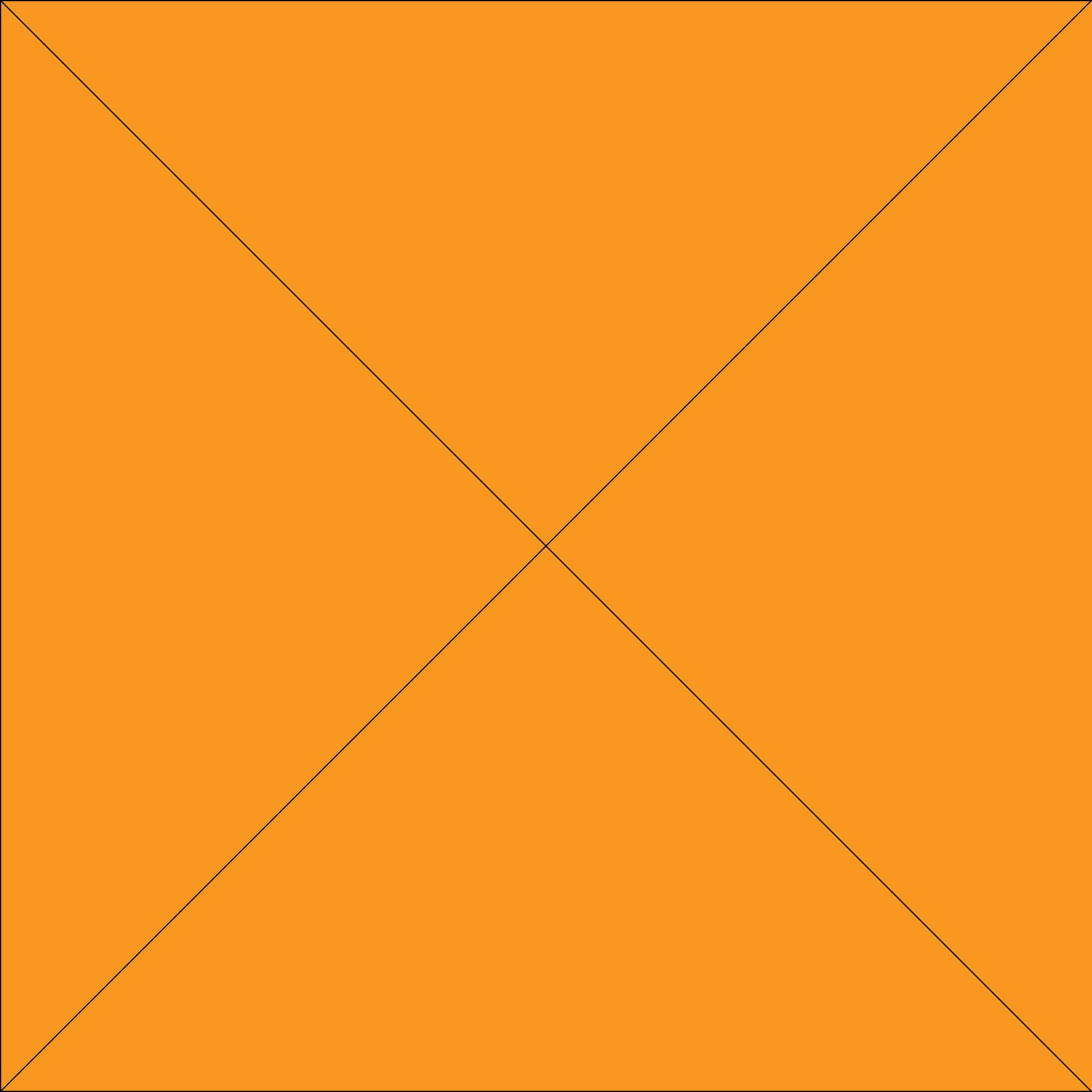


Mo
CK studio

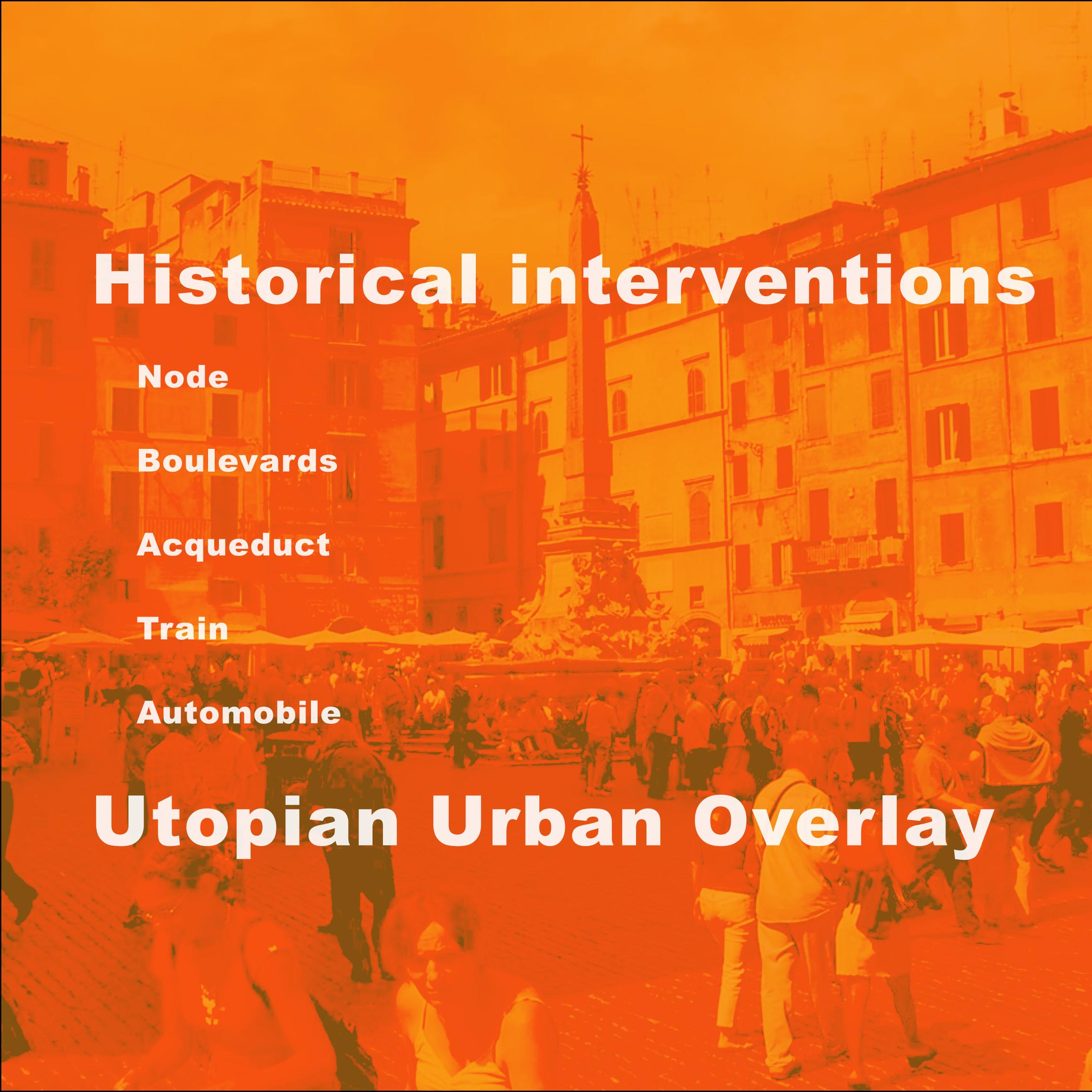
Rome Prize Application



The background is a solid orange color with a complex, abstract pattern of thin, dark orange lines. The pattern consists of a central circular area with a grid of lines radiating outwards, and several larger, overlapping grid-like shapes that resemble architectural or structural frameworks. The overall effect is one of dynamic, interconnected lines.

