyond walking range. This house, which is another example of Queen Anne New Traditional design, has had the access to its garage pushed to the back of the home and the development has much better access to transit. Among the newest and few detached homes being built in Milwaukee, they have relatively narrow frontages and are proportioned to slip easily into infill lots in older neighborhoods. In addition to the profoundly important values of housing equity and access that these homes stand for, they speak to two very different, but equally important, forms of preservation. The second concept these newer homes represent is one also embodied in developments like Cherokee Point and City Homes: The forces that created the patterns that dominated Milwaukee and the American city for most of the second-half of the 20th century were powerful indeed, yet have been strongly challenged over the last few decades, which speaks volumes about how the country is changing. The story of postwar America is overwhelmingly the story of suburbanization, yet the story now has a new chapter I find very encouraging: Smith for their assistance and a very special thank you to Cecilia Hillard for absolutely everything.

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### Chapter 5 : Mayor Announces CIRT Vehicle Purchase Decision | City of Bloomington, Indiana

*The function of modernist architecture as both symbol and organizational model for the "new modern man" in Europe and America, as well as in the colonies, must be highlighted here. Housing and urban planning projects symbolized a new society, representing a modern, industrialized way of living, working, and consuming.*

Before European contact, the region was one of the most populated centers north of what is now Mexico City. Unlike the larger tribes of British Columbia, Alaska, the Plains and the Southwest, the Indians of the Puget Sound lived in relatively small, autonomous villages. Many tribes were affiliated through intermarriage, political agreement, trade, material culture and language. The abundance of natural resources and efficient technology for harvesting and preserving food enabled them to develop a rich cultural and spiritual life. The yearly cycle of activities was divided between the harvesting of food from temporary camps in warm months, and communal life in substantial winter houses for social and religious observances and protection against cold weather.

Early Contact It was in 1792, three hundred years after Columbus landed in the New World, that the original inhabitants of the Puget Sound region gained their first direct knowledge of Europeans. The American Revolution had just resulted in the birth of the United States, the French Revolution was in full swing, and the Industrial Revolution was beginning. Rumors of strangers in odd sailing craft had been arriving for ten years from Indians further north and west toward the Pacific. Now, Captain George Vancouver and the men of the ship *Discovery* had come to map the Puget Sound in preparation to claim ownership. They recorded, over a two-week period, evidence of habitation from Whidbey Island south to what is now Olympia, WA. The various groups of Indians on Puget Sound treated the strangers in equal manner, trading them fresh venison, fish, native berries and roots for beads, cloth and iron. Over the next fifty years, the Suquamish adapted to a changes brought on by the entry of non-natives into the Puget Sound. Fur traders and missionaries were the first and were then followed by permanent settlers traveling over the Oregon Trail. Settlement intensified in the 1840s after Congress passed the Oregon Donation Land Claim Act that opened Suquamish and other tribal lands to non-native settlement. Entrepreneurs also began building sawmills to harvest the vast stands of virgin timber on Suquamish lands, including mills at Port Madison, Port Gamble and Port Blakely. The Suquamish cut and delivered logs to the mills to support themselves. The treaties were necessary to extinguish title to land in order to free it for white settlement. The treaties were legal contracts negotiated between equals: Indians also reserved the right to continue to hunt, gather, and fish without interference in traditional areas off their reservations. In exchange for all of the ceded Indian lands, the federal government agreed to provide limited supplies, educational services, medical care and modest monetary compensation. The government also agreed to protect Indian rights and lands that were reserved to the tribes. The Suquamish are one of more than twenty tribal groups that were parties to the Treaty of Point Elliott, signed near Mukilteo, on north Puget Sound, on January 22, 1855. This document was the second of five treaties which Territorial Governor Isaac Stevens negotiated with tribes in western Washington. Representing both the Suquamish and Duwamish tribes at the treaty signing was Chief Seattle, along with many subchiefs and leaders of other tribes. The Indians far outnumbered the Stevens entourage, just as the Indians outnumbered European settlers at the time. The Suquamish gave up title to their lands, which encompassed most of present Kitsap County, for acknowledgement and protection of their fishing and hunting rights, health care, education and a reservation at Port Madison. The negotiations were conducted in Chinook, a limited trade jargon taken from French, English, and Indian languages. Many Puget Sound people did not speak the concrete shorthand language of a few hundred words, which was adequate for trading goods but not for legal negotiations. Therefore, the treaty was first read in English, translated into Chinook jargon, and then into two languages of the Coast Salish stock- Lushootseed and Straits Salish. Given the limitations of the jargon and the fact that the concept of land alienation was unknown to the Indians, the language problem produced difficulties in translation. Also, the treaties were made in great haste because Governor Stevens was anxious to negotiate all of the treaties as soon