The Next Intervention: Planning for Roma 2050

**MoCK Studio is a collaboration by
Ashley Zarella Hand, LEED AP, Assoc. AIA
& Gunnar Hauser Hand, AICP**



Historical interventions

Node

Boulevards

Acqueduct

Train

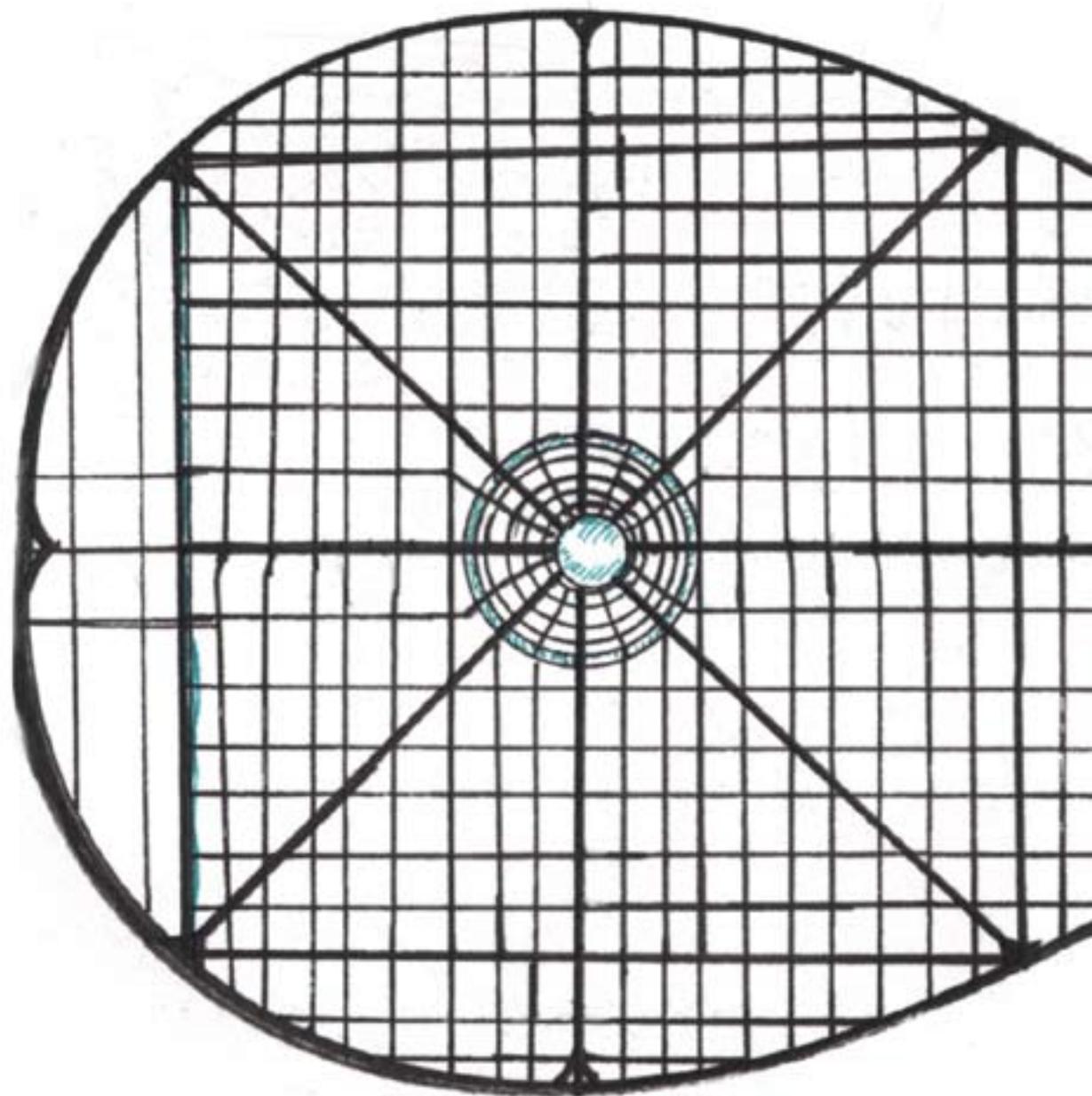
Automobile

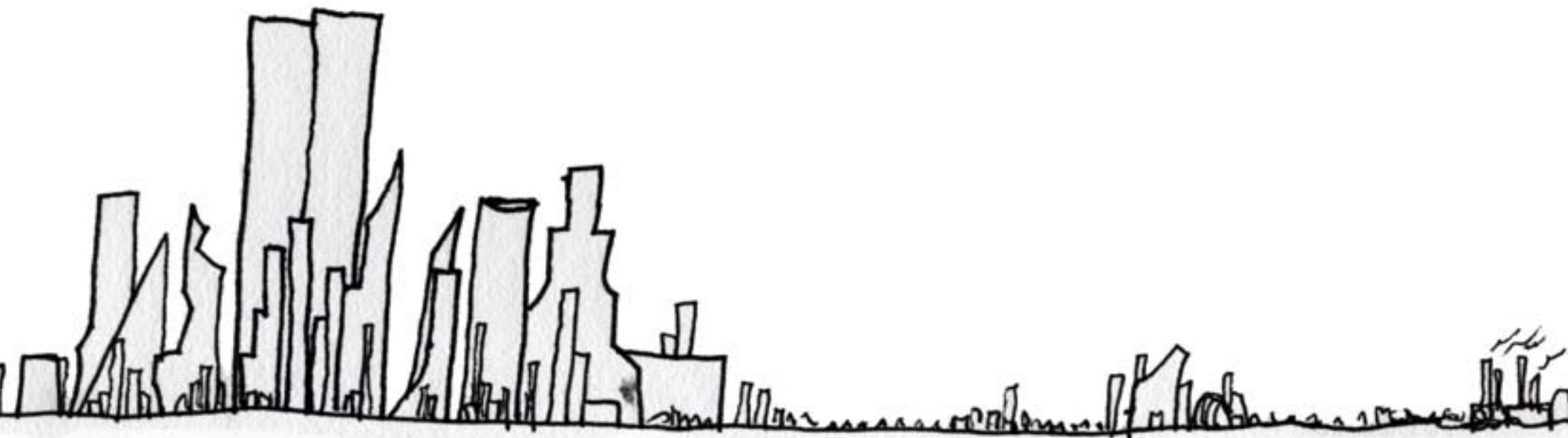
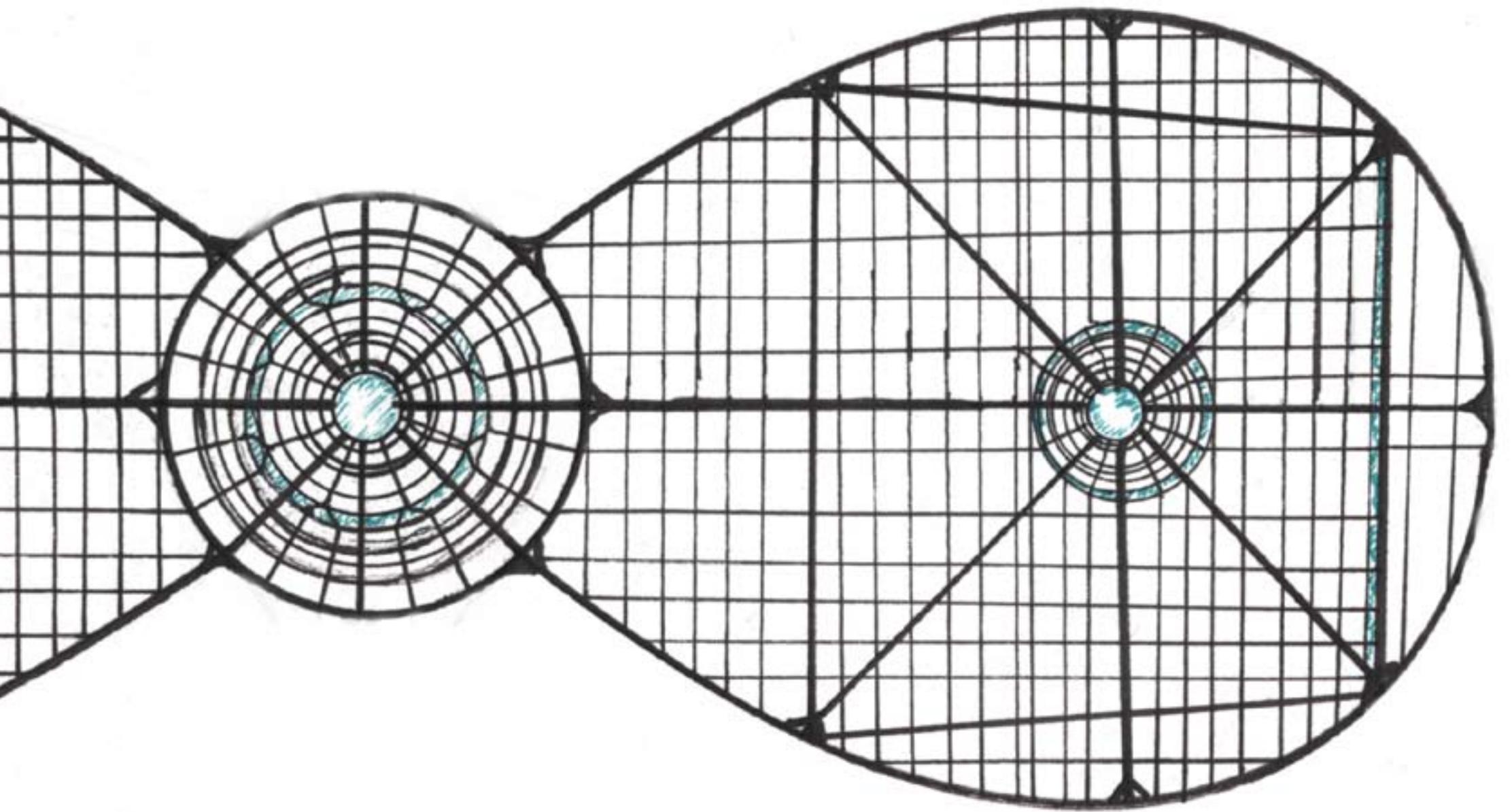
Utopian Urban Overlay

An analysis of the historical, political, cultural and architectural development of Roma will generate an understanding of the region, its people, and their aspirations. A collaborative process will use topographical maps, biological data, and other demographic statistics to create a new vision for the future, sustainable development of the city.

Over the course of history, a series of mass interventions have shaped Roma's urban fabric, its people, and their international influence. Roma's rich development patterns produced an empire for generations - its location, natural resources, and civil engineering create a uniquely Roman urban vernacular. Aristocracy, democracy, theocracy, and fascism all have their monuments and historic preservation has preserved the rich fabric of the city past.

How then does the city transform to promote sustainability, efficiency, and social cohesion for future generations? This proposal seeks to design and plan a new regional intervention, an urban design overlay, that both protects and propels the City into a 21st Century utopia. The ultimate goal of the project is to refocus the city for a more adaptable form and sustainable function at the metropolitan level.



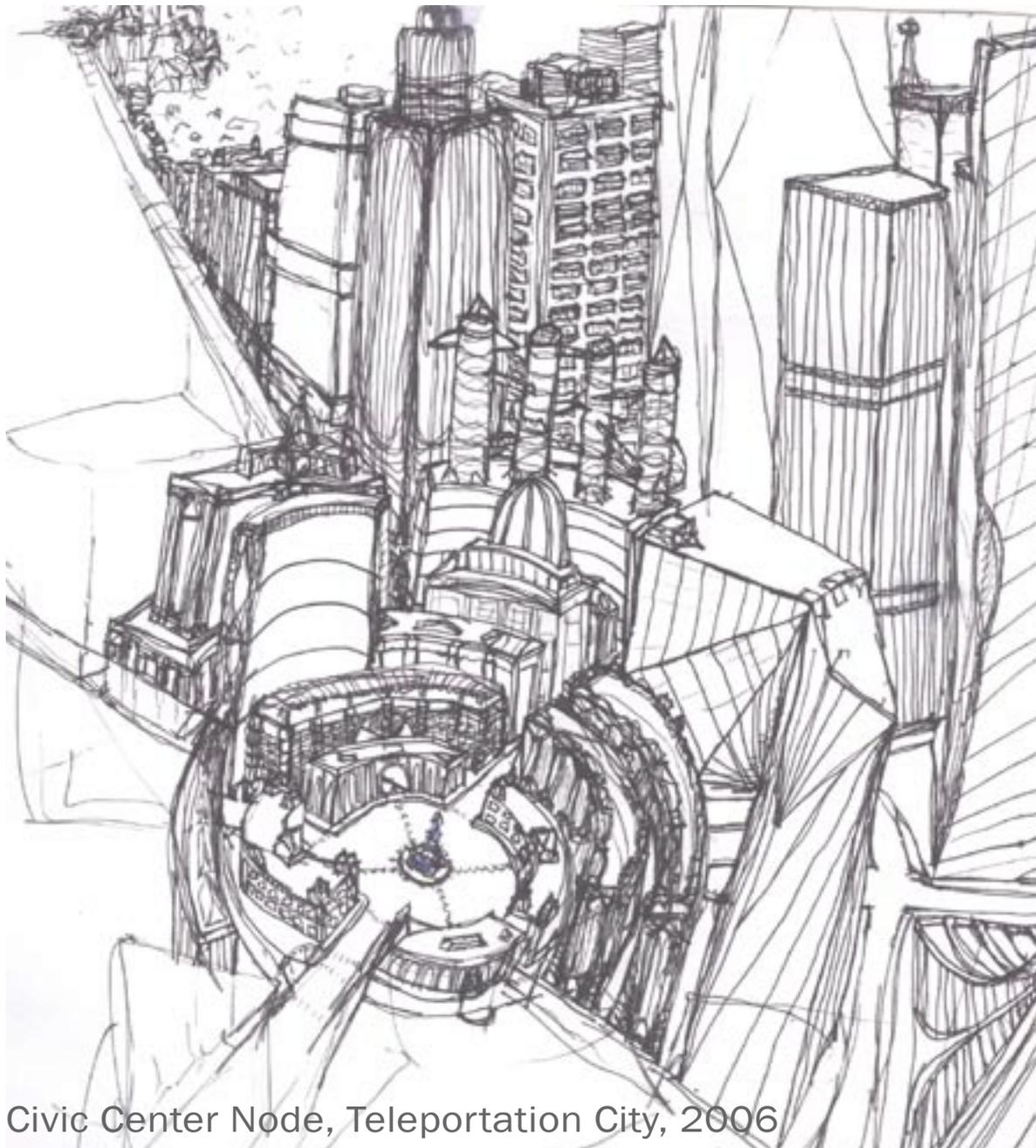
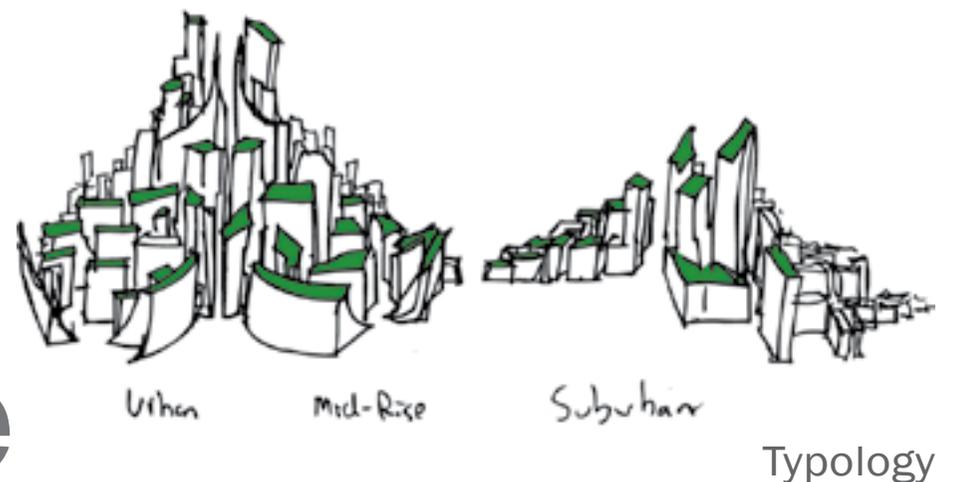


City Plan & Section

Conceptual City Planning and the Teleportation City
Pratt Institute (Spring 2006) - GHH

INTERVENTION I

node



Civic Center Node, Teleportation City, 2006

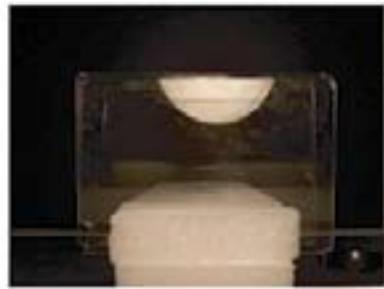
The City began as a collection of families, an evolving collection of points, expanding to include more villas, courtyard-centric developments, and nodes of activity. Monuments, piazzas, and civic institutions grew in size and stature, becoming regional destinations. Roman logic dictated a civil society based on law and government administration. Roma emerged around its places of worship, commerce, entertainment, and governance. The structures erected by the early Romans, Vatican and governments publicly displayed power, wealth, and influence. They controlled the population by creating a sense of place and a functional apparatus under the purview of its patron. These monuments and points began to create a multi-polar Roma as they gave order to a vernacular, chaotic City.

Residential + Commercial + Justice + Detention = New Deviance Typology

A humane strategy for rehabilitation



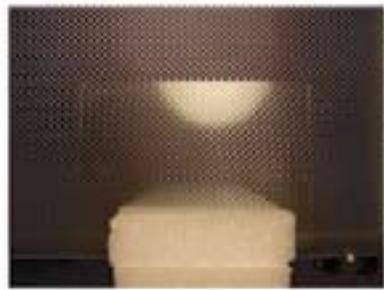
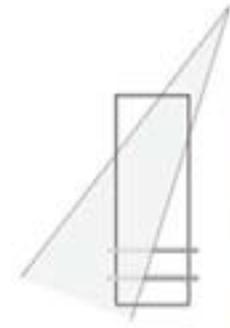
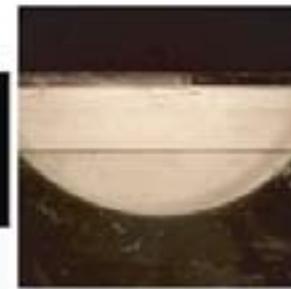
Mixed-use Brooklyn Detention Center
with Eric Chen & Jackson Tan
Meta Brunzema, Instructor
Pratt Institute (Fall 2005) - GHH



REFLECTION



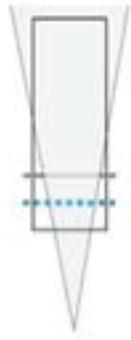
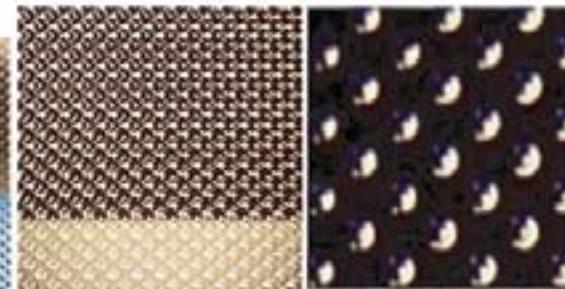
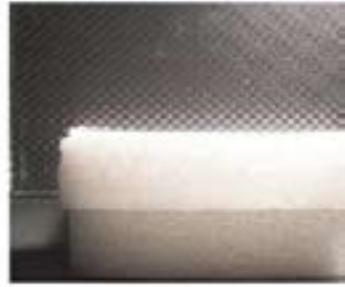
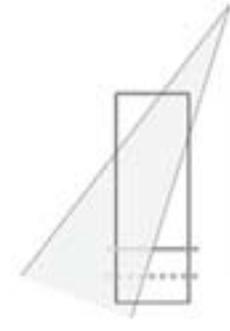
EDGE CONDITION



BLURRED BOUNDARIES



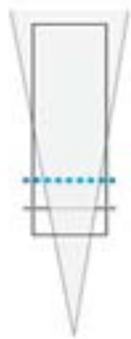
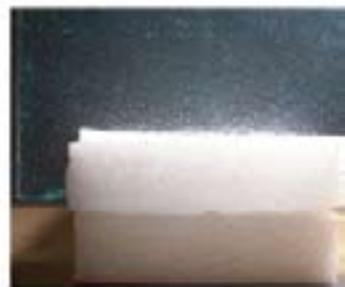
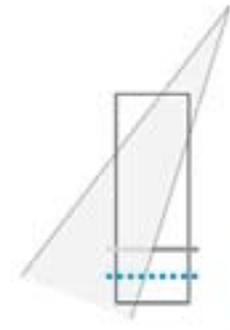
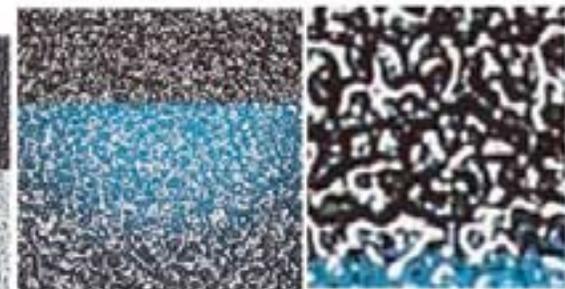
IMPRESSION



ABSORBANT



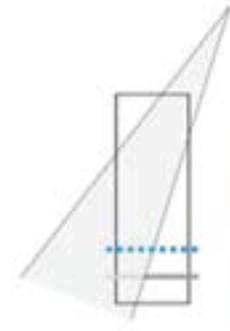
MONOCHROMATIC

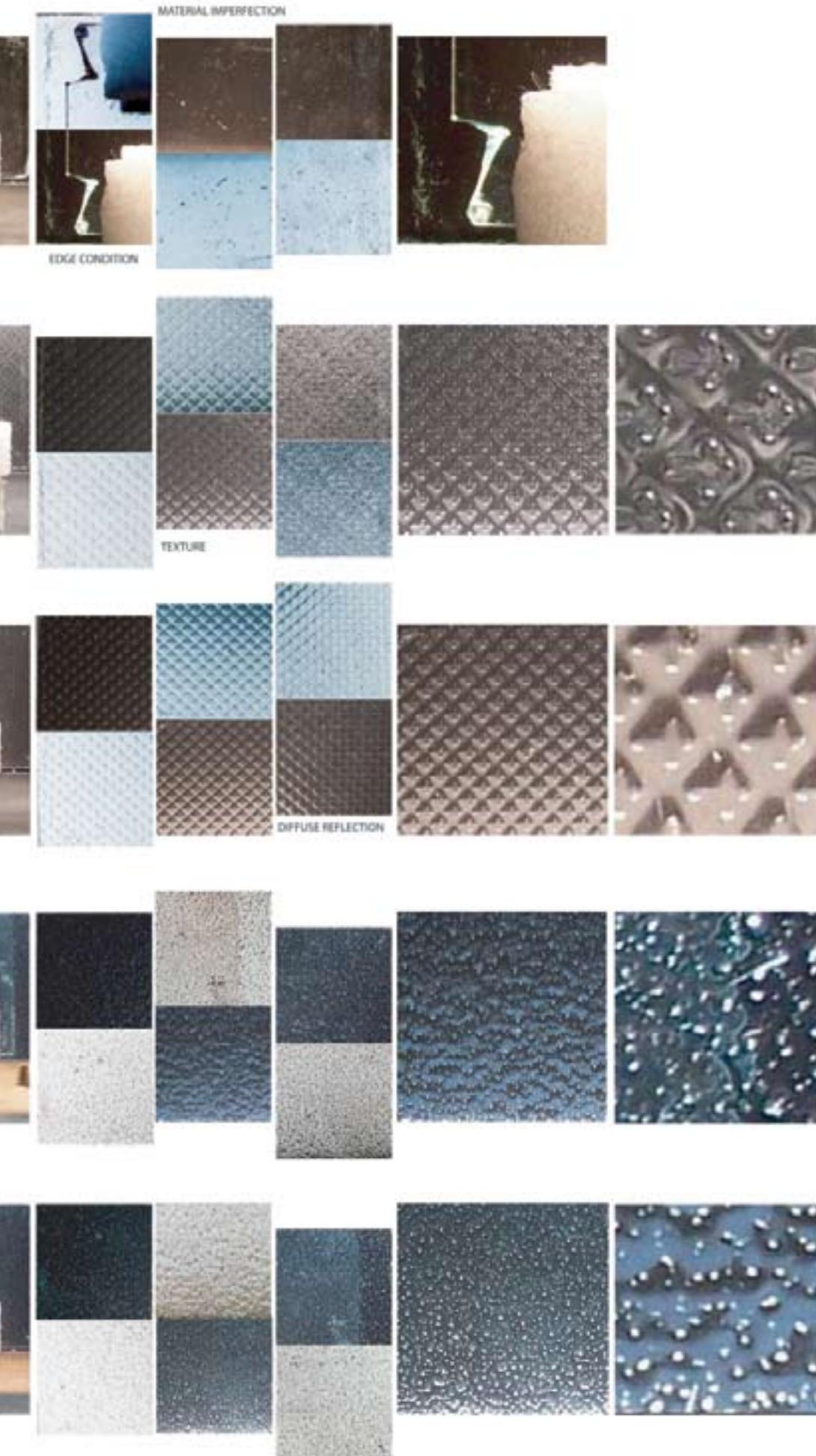


STARK CONTRAST



PENETRATION OF PATTERN





Valuing context as constraint/opportunity

We share a uniquely urban perspective having lived (for even a short time) in Hartford, Montreal, Toronto, New York City, Boulder, New Orleans, Kansas City, Los Angeles, and Copenhagen. We are explorers and community-builders seeking out new perspectives to classic problems. What is the future of our cities?