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as possible. Together these circumstances created misunderstandings which persist to this day. Most of the Suquamish agreed to move to the reservation, which was located within their own territory. While some Duwamish people moved to the Port Madison Reservation, many others declined to relocate and asked that a separate reservation be set aside in their own homeland, located where the Black and Cedar rivers joined, near the present city of Seattle. The treaties were not ratified by Congress until four years following negotiations, during which time many of their provisions were being violated. Disputes over land ownership, reservation rights and boundaries, and fishing rights have arisen frequently since then. Seven times the United Supreme Court has addressed issues involving the reserved right to fish in off-reservation waters. Assimilation Period The Suquamish have persevered despite attempts by the federal government to assimilate them through land policy; specifically the allotment of the reservation into separate parcels assigned to individual family heads. One of the most significant events during this period was the destruction of Old Man House in . The destruction of the house and the scattering of the tribal settlement changed the communal living structure vital to the Suquamish way of life. Therefore, almost immediately after land was allotted, the Indian owned property began to diminish. Relying on a fishing and hunting subsistence, many tribal members were unable to pay the state taxes subsequently imposed on their land, and were forced to relinquish their property. Today, a large percentage of reservation lands are owned by non-Indian residents. A major goal for the tribe has been to purchase land on the Port Madison Indian Reservation for the benefit of the Suquamish community. The establishment of tribal housing developments has enabled many Suquamish people, who have otherwise not be able to do so, to move back to the reservation. The Suquamish Tribe enacted a formal constitution in , establishing Tribal Council and became a voting member of the National Congress of American Indians soon afterward. In the Suquamish also formalized their relationship with Washington State through the Centennial Accord. Traditional Villages Summer The Indians of the Puget Sound lived in permanent villages along the shore near rivers and streams, with rectangular houses facing the water. These villages consisted of large wooden houses, called longhouses or winter houses, which were often shared by many families. The houses were made of cedar planks and logs, and had shed or gabled roofs. They varied in size with some of the larger structures ranging from two hundred to six hundred feet long. They were divided into individual rooms, which opened to the outside. Download an informative poster about excavations at Old Man House Traditionally, Suquamish periodically left their winter residences in the spring, summer and early fall in family canoes to travel to temporary camps at fishing, hunting and gathering grounds. The seasonal camps consisted of portable frames made of tree saplings covered with woven cattail mats. Today, the Suquamish continue to work cooperatively to provide housing for Tribal Members on the Port Madison Indian Reservation with the creation of a comprehensive Tribal Housing program. Historical Village Locations Maps were disabled by the visitor on this site. The Indians would give him his answers in English, but as soon as he left everybody was talking Indian again. However, a dedicated group of Suquamish have been diligently working to revive the language. Today, the Suquamish have a Traditional Language Program that teaches Lushootseed to both school children and community members. Spiritual Life Spiritual Life In the very beginning, there was a wonderful world here long before human beings arrived. It was a world where everything had the power and ability to take any form or do anything. A world inhabited by beings who might appear as animals, plants, in human or inhuman form, or as aspects of the landscape, always shimmering between these and other shapes. Finally, a firm order was imposed on this world by The Changer, enabling human beings to take their place in the world. As a result, the beings have been changed into the shapes of trees, plants, animals, fish, rocks, springs, and so forth, while their spirits retain their original abilities. In these forms, they have retained their full intelligence and emotions, and many have entered into partnerships with particular individuals to grant them abilities and careers. As the most recent inhabitants of this world, human beings are believed to have the most to learn. Yet, such an education is possible because all life is related, forming a functioning whole. Special powers and abilities can be approached through fasting, prayer, meditation, and rituals. Many parts of the old religion are still important in the lives of those who have incorporated Catholicism, Shakerism, and

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varieties of Christianity into their religious beliefs. Traditional teachings still play an important role in the modern world. While participating in many of the same denominations as the rest of America and Europe, native peoples have nonetheless also maintained their special relationship with the land and with its sacred aspects. The Suquamish maintain a strong connection to the ancestral world and hold a great reverence for their departed relatives. As the larger population becomes more aware of the virtues of being ecumenical, ecologically aware, and respectful of the limitations of our planet, the virtues of traditional respect for nature are becoming better appreciated, understood and encouraged. Traditionally, fishing was the most important source of food for the Indians of the Puget Sound. Today fishing remains an important livelihood for many tribes. The Suquamish fished widely throughout Puget Sound, and continue to do so today. The absence of a major river with large runs of salmon required the Suquamish to travel widely on the marine waters of the Salish Sea to catch their supply of salmon. A great deal of skill and knowledge was and is needed to determine when and where various kinds of fish can be caught. The state of the tide, concentrations of birds and seals, the level of water in streams, the weather and other more subtle signs in the environment when planning their harvests. Historically, success in trade and sophisticated food preservation techniques permitted Puget Sound Indians to devote winter months to social gatherings and other activities. The Suquamish produced a variety of ingenious tools and other devices to efficiently harvest fish and gather other foods. The Suquamish caught salmon with nets, traps, weirs, hook and line, and netting from canoes. Chinook, Coho and Chum were the salmon most frequently caught in local water. In addition, several kinds of trout were caught by these methods; while other fish were caught with lures or speared. Lines and nets were often made from nettle stems and roots. Generations of Suquamish would heat stones in a fire and drop them into the water-filled baskets to make soups from smoked salmon and wild potatoes. Berry baskets are decorated by imbricating colored barks in various designs. Traditional Suquamish baskets are showcased in the Suquamish Museum. Today, the art of weaving is being revived in Suquamish, with several Tribal Members specializing in traditional design, teaching and hosting workshops on cedar and wool weaving. The Suquamish, like other Puget Sound Indians, also wove cattail mats for cushions, protective covers in canoes, to line walls, for sleeping, to serve meals on, and for summer housing. They also wove wool on looms to create Salish blankets. The blankets were used for warm coverings, and also as special symbols in ceremonies. Wool blankets were traditionally considered valuable trade or gift items. A wealthy person gave numerous blankets away during potlatch. The abundance or scarcity of weaving materials were factors in determining the special versus ordinary blankets. Some traditional spinning materials were mountain goat wool, wool from special dogs, and the down or feathers of the eagle, duck or goose. Canoes Travel The dugout canoe was an integral part of Suquamish culture. This craft was the major form of transportation. The heavily forested land made efficient foot travel difficult.

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### Chapter 6 : Milton Keynes - Wikipedia

*Between the hustle and bustle of the old medina (city), the vibrant manifestations of its historic culture, the Amazigh (Berber) rugs, and the zellige plates, all remind of Morocco's rich heritage.*

Paris during the Fourth Republic [ edit ] Recovering from the war. Paris automobile show in The first municipal elections in Paris and in France since the war had been held on April 29 and May 13, ; they were also the first French elections in which women could vote. Six parties had taken part. The Communists had won 37 percent of the vote and 27 council seats out of 90, making them the largest party in the city government. On October 21, , the first parliamentary elections since the war took place, which were won by a coalition of communists and socialists. In the new government nationalized the private electric and gas utility companies, and closed a long-time Paris institution, the houses of prostitution Loi Marthe Richard. The end of the war did not end the hardships of the Parisians. Rationing of bread continued until February , and coffee, cooking oil, sugar and rice were rationed until May Many of the factories around the city had been bombed during the war, and were still in ruins. Some Paris institutions were quick to get back on their feet. On February 12, , the first major fashion show after the war was organized by Christian Dior at 30 Avenue Montaigne. High fashion soon became an important French export industry and foreign currency earner. The automobile industry also came back to life, putting on a glittering show of new automobile models in In , there were growing tensions in the government between the communists and their coalition partners, the socialists. On April 25, the communist trade unions began a strike at the Renault factory, one of the largest enterprises in the city. On May 5, the new socialist prime minister, Paul Ramadier , dismissed communist ministers from the government. The communists responded by organizing strikes and work stoppages of railroad and bank employees. The housing shortage[ edit ] Public housing project in Seine-Saint-Denis, in the Paris suburbs Housing was a particularly daunting problem. The population of Paris grew by about 50, persons a year between and , adding , residents. However, very little housing had been built in the past twenty-five years to house them. Health was also a major problem, with , cases of tuberculosis in the city, killing hundreds of persons each year, particularly in the crowded apartment buildings and furnished lodging houses. The unintentional result was to stop new construction, create a black market in apartments, and reduce even further the number of available housing units, affecting particularly young Parisians. In , half of young married couples were still living with their parents, and 15 percent were living in a single furnished room. In , 20 percent of housing units still did not have running water, two thirds did not have a toilet in their unit, and three-quarters did not have their own bathtub or shower. A new minister of lodging, Pierre Courant , was named in , and he launched a much larger-scale program of construction. Prefabricated and mass-produced materials were used, greatly reducing the cost of construction. Money was also saved by building much larger numbers of apartments at the same time in the same location. In the suburban community of Sarcelles , a single project built in contained 13, housing units. These new buildings, to save money, were often far from markets or city centers, and had few facilities or access to public transportation. In the s, they were occupied largely by French-born workers. In the s and s, they became the home of tens of thousands of immigrants. The longest government, that of Guy Mollet , lasted a year and seven months. The left-wing governments nationalized many of the major industries in and around Paris, including the utilities providing electricity and gas. The Communists won twenty-five seats, the socialists won five. Railroad lines were sabotaged, and the army, navy, army and firemen were called in to keep electricity networks and the metro running. A strike in December caused the cutoff of electricity, and the shutdown of the Paris Metro. Paris, Indochina and Algeria[ edit ] In the early s, France was engaged in a highly unpopular war to hold on to its colony of Indochina ; in seven years the war cost the lives of one hundred thousand French soldiers. On July 14, violent confrontations took place between the police, Algerian independence demonstrators and their communist supporters. Seven persons were killed, and one hundred twenty-six injured. The war soon had consequences on the streets of