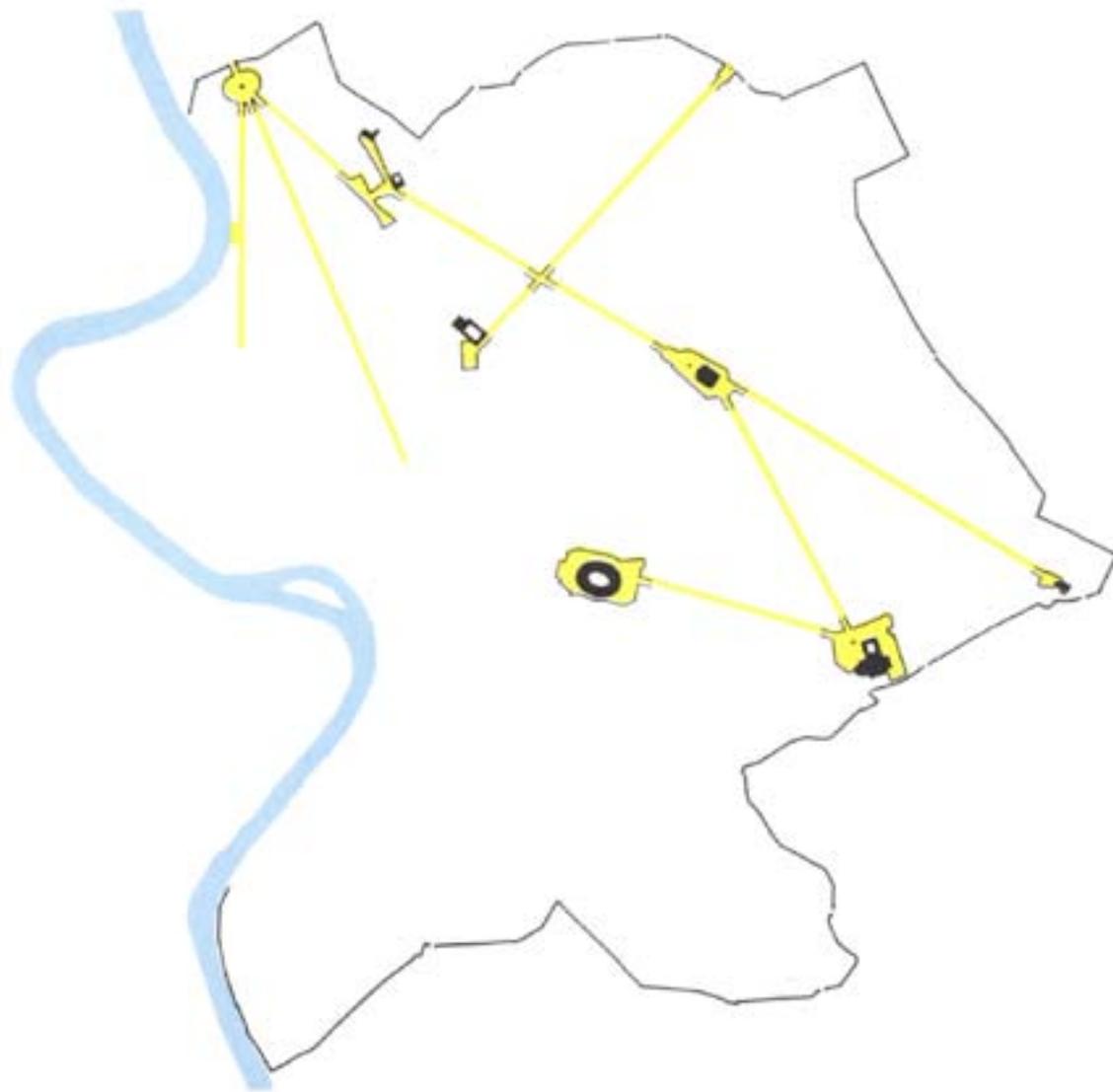
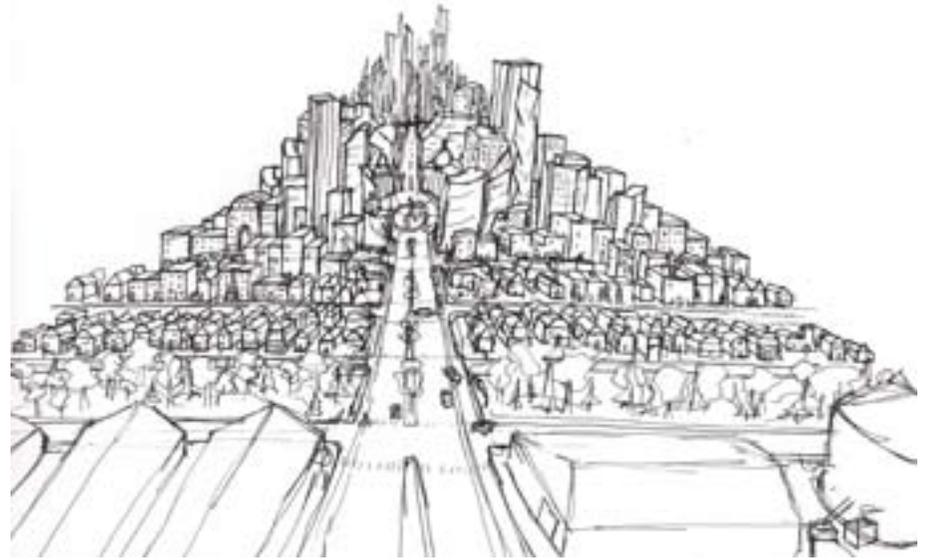
Light as material

Test of light creates very different results although applied to the same material. The impact of local context and environmental on form is critical to our work and understanding of URBAN.

Material & Light Study
 Maria Siera, Instructor
 Pratt Institute (Spring 2004) - AZH

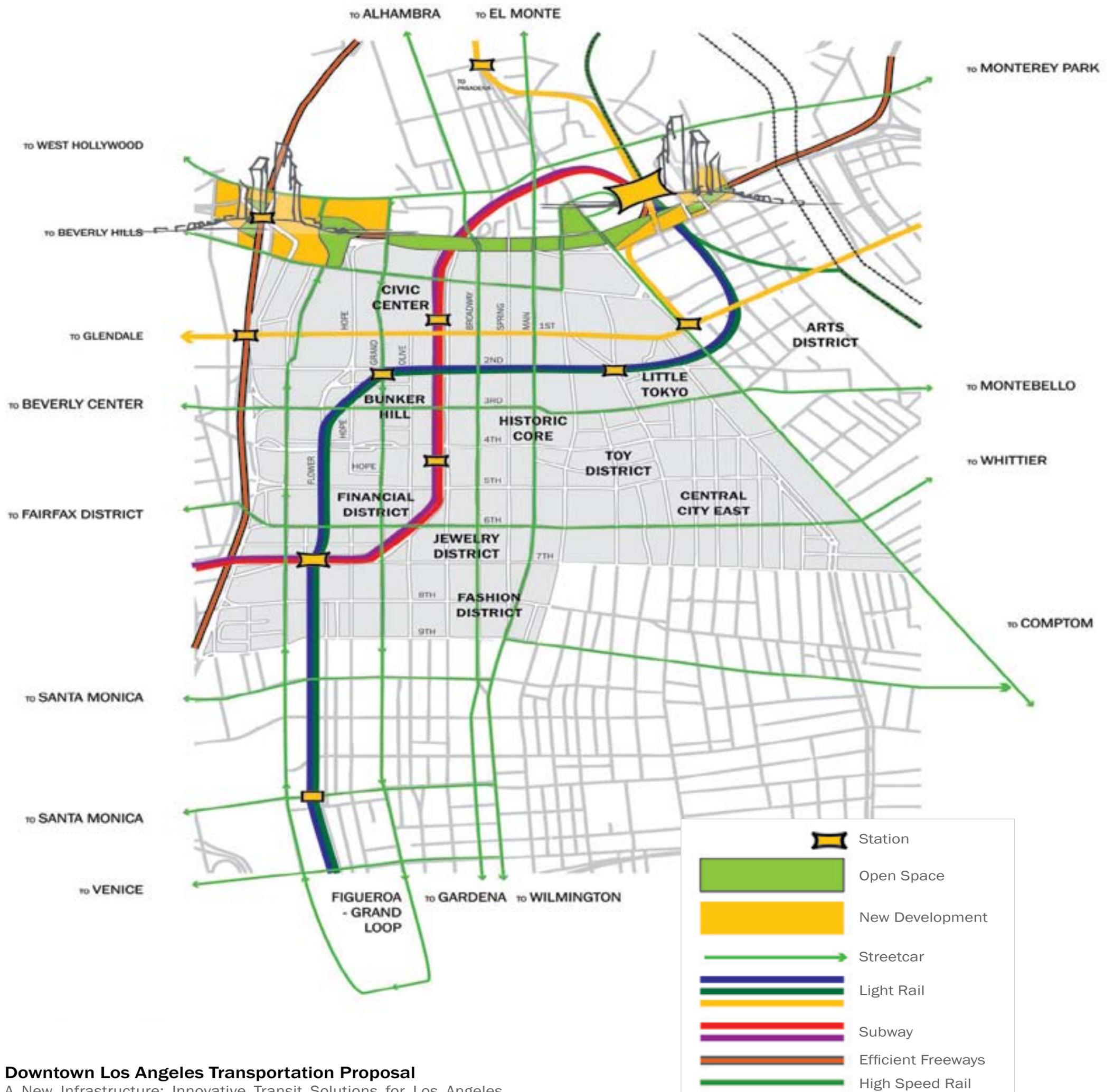
INTERVENTION II

boulevard



Kevin Lynch, Map of Rome

It was Pope Emperor Julius II who brought these points together marking the second major intervention of the City. The streets connected the City's points, giving them a relationship, relevancy, and hierarchy. Historically, the Coliseum had been a central gathering place where nobles and peasants witnessed gladiators and other staged events, evoking the power of the empire. But with the emergence of Christianity, a divine ruler shifted focus, making the church the new sacred point. An engineered lattice of boulevards and bridges was both functional in its transportation solutions and political in its emphasis on the church. A strategy that would later be used by Baron Haussmann in Paris, Pope Julius II created linear open spaces that brought together procession of monuments.

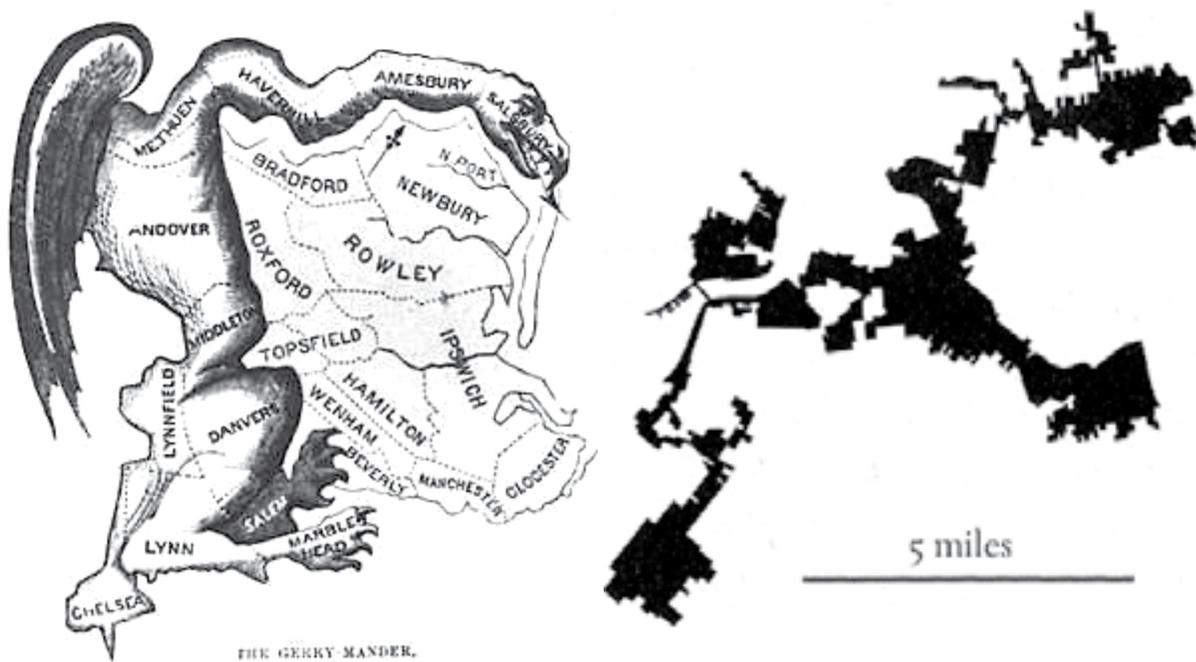


Downtown Los Angeles Transportation Proposal

A New Infrastructure: Innovative Transit Solutions for Los Angeles
 Open Ideas Competition (Spring 2009) - GHH & AZH

INTERVENTION III

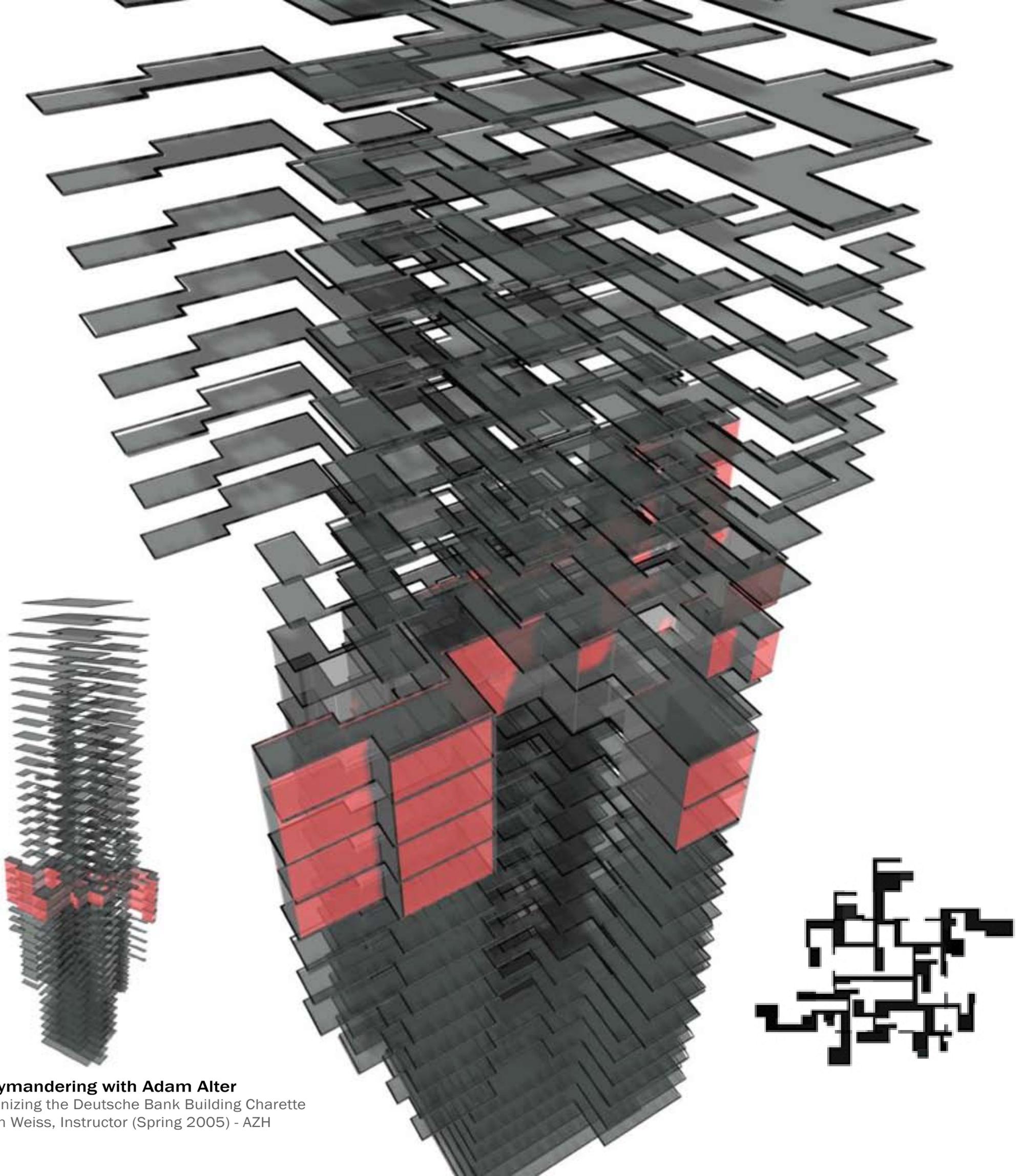
acqueduct



Gerrymandering is the manipulation of voting district boundaries as a means of controlling a particular outcome through either **compacting** or **diluting** a population. One congressional district in New York City (above, right) covers three boroughs to capture predominantly Hispanic voters. A similar rule set is derived and applied to the Deutsche Bank Building as part of a three day charette on Balkanization - a new order through fragmentation.



Roma's growth and reach would have been impossible had it not had the resources to dominate and control the region and beyond through engineering. With the technology of the arch, the Romans mastered the ability to span previously unthinkable terrain. Roman infrastructure brought water to its population, goods along its roads, and created a centralized hub of culture and politics that would dominate for generations. As local plantations grew with slave labor, a booming urban population reached approximately 2 million inhabitants at its peak in ancient times (14BC). As history has shown us, it is the expanse of the Roman Empire that eventually led to its collapse and yet its infrastructure, the physical manipulation of environment around the city, prevails to this day.

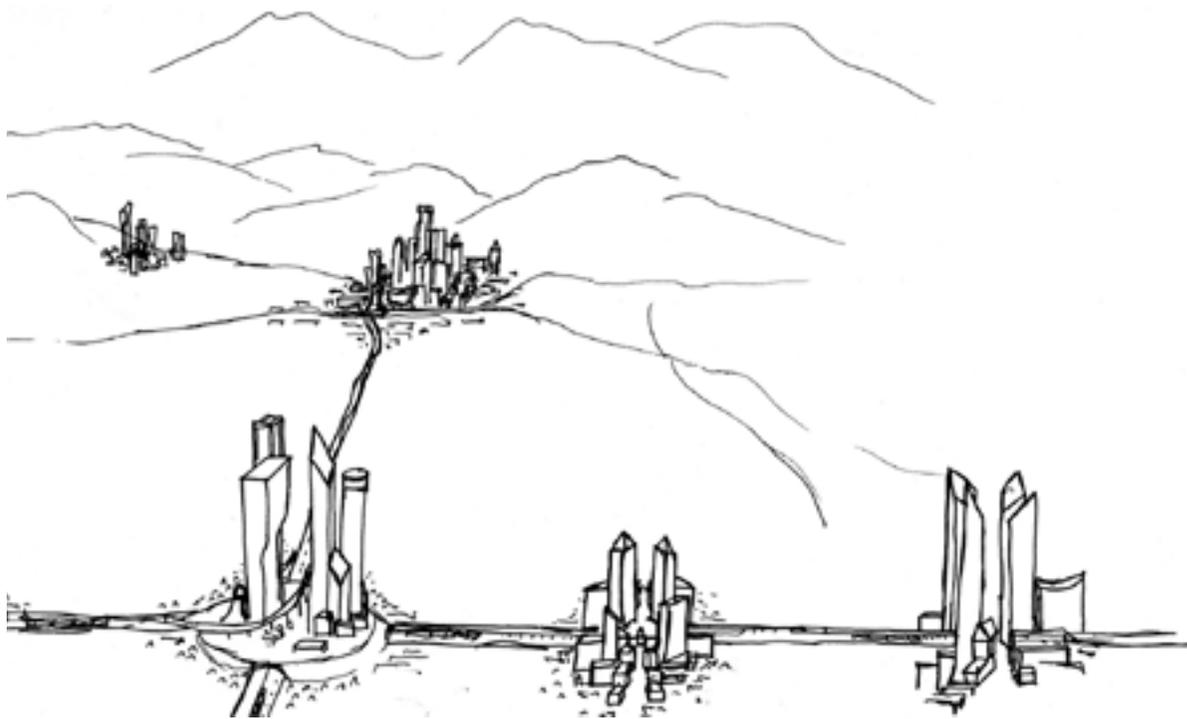


Gerrymandering with Adam Alter

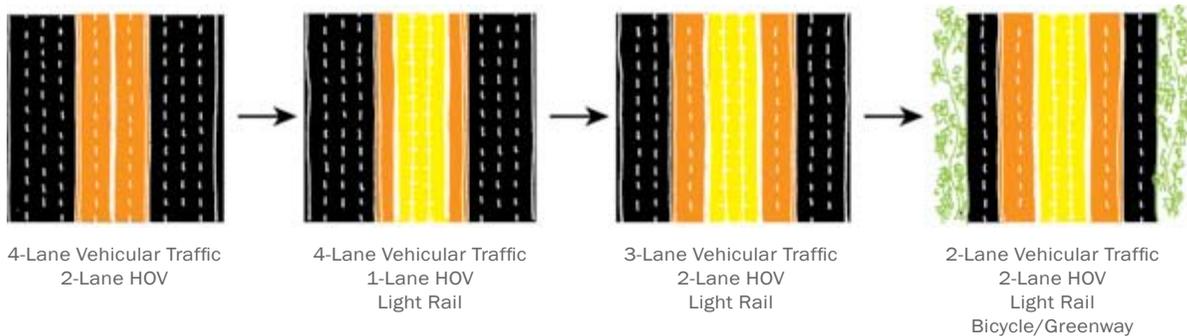
Balkanizing the Deutsche Bank Building Charette
Srdjan Weiss, Instructor (Spring 2005) - AZH

INTERVENTION IV

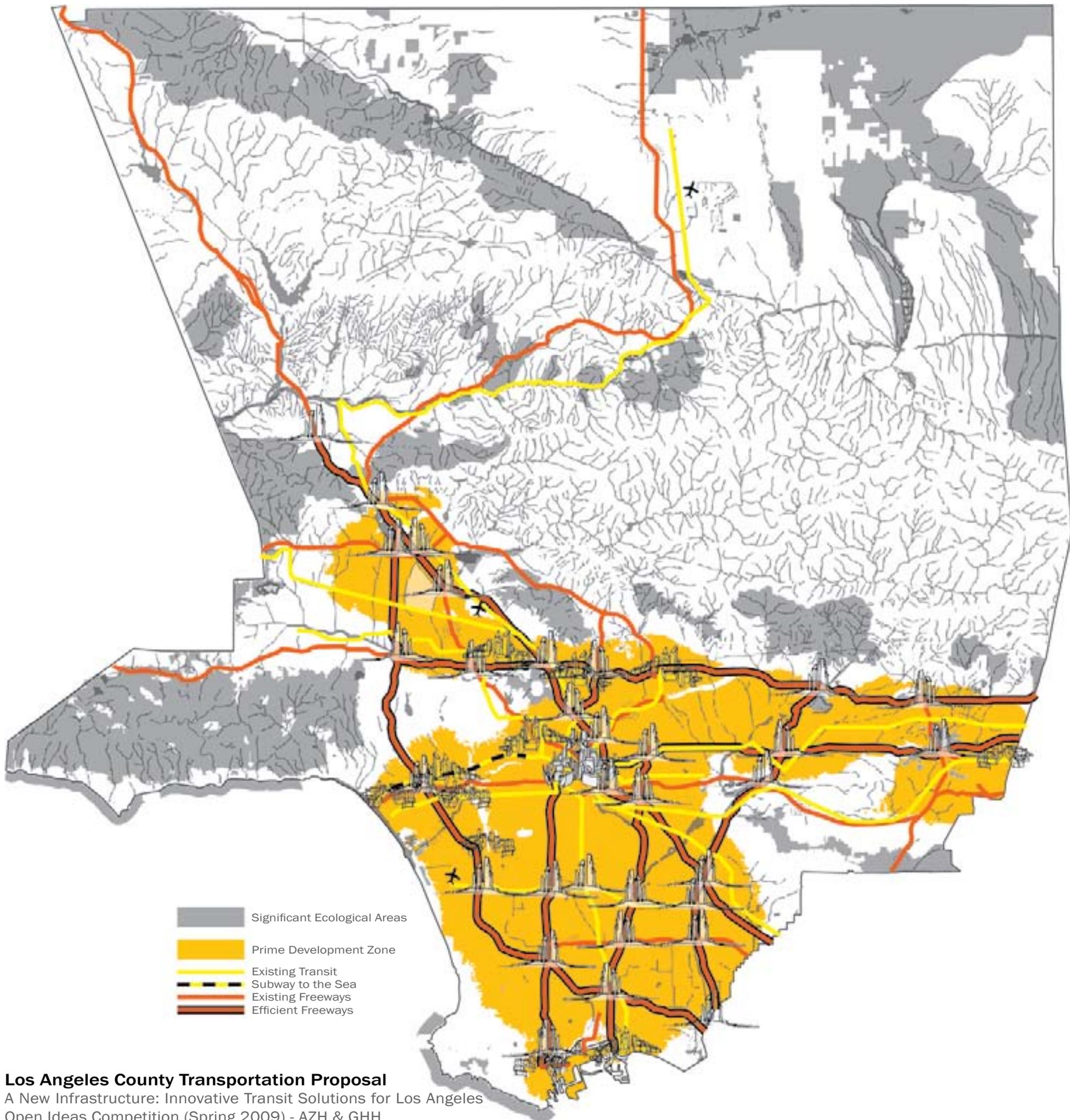
train



Europe has not experienced the rapid decline of its urban centers by the automobile and we have a lot to learn. Miles and miles of freeway now scar our cities, dissecting old neighborhoods, isolating socio-economic groups from amenities and each other. For this ideas competition, we proposed a new “efficient” freeway which would allow for the gradual reappropriation of existing infrastructure for HOV, light rail, bicycle traffic, and a greenway to preserve open space wherever possible .



After the collapse of the Roman Empire, the City went through a series of Dark Ages and Renaissances. After the walls were completed, the City was sacked several times and the population rapidly declined, dwindling to a meager population of 50,000. Invaders cannibalized buildings, monuments and the imperial political power moved from Roma to Constantinople. Yet, Roma maintained its grandeur. As the Empire collapsed around it, the Apennine Peninsula returned to a federation of city states, regional powers with small centers of control. Federation became nation and a new technology, a new intervention, would link the regions together: trains. Each city with their respective histories were finally, albeit loosely, united. The modern mode of transportation brought the people of Italy together with Roma as a major hub.