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Paris. All of these events soon led to an increased migration to Paris. Three other events with long-term significance took place in Paris during the years of the Fourth Republic: Within three months, the new Constitution was drafted and put to a vote on September 28, ; it was approved by more than 80 percent of voters. The Fifth Republic was born on October 4, . The most visible improvement was the cleaning of the cathedral of Notre Dame , which in a few months turned from black to white. In other neighborhoods in the center of the city, the rehabilitation took a different form: As the price of land doubled in the city center, middle class residents moved out to the suburbs. Dilapidated and crumbling residential buildings were torn down and replaced by office buildings. The population of the arrondissements in the city center markedly decreased. The neighborhood of the central market of Les Halles was also a target for renewal. The old market was too small and traffic around it too congested to serve the needs of the growing city. One of the historic pavilions was preserved and moved to a park outside the city, but the others were closed down and the site, after long debate, was eventually turned into a park and underground commercial space, the Forum des Halles. The first towers[ edit ] The Beaugrenelle project in the 15th arrondissement, started in the s, created a wall of residential towers along the Seine. Until the s there were no tall buildings in Paris to share the skyline with the Eiffel Tower , the tallest structure in the city; a strict height limit of thirty-five meters was in place. However, in October , under the Fifth Republic, in order to permit the construction of more housing and office buildings, the rules began to change. A new urban plan for the city was adopted by the municipal council in . Higher buildings were permitted, as long as they met both technical and aesthetic standards. The first new tower to be constructed was an apartment building, the Tour Croulebarbe, at 33 rue Croulebarbe in the 13th arrondissement. It was twenty-two stories, and sixty one meters high, and was completed in . Between and , about new buildings higher than fifteen stories were constructed in Paris, more than half of them in the 13th and 15th arrondissements. Blocks of old buildings were torn town and replaced with residential towers. The municipal council learned of the project only indirectly, through a message from the ministry in charge of construction projects. The first plan, proposed in , was a new headquarters for Air France, a state-owned enterprise, in a tower meters high. In , to protect the views in the historic part of the city, the municipal council declared that the new building should be shorter, so it would not visible from the esplanade of Les Invalides. In , the Prefect of Paris, representing the government of President de Gaulle, overruled the municipal council decision, raised the height to two hundred meters, to create more rentable office space. The new building, built between and , was and still is the tallest building within the city limits. It allowed the creation of a French version of Manhattan, without disturbing the skyline and architecture of the historic center of the city. The idea had been discussed and various proposals put forward as early as the s, but did not begin to move ahead until . A site of nine hundred hectares, between two cemeteries, between Paris and Nanterre, was chosen. The first company to move to the site was ELF-Aquitaine , the largest French company; they had little choice, since they were owned by the French government. Some of the more daring components of the original plan were dropped because of public opposition or cost. A planned meter-high skyscraper by the architect Zehrffuss was reduced in height. The famed modernist architect Le Corbusier was commissioned to design a huge cultural center near the Rond-point de La Defense, with a museum of 20th century art, a music conservatory, and the national school of architecture, but this component was never built. The project developed slowly; most of the towers did not go up until the s, and formed a backdrop to the Arc de Triomphe. By more than a million square meters of office space was created at La Defense, more than in the old central business district around the Opera. A large number of Vietnamese and ethnic Chinese from Saigon moved into the new residential towers, and created what became the largest Chinatown within the city limits. A smaller Indochinese community, had been created between the wars around Place Maubert, but its growth was limited by the rapid rise in real estate prices. After the end of the Vietnam War in the s, the new town attracted a large migration of Vietnamese and Cambodians, making it the largest southeast Asian community in the Paris region. Under the Fourth Republic, enterprises had been required to get government approval for every new industrial building over square meters, and to pay heavy charges to subsidize transportation and other services.