Los Angeles County Transportation Proposal

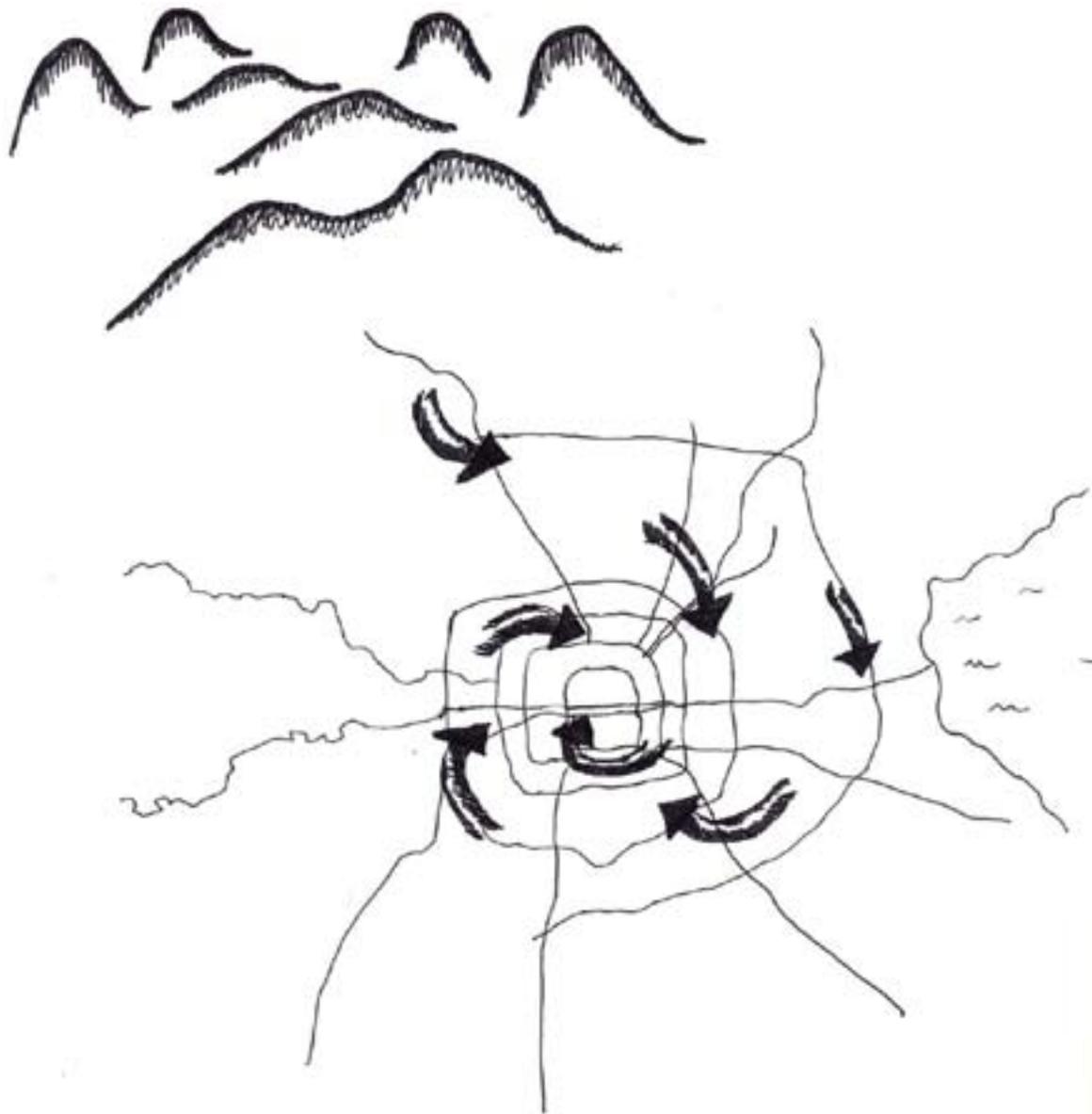
A New Infrastructure: Innovative Transit Solutions for Los Angeles
 Open Ideas Competition (Spring 2009) - AZH & GHH

INTERVENTION V

automobile

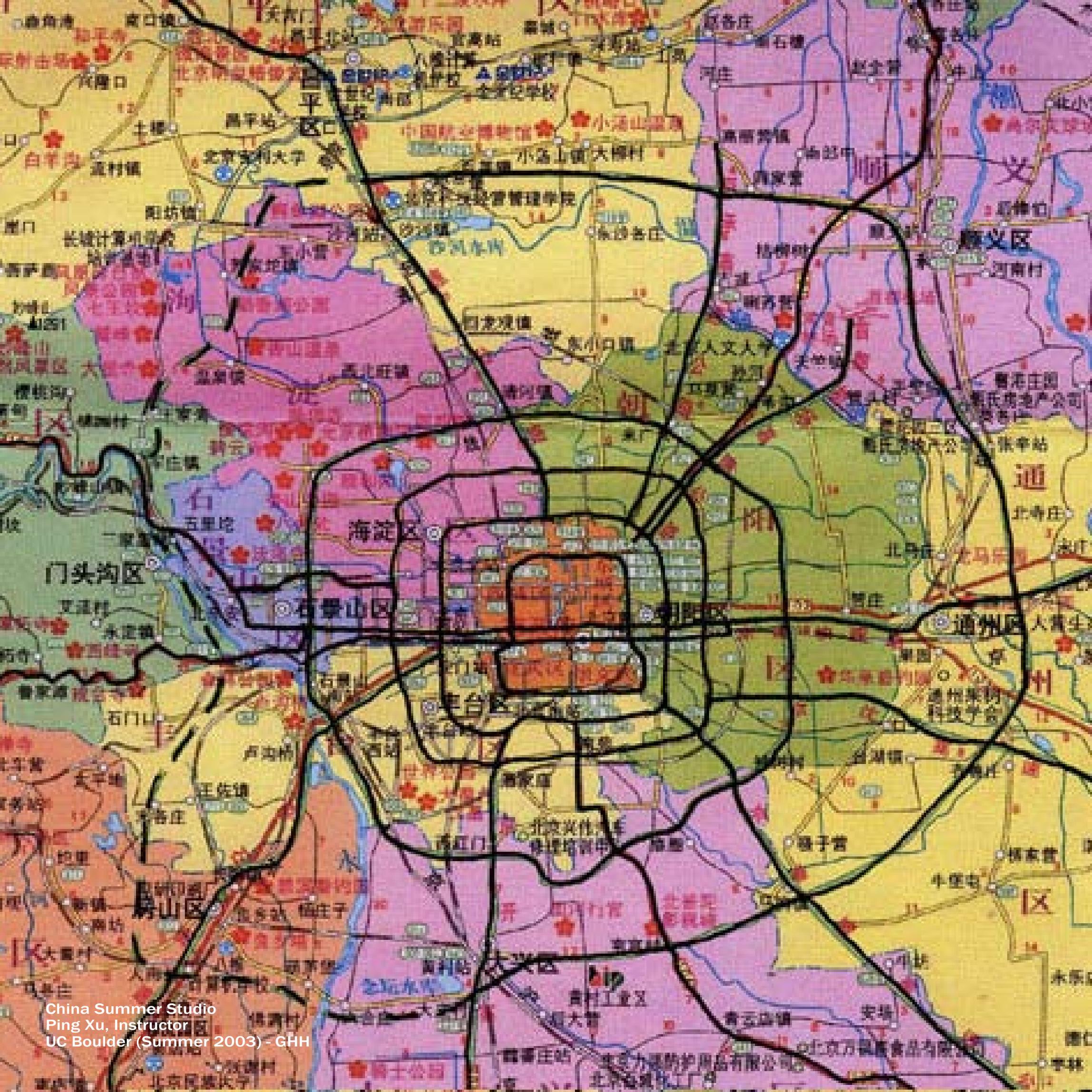


Downtown Los Angeles Intersection



Beijing's concentric highways funnel *chi* to the city center, the Forbidden City. Infrastructure should serve a city as a stimulator, sustaining the city and not ripping it apart.

As the automobile and modernism influenced a generation of urban planning, design, and engineering, the City and its surface transportation realigned. The automobile was at the top of a transportation hierarchy. While the boulevards filled with cars, the City maintained its Old World density. The automobile had a regional impact on new land use patterns. Another layer was placed over Roma, and the automobile ring encircled and demarcated a new metropolitan area, balkanized and segregated by the new technology. While old parts Roma persists, and adjacent farmland remained an integral part of the City and its regional support structure, the automobile still generated a decentralization of the City as a new working class occupied the urban fringe.



China Summer Studio
Ping Xu, Instructor
UC Boulder (Summer 2003) - GHH

Protest: HOV & Bothered

God help us if the LA County's Metropolitan Transportation Authority makes good on its mis-guided approach to transit, writes Gunnar Hand.

The Architect's Newspaper
Published 10/29/2008

With a handful of statewide and local initiatives on the ballot this November (not to mention probably one of the most significant presidential elections in history), the people of California and in particular Los Angeles County have a lot on their plate. One of these initiatives, Measure R, sponsored by Los Angeles County Metropolitan Transportation Authority (Metro), looks to provide \$40 billion over 30 years to fund both future and on-going transportation projects within the County. Now, before I get into the ineptitude of Metro long range planning and their lack of a system wide approach to providing transportation to the region, let me say first that any vote for public mass transportation is a good investment. Therefore, I support Measure R on the November 2008 ballot. However, Metro is pondering at least one other funding source that I oppose, several projects that should not be funded, as well as several other projects that need some serious guidance.

It has been said that if you build it, then they will come. Well, if Metro successfully builds its planned expansion of the High Occupancy Vehicle (HOV) lanes on every freeway in Los Angeles County as stated in their 2008 Draft Long Range Transportation Plan (LRTP), released last June, then we will certainly have more cars and congestion to deal with (20% of funding from Measure R will go to HOV lane expansion and other highway improvements). The Southern California Association of Governments (SCAG), a six county Metropolitan Planning Organization (MPO) that includes Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial Counties, expects over 6 million more people in the region by 2035. With every major freeway built to its right-of-way, and virtually no support to bulldoze entire neighborhoods to build more freeways, it seems like southern California has reached its limit on freeway expansions. So, Metro has decided to make our highways more efficient with a seamless HOV lane system. God help us if every freeway becomes a double decker I-110 knock off where instead of the current impermeable trench dividing our community we have large impermeable walls of loud, polluting automobiles. While we should be encouraging people who do not have any options other than the automobile to carpool, why does Metro not seek to get at the heart of the problem and build more transit to more places, making the entire transportation system more efficient, instead of just our freeways? And why can they not see that more efficient freeways increases the capacity for more cars on the road, creating more congestion and a continued land use nightmare of single-family home subdivisions gobbling up dwindling farmland and desert at our urban periphery?

Now Metro tells us that we should seek more funding to expand transit by generating new sources of revenue on top of their latest ballot initiative. Their answer is to take some of these existing HOV lanes and transform them into High Occupancy Toll (HOT) lanes. Again, why would we now tax those who are doing what we want them to do, carpool, by allowing single occupancy vehicles to pay to enter these specialty lanes? Metro transit engineers and policymakers claim that an HOT lane is more efficient than any free HOV lane because you can essentially price out much of the traffic during peak times, allowing a free flowing HOT lane. This congestion pricing scheme would make total sense if there was not already an existing HOV lane, plus thousands of carpoolers who already use these lanes, reducing the congestion on our freeways. The fact that these HOV lanes are becoming more and more congested is a positive sign that we are changing people's habits, and more HOV lanes should be built to accommodate this shift. Instead of the HOT lane, why not create a countywide congestion pricing zone, and charge everyone who drives into the county except for those who use our HOV lanes? This would surely make more money than any other

congestion pricing scheme for Metro, and it would deter the number one culprit of our congestion problem, the single occupancy vehicle. And similar to the HOT lane strategy, all funds from this toll would then go into building alternatives, i.e. more mass transit.

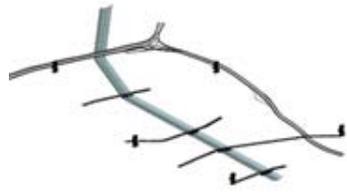
This brings me to my second point. Metro is currently studying a Regional Connector transit line that they claim is needed to join the 7th and Metro transit station, which is the terminus of the Metro Blue Line light rail, to Union Station, connecting all three transit lines (Metro Blue light rail, Gold light rail, and eventually the Expo Line light rail to Culver City; color as of yet undetermined) in downtown Los Angeles. Well, Metro, it just so happens we do have a train that links the 7th and Metro station to Union Station and the Gold Line. It is called the Metro Red Line subway. So, why are they spending millions of taxpayer dollars to study a route that would duplicate existing infrastructure, add only two or three more stations, and not even extend to Union Station but to the Gold Line station on 1st and Alameda Streets (currently under construction as part of the Gold Line eastside extension project)? Why not take that \$650-\$800 million and use it for more worthy and pressing projects?

Jose Huizar is having trouble funding his streetcar down Broadway in downtown Los Angeles. With an estimated cost of around \$90 million, why not built the Broadway street car line plus 8 or 9 other street car lines in downtown? This would be a much more logical use of the allocated funds to the poorly conceived regional connector. I can think of several other streets of equal length that could use a rebirth of the streetcar in addition to the proposed Broadway line; 1st Street, 4th Street, 7th Street, Olympic/9th Street, Grand Avenue, Main Street, and Alameda Street with one or two more lines to spare.

And this then brings me to my final point; Metro's Purple Line subway. The Purple Line subway currently runs from Union Station sharing the Red Line subway route to the Wilshire and Vermont station. It then spurs from the Red Line and heads along Wilshire Boulevard to Western Avenue. The Red Line continues north on Vermont from the Wilshire and Vermont station to Hollywood and then over the hills to North Hollywood. Another planning study is currently being conducted by Metro to determine the best route for the Purple Line extension to Santa Monica. Dubbed the subway to the sea, Metro started by looking at 17 different line alternatives for the Purple Line extension. Many of these alternatives went above ground, then underground, to at grade and then back underground. Last month Metro finally narrowed this down to two alternatives; one subway straight down Wilshire, and another subway down Wilshire then Santa Monica as it approached the City of Santa Monica. The only logical location for a subway in the entire region is along the Wilshire corridor, and it appears that Metro has gotten this one right. It is the primary east-west arterial through the County, and it has all the appropriate density and infrastructure to support a subway. It would connect an extensive part of the West side to downtown, and it would immediately pull thousands of people out of their cars everyday. While we need to make sure that we do not repeat another methane gas explosion disaster, it seems like another plausible use of the \$650-\$800 million set aside for a pointless downtown regional connector would be much better spent starting the purple line extension.

Now I know I have a lot of questions posed for Metro in this Protest, but they have given me and the general public even fewer answers.





MEDIA TOWERS



ERIC BOCK MOSE ARCHITECTS



HORTICULTURE GRID



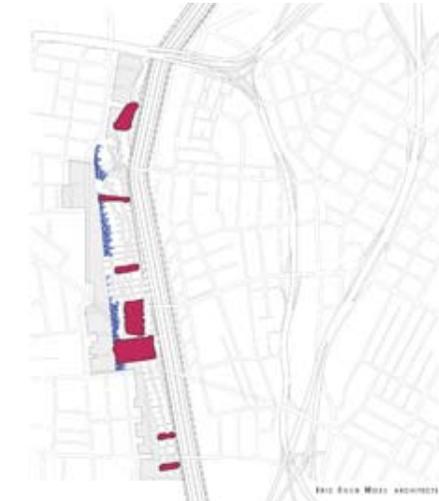
ERIC BOCK MOSE ARCHITECTS



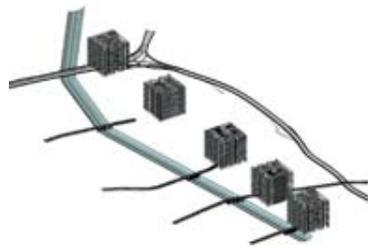
RIVER/DAM-HOTEL/TRACKS



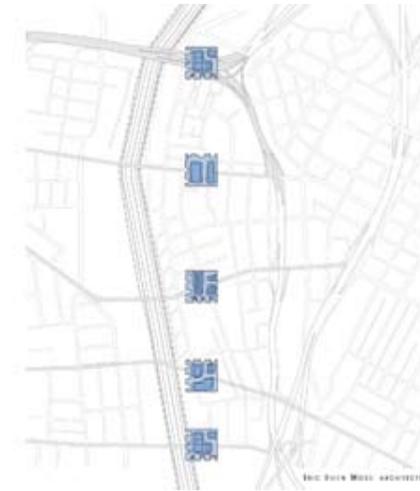
HOUSING/THE GLASS FOREST



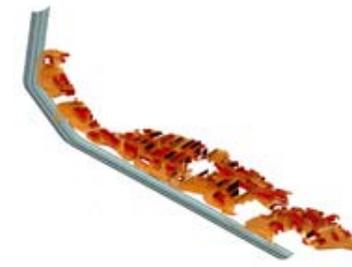
ERIC BOCK MOSE ARCHITECTS



TOWER-TOWERS



ERIC BOCK MOSE ARCHITECTS



NAFTA DRAPE



ERIC BOCK MOSE ARCHITECTS



WATER TOWERS



ERIC BOCK MOSE ARCHITECTS



INHABIT THE BRIDGES/FREEWAYS



ERIC BOCK MOSE ARCHITECTS

Our respective professional work has included large-scale regional planning, urban design and architecture. As publicly-elected community leaders in Los Angeles, we have worked together to bring the principles of sustainable design to Downtown Los Angeles to promote a culture of sustainability and a more healthy urban environment for future generations.



Winning Proposal - Eric Owen Moss Architects
City of the Future: LA 2106 Competition (2007)
Sponsored by the History Channel, Los Angeles - AZH

URBAN DESIGN

Future Roma

Rome Prize Proposal: To develop a new urban overlay within the historical framework for a sustainable Roma. This new vision will employ past techniques with their grand gestures and overlaying influences while the new intervention will be part civil engineering, public transportation, and energy generation. There will be a focus on the civic, housing, commercial, and industrial components of the City. It will be monumental. This 21st Century Roman utopia will design a new approach to the City and Region that enhances the past while propelling the city into the future – a model for many other cities. It will draw from our experiences in grassroots community building as well as long-range regional policy development. This utopia will use planning, architecture, urban design, and engineering to create a new vision for Roma.

ECO-SENSITIVE

Responsive Form

Post-9/11, post-Katrina, (almost) post-architecture school. Script-based architecture for dynamic response to site, environment. Inputs included 100-year flood plain, stormwater, wind; the structure in Red Hook, Brooklyn responded to site conditions and evolved with nature.

Sustainability. To maintain social justice for this and future generations.

Ludovica Tramontin, Instructor
Pratt Institute (Spring 2006)

Flood Plain Maps

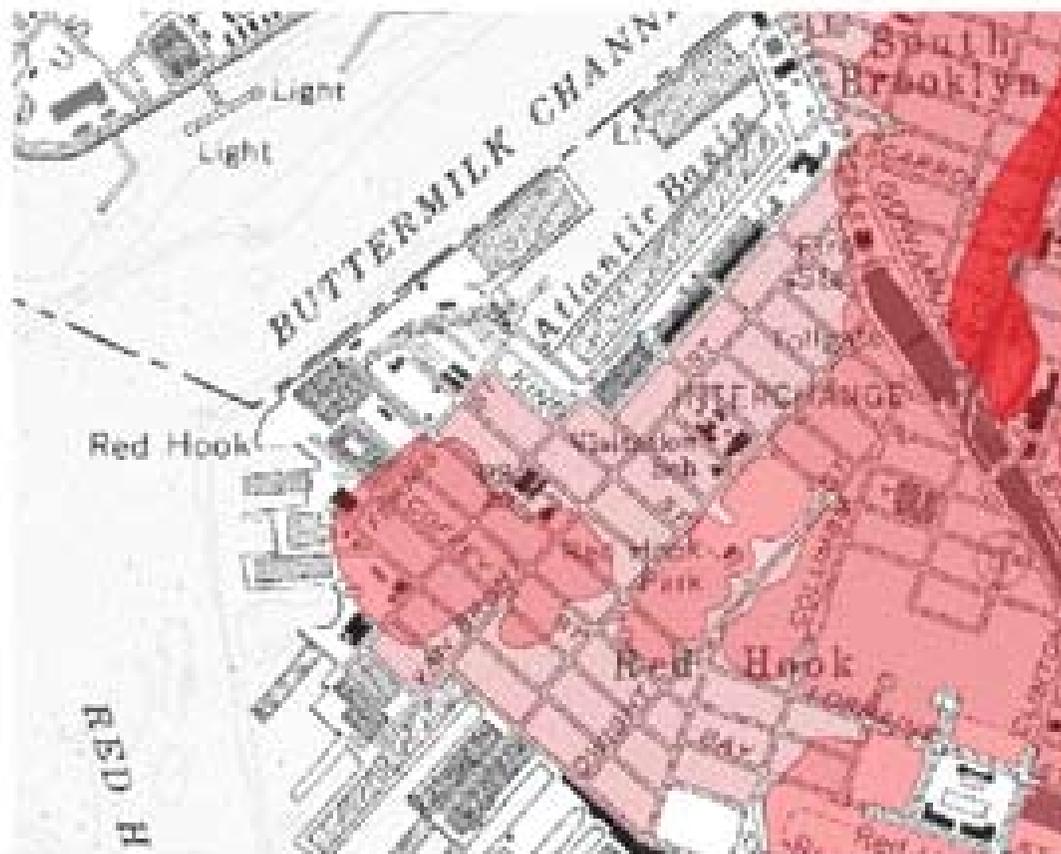
 Flood Plain - Extreme Conditions  Flood Plain