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The government also paid a subsidy for the demolition of old factory buildings. The rising price of land was a major factor in the move of industry out of the city and the suburbs to other regions. Between and , , square meters of industrial buildings was destroyed a year, while only , square meters was built. By , the industrial space of the Paris region represented only 10 percent of the national total. Unlike the earlier projects, these buildings included shops, schools and other services for their residents. By , a dozen ZUPs had been built in the zone within thirty kilometers of Paris; they included about a hundred buildings altogether, with , housing units, occupied by about 1,, residents. A single ZUP at Pantin had 1, units. Quantity and speed were the principal requirements in their constructions. They were welcomed and appreciated by the families who moved into them in the s, since they resolved the housing crisis, but were not so much appreciated by the immigrants who moved into them decades later. On April 12, , the autoroute du Sud , a highway from Paris to the south of France, opened. The Algerian War and terrorism in Paris[ edit ] In the s, Paris regularly became one of the battlegrounds of the Algerian war for independence from France. On January 6, the OAS set off a series of bombs at targets across the city. The FLN began a campaign of killing French policemen, targeting the Muslim policemen who had been hired to fight the wave of terrorism. Thirteen policemen were killed. On October 5, the Paris municipality imposed a curfew on young Algerian men, advising them to be off the streets between 8: On October 17, to protest the curfew, the FLN and their ally, the French Communist Party, organized an demonstration of four columns converging in the center of the city. The police blocked the march and arrested six to seven thousand persons. Some of the demonstrators were trapped by the police on the Pont Saint-Michel , and a number jumped or were thrown off the bridge. The number of persons killed was never reliably established; estimates vary widely from between thirty and fifty dead [16] to the Communist estimate of hundreds killed.

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## Chapter 7 : History & Culture – The Suquamish Tribe

*Chart: share of population living in a city for France (red) and Germany (black) between and today. So when the modernist architecture was trendy, the housing demand was turned towards the cities and not the small villages in rural areas.*

Context[ edit ] Its design was inspired by the social reformers who advocated, and showed the benefit of providing houses with gardens for those who can only afford to rent. It was a reaction to the failure of council estates of multi-storey apartment blocks to provide a good family homes. The estate has been a proven success and has enabled a good quality of life for its residents, and led to the development of a mutually cooperative community. There are however, supposedly insurmountable structural defects on the estate, i. These problems have led the Labour controlled Lambeth Council elected in to propose demolishing the estate, and replacing it with an estate of multi-storey apartment blocks. The site is a prime location, and two bedroom apartments could sell for over half a million pounds. This makes re-developing the estate profitable. Lambeth Council "resumed" consultation for 5 weeks in early , and used the results of the sparsely-attended workshops and exhibitions to justify arriving for a second time at a decision to demolish. In August residents were granted permission to seek judicial review of the second demolition decision. There is also a controversy concerning listed status. An application for listed status was made and rejected. It is suggested by those interested in urban design that Historic England failed to appreciate the importance of Cressingham Gardens as an architectural model for high residential density inner city housing. The Conservatives, at that time, believed that the council should provide homes for all those who could not afford to buy a house. In inner London, in the s and s, estates with multi-storey apartment blocks provided the dominant architectural model for council housing. The seminal study Family and Kinship in East London showed that such apartments did not prove as satisfactory a family home as a house with a garden. By the s many councils were returning to building houses, rather than multi-storey apartment blocks, and Lambeth Council was a leader in this trend. As Borough Architect, Ted Hollamby had designed different types of council dwellings, tower blocks, tenements, houses. The deputy chairman of the housing committee was Sir John Major. In Lambeth Council became Labour controlled. To complete the estate, the new housing committee, on the advice of Ken Livingstone , who was deputy chairman, authorized the use direct labour. Building the three hundred dwellings took seven years. Underground car park on edge of the estate The car park for Cressingham Gardens is on the edge of the estate next to the main road. This means that cars do not enter the estate. The car park is underneath a tenement block, consequently no residential land area is for the use of cars. At the time, the standard urban design practice was to provide garages in the centre of an estate. This makes inefficient use of residential land area, as roads and pavements are needed throughout an estate. Front doors open onto pedestrian only area In Cressingham Gardens the front doors of dwellings open on to pedestrian only avenues and pathways. This allows efficient use of residential land area, as pathways can be much narrower than roads with pavements. Experience has shown that there are substantial social benefits from having front doors open onto a pedestrian area. The most important of these is that the pedestrianized space provides a safe play area for small children. The occupier of a dwelling controls this garden frontage; and although the plot is tiny, many of the residents have been able create great garden displays. In a council estate of multi-storey apartment blocks the frontage is normally maintained by a management company, appointed by the council, not the residents, and where there are gardens, key access is required, which means they are infrequently used. Having a very small front garden frontage makes efficient use on residential land, as the distance between the rows of terrace houses can be reduced to a few metres. This could have led to gloomy narrow alleyways, but Ted Hollamby avoided this by specifying low pitched factory style roofs for the terraced houses. Small back gardens The houses on the estate have very small back gardens. Again this allows for efficient use of residential land. It is advantageous as it encourages the resident of a house to use the garden space efficiently. In the long thin back gardens, common