Thames River Machines
Flood Mitigation Strategy
Maya Machines

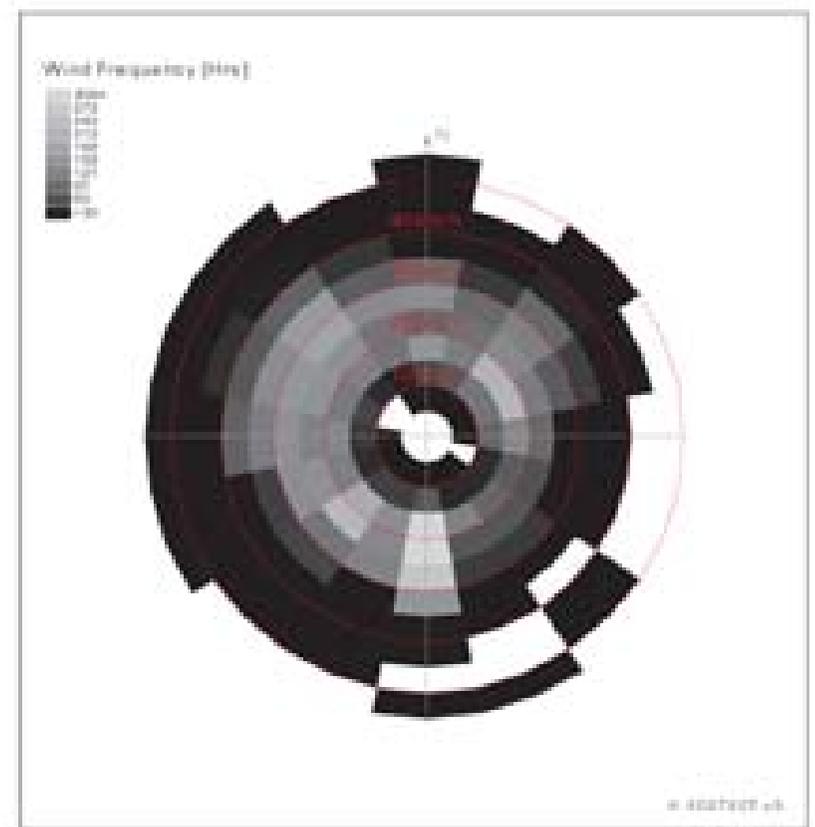
Topographical Map

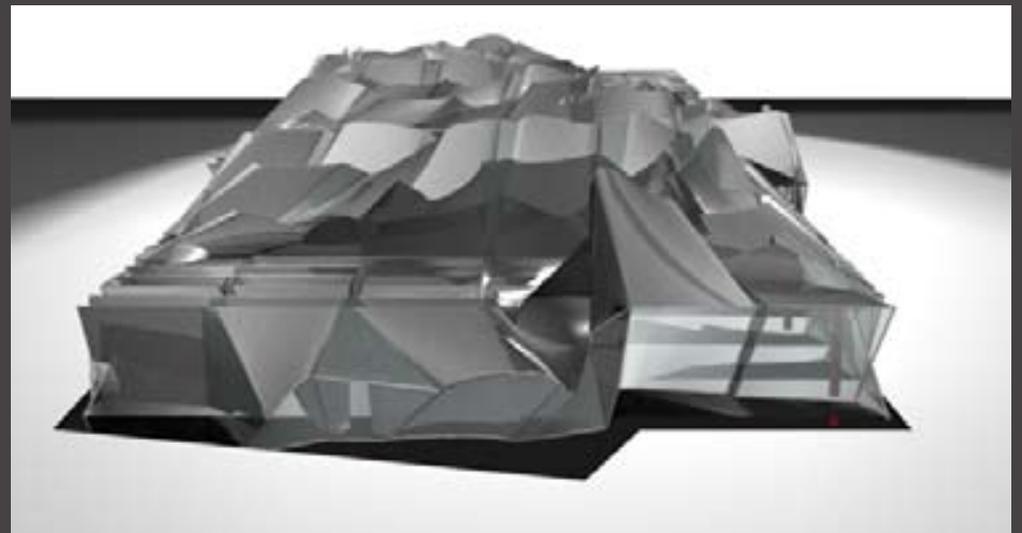
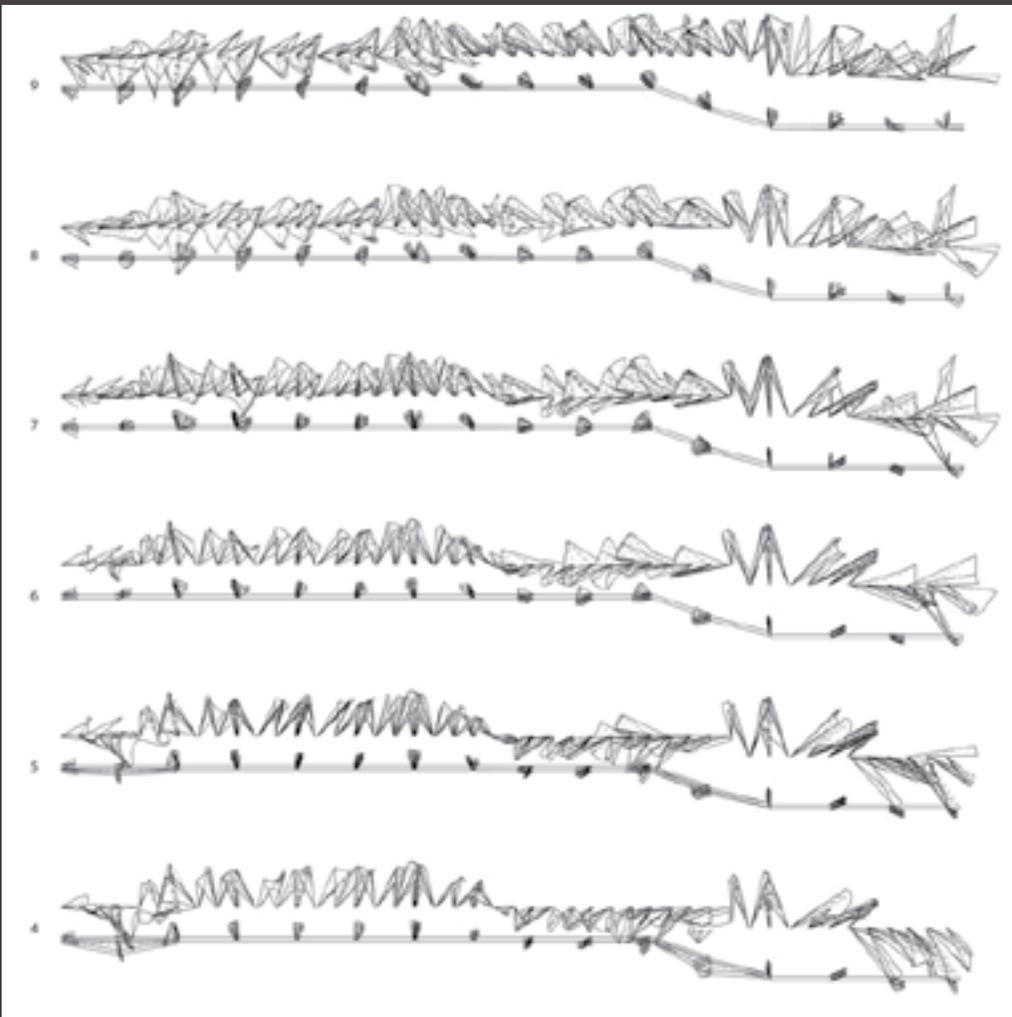
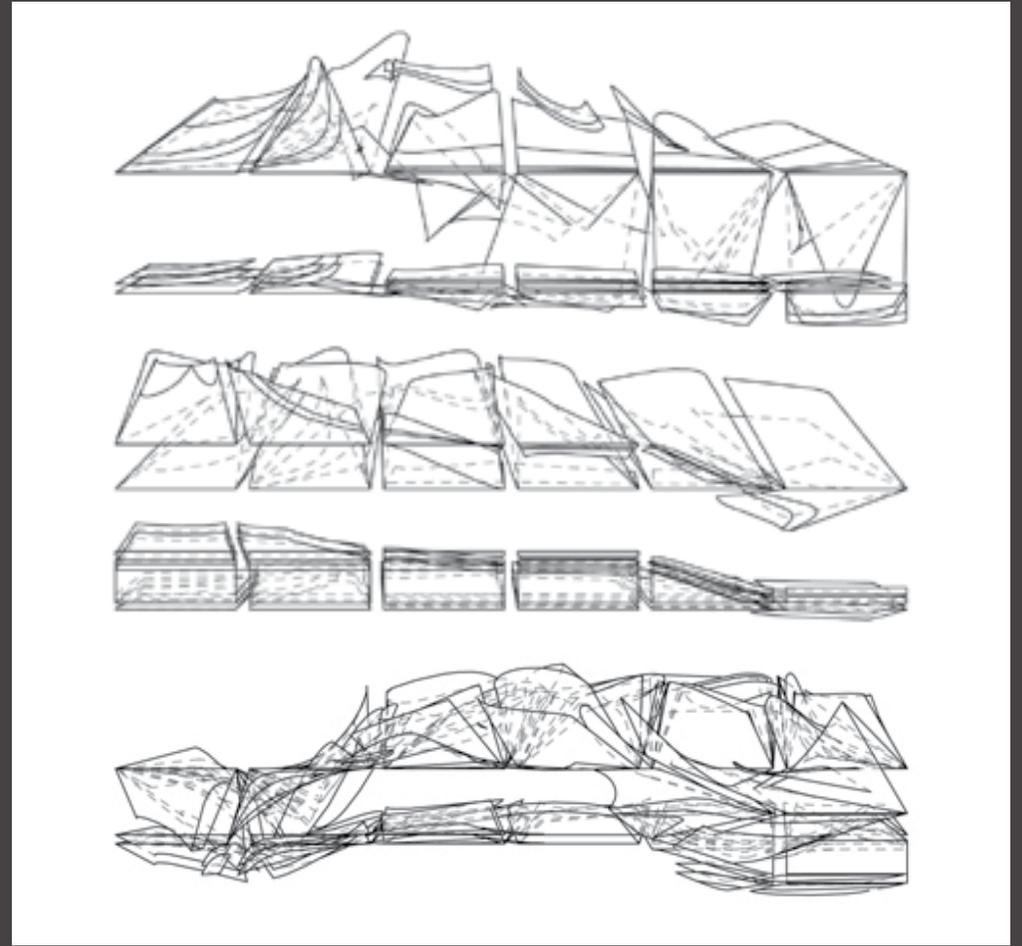
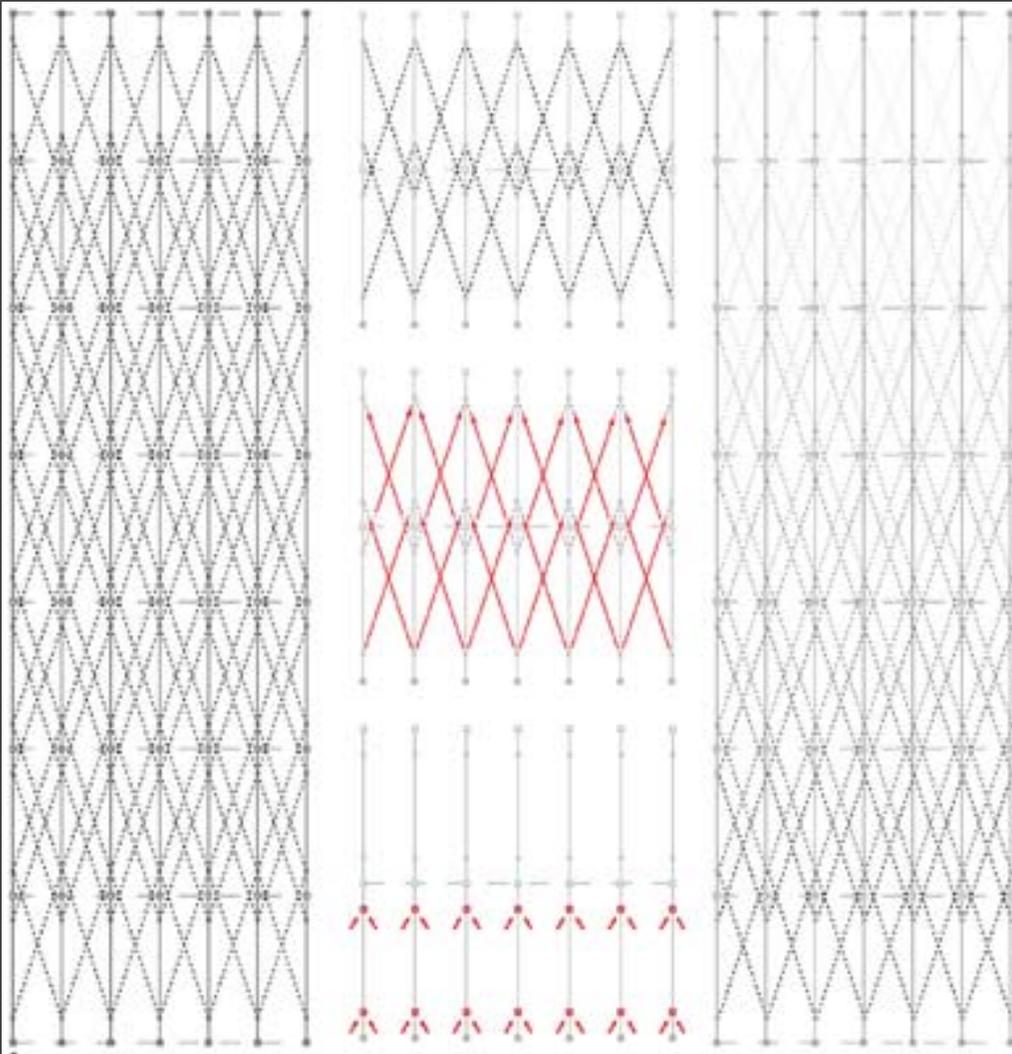
 0  10  20



Prevailing Winds