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on London estates, the land at the back is often unused, or used as scrap heap. In high latitudes, back gardens can contribute to the healthy development of pre-school children. Children can suffer from not spending sufficient time outside as sun light is needed to make vitamin D. Inadequate vitamin D leads to poor bone development and rickets. The housing crisis in London has led to an increasing number families living in apartments with no access to out door play areas for children. It is therefore unsurprising that rickets has returned. In particular, rather than repairing and refurbishing six homes imperilled by a single incidence of subsidence, they were been bricked up in and left vacant ever since. The council-appointed consulting structural engineers identified the following problems: Some gains have been made through estate-wide programmes to install cavity wall insulation and double-glazed window units. There is a particular problem with the roofs. In order to allow light into the four metre wide pathways between rows of terraces, the roof lines are low, and there are no lofts. This makes upgrading the roof installation more costly than the same job on a standard house. Instead he designed gutters which were integral with the roof leading to one drain pipe at the end of the terrace. Ted Hollamby did not foresee the abolition of property taxes, and shrinking of the council tax base, and the sale of council houses and reduction in the council rental income. The consequential reduction in the council maintenance budgets, has meant that the requirement to clear the gutters frequently, has not been fulfilled. Inadequate land drainage The water from the gutters overflows on to the avenues and pathways of the estate. The land drains for these were not designed to cope with the unexpected flow. This has led to water penetration and some structural damage to some of the buildings on the estate. Ted Hollamby wanted to ensure that design of the estate led to a community developing, In this he was successful. The probable cause of the community spirit is that the pedestrianized avenues of the estate provide an area for friendly, neighbourly social interactions. It is these social interactions have led to a mutually supportive community amongst the ethnically and socially diverse residents on the estate. The good indication of mutual cooperation between those on the estate is seen in the YouTube video they produced as part of their campaign to save their estate, their homes, and their community. Reduced crime Ted Hollamby insisted that kitchen windows overlooked the pathways and avenues of the estate, and that front doors faced each other across the avenues. In a multi-storey apartment block, unobserved corridors, walkways, and stairwells can create a high crime area. This was illustrated by the crime rate on the Broadwater Farm estate. However, regeneration, which eliminated the unobserved stairwells and walkways, transformed the estate into a low crime area. As car owning residents always have to walk, at least to the car park, they will always consider completing the trip on foot, bike or public transport. When the car is outside the front door there is a natural tendency to make car the first choice for any journey, and this generates traffic. Supportive neighbourhood community Pedestrianisation has promoted social contact between neighbours and this has let to mutually supportive community developing. This is also a public good, as neighbours can help each other out, reducing the demand for child care services, health care service, and social services. The developer would pay for the site by agreeing to build apartments for social housing. Creating the vacant building plot required, will entail, demolishing all the dwellings, bulldozing the gardens and felling the trees on the site. On the cleared site multi-storey apartment blocks would be built. There will be more dwellings, apartments will replace houses, and apartments; but new development will be mostly one and two bedroom apartments, there will be no four bedroom houses with gardens. Hence the residential density in terms of bedrooms per hectare will approximately the same. What makes it profitable for a property developer to knock down council houses and build new apartments to replace them, is that he can sell apartments. The site is a prime location. In such a location a developer could plan on selling a two bedroom apartment for between half and three quarters of a million pounds. Gated development[ edit ] In order for the maximum value of the site to be realised, the proposed development will be a gated community. There is now a generic design for such developments. The apartments for private sale are in a tower block on top of a car park. Entrance to the car park is through a barred gate, managed remotely by a security company. This was the standard design on display at the property fair run by Mimpin. Lambeth Council say that inaction is not an option, and that in contribution to solving the housing crisis they are

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committed to providing a thousand new dwellings at council rent levels over the next four years. The council say they could achieve this objective through a process of estate regeneration sic. There are many people in council dwellings, in Brixton, Lambeth Walk, and Stockwell who do not trust the council, they fear that the council is engaged in a policy of gentrification , and the real aim of the redevelopment is to increase property values in the borough, to the benefit of owner occupiers in Herne Hill, West Dulwich, and Streatham. The court was told that Lambeth Council originally consulted on five options: Option 1 - Refurbishing the estate and bringing all council tenant homes up to decent homes standard, including the six void flats that have stood empty for over 16 years; Option 2 and 3 - Refurbishing as in Option 1, plus infilling to create new homes. They were told that an application had been made for Cressingham Gardens to be granted listed status, and the application had been unsuccessful. Their view was that a strong case could, and should be made for giving Cressingham Gardens listed status, and backing obtained for the application from those with influence. Listed building status is granted under two headings: Historical interest and important architectural model. The case is that Cressingham Gardens deserves listing under both categories. The most influential was Sir Ebenezer Howard with his proposal for Garden cities , which provided the model for Welwyn Garden City and the post war new towns. The most idealistic were the Barnetts in their design for Hampstead Garden Suburb. In all these places the original buildings had to be given listed status to prevent them being demolished by property developers and replaced by apartment blocks. There is an arguable case[ according to whom? It is claimed[ by whom?

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## Chapter 8 : GDR Architecture Models - MODERN EAST by Zupagrafika - Berlin Love

*The modernist movement in architecture and urban planning has been heavily criticized ever since its symbolic end in with the demolition of the Pruitt-Igoe housing project in Saint Louis, Missouri.*

Population trend of Borough and Urban Area – Since the s, overspill housing for several London boroughs had been constructed in Bletchley. The New Town informally and in planning documents, "New City" was to be the biggest yet, with a target population of ,, [11] in a "designated area" of 21, acres The site was deliberately located equidistant from London, Birmingham , Leicester , Oxford and Cambridge with the intention [14] that it would be self-sustaining and eventually become a major regional centre in its own right. Before construction began, every area was subject to detailed archaeological investigation: Greenwich Observatory was consulted to obtain the exact angle required at the latitude of Central Milton Keynes , and they managed to persuade the engineers to shift the grid of roads a few degrees in response. Webber – , described by the founding architect of Milton Keynes, Derek Walker – , as the "father of the city". From a Government quango , the Milton Keynes Partnership , had development control powers to accelerate the growth of Milton Keynes. Along with many other towns and boroughs, Milton Keynes competed for formal city status in the , and competitions, but was unsuccessful. Nevertheless, the term "city" is generally used by its citizens, local media and bus services to describe itself, perhaps because the term "town" is taken to mean one of the constituent towns. Road signs refer to "Central Milton Keynes" or "Shopping" when directing traffic to its centre. The area to be developed was largely farmland and undeveloped villages, but with evidence of permanent settlement dating back to the Bronze Age. Collections [19] of oral history covering the 20th century completes a picture that is described in detail in another article. It is now a flourishing heritage attraction, receiving hundreds of thousands of visitors annually. This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. See also article single-use zoning. The Development Corporation also led an ambitious Public art programme. The urban design has not been universally praised, however. Francis Tibbalds, president of the Royal Town Planning Institute , described the centre of Milton Keynes as "bland, rigid, sterile, and totally boring. Do you lay it out like an American city, rigid orthogonal from side to side? Being more sensitive in , the designers decided that the grid concept should apply but should be a lazy grid following the flow of land, its valleys, its ebbs and flows. That would be nicer to look at, more economical and efficient to build, and would sit more beautifully as a landscape intervention. Major internal roads run between communities, rather than through them: Consequently, each grid square is a semi-autonomous community, making a unique collective of clearly identifiable neighbourhoods within the overall urban environment. The grid squares have a variety of development styles, ranging from conventional urban development and industrial parks to original rural and modern urban and suburban developments. Most grid squares have Local Centres, intended as local retail hubs and most with community facilities as well. Originally intended under the master plan to sit alongside the Grid Roads, the Local Centres were mostly in fact built embedded in the communities. Roundabout junctions were built at intersections because the grid roads were intended to carry large volumes of traffic: Some major roads are dual carriageway , the others are single carriageway. Along one side of each single carriageway grid road, there is a grassed reservation to permit dualling or additional transport infrastructure at a later date. To date this has been limited. The edges of each grid square are landscaped and densely planted, some additionally have berms. Traffic movements are fast, with relatively little congestion since there are alternative routes to any particular destination other than during the brief peak periods. The national speed limit applies on the grid roads, although lower speed limits have been introduced on some stretches to reduce accident rates. Pedestrians rarely need to cross grid roads at grade , as underpasses and bridges exist in frequent places along each stretch of all of the grid roads. This approach, which contradicts the original design ethos, has been a cause for conflict between residents and the Council who are

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often regarded as failing to preserve the unique development style of the city. Cycleway network in Milton Keynes. The national cycle routes are highlighted in red. In practice, it is mainly used for leisure cycling rather than commuting, perhaps because the cycle routes are shared with pedestrians, cross the grid-roads via bridge or underpass rather than at grade, and because some take meandering scenic routes rather than straight lines. It is so called because it is generally surfaced with red tarmac. The national Sustrans national cycle network routes 6 and 51 take advantage of this system. Height[ edit ] The Hub: MK, built between and The taller glass tower, Manhattan House, has fourteen stories. The original design guidance declared that "no building [be] taller than the tallest tree". However, the Milton Keynes Partnership, in its expansion plans for Milton Keynes, believed that Central Milton Keynes and elsewhere needed "landmark buildings" and subsequently lifted the height restriction for the area. As a result, high rise buildings have been built in the central business district. More recent local plans have protected the existing boulevard framework and underpasses following the dissolution of the Milton Keynes Partnership. Recent large-scale buildings include The Pinnacle: The Pinnacle was the largest office building to be constructed in Milton Keynes in 25 years. More recently the Network Rail National Centre has been built at the western limit of Silbury Boulevard; this building occupies a large land area but only rises to the equivalent of six storeys; a return towards the design of the original Central Milton Keynes developments. Linear parks[ edit ] Caldecotte Lake, Milton Keynes The flood plains of the Great Ouse and of its tributaries the Ouzel and some brooks have been protected as linear parks that run right through Milton Keynes. The Park system was designed by landscape architect Peter Youngman, [31] who also developed landscape precepts for all development areas: However, the landscaping of parks and of the grid roads was evolved under the leadership of Neil Higson, [32] who from took over as Chief Landscape Architect and made the original grand but not entirely practical landscape plan more subtle. As of , the urban area has 20 million trees. Following the winding up of the Development Corporation, the lavish landscapes of the Grid Roads and of the major parks were transferred to The Milton Keynes Parks Trust, a charity which is independent from the municipal authority and which was intended to resist pressures to build on the parks over time. The Parks Trust is endowed with a portfolio of commercial properties, the income of which pay for the upkeep of the green spaces. Today, roses in particular thrive in its heavy clay soils. Further development plans[ edit ] Main article: Their proposal for the next phase of expansion moves away from grid squares to large-scale, mixed use, higher-density development. The more detailed article expands on the details of their proposals. As the first stage in that plan, the Government expanded [38] the boundaries of the designated area, adding large green-field expansion sites to the east and west that were to be developed by Milton Keynes Partnership was disbanded in , [39] holding its last meeting in March of that year.

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### Chapter 9 : Architecture Without Architects – Another Anarchist Approach - Journal #6 May - e-flux

*Build Your Own Modernist DDR by Zupagrafika has only served to whet your appetite for GDR architecture models, have a look at Blokoshka, their Modernist Architectural Matryoshka inspired by the traditional Russian dolls that fit inside each other.*

In lieu of an abstract, here is a brief excerpt of the content: Christina Heximer bio Indigenous Modernities: Negotiating Architecture and Urbanism. London and New York: The modernist movement in architecture and urban planning has been heavily criticized ever since its symbolic end in with the demolition of the Pruitt-Igoe housing project in Saint Louis, Missouri. Modernism of the late nineteenth and early twentieth centuries was based on the idea that advances in science and technology and a logical process known as the scientific method could be applied to architecture and urban design to solve any problem. In Indigenous Modernities, Jyoti Hosagrahar explores how this Western ideal of modernism applied to a non-Western society was manifested in "anxieties of displacement and fragmentation of experience. The author also questions the notion of a universal global movement and investigates how modern as a "normative attribute" is culturally constructed where Western society is painted as civilized, rational, and proper while non-Western societies are viewed as uncivilized, irrational, and superstitious. Indigenous modernities "celebrate the simultaneity and engagement" of both traditional and modern moments in an area, giving preference to neither one nor the other. To illustrate her argument, Hosagrahar examines Delhi, India, during the late nineteenth and early twentieth century. Her understanding of shifting identities and inequalities in the name of modernism is reminiscent of research conducted on modernist housing projects and urban renewal in the United States. She makes note of related research, including the varied reading and experience of modernism within Western society, the relationship between modernity and areas that [End Page ] Western society has constructed as being subordinate, and interpretations of modernity and the construction of history in South Asia. Indigenous Modernities focuses on five aspects of Delhi: She also shows how individuals and communities dealt with and adapted to or in some cases did not adapt to their changing landscape. Hosagrahar describes how British "improvements" in Delhi were politically motivated. Throughout the book she emphasizes how the British used the argument of "progress" to exert their control and dominance over the people of Delhi. The argument was boosted by British "advances" in all areas of technology, including building methods and materials, urban planning and infrastructure, and public health and sanitation. Again, Hosagrahar is successful in showing how the integration of these new technologies in Delhi impacted the "traditional" culture and everyday lives of people and how the people of Delhi in turn impacted the technology. The theory of indigenous modernities is deconstructed clearly throughout the text. Hosagrahar uses tangible examples through real accounts to illustrate the impact of colonial modernism. Although the introduction is a bit thick to wade through, the chapters following break down the thinking and theory into manageable chunks. As the author points out, the book provides a springboard for other areas of research in "modernist" Delhi, such as the shifting identities of women. You are not currently authenticated. View freely available titles: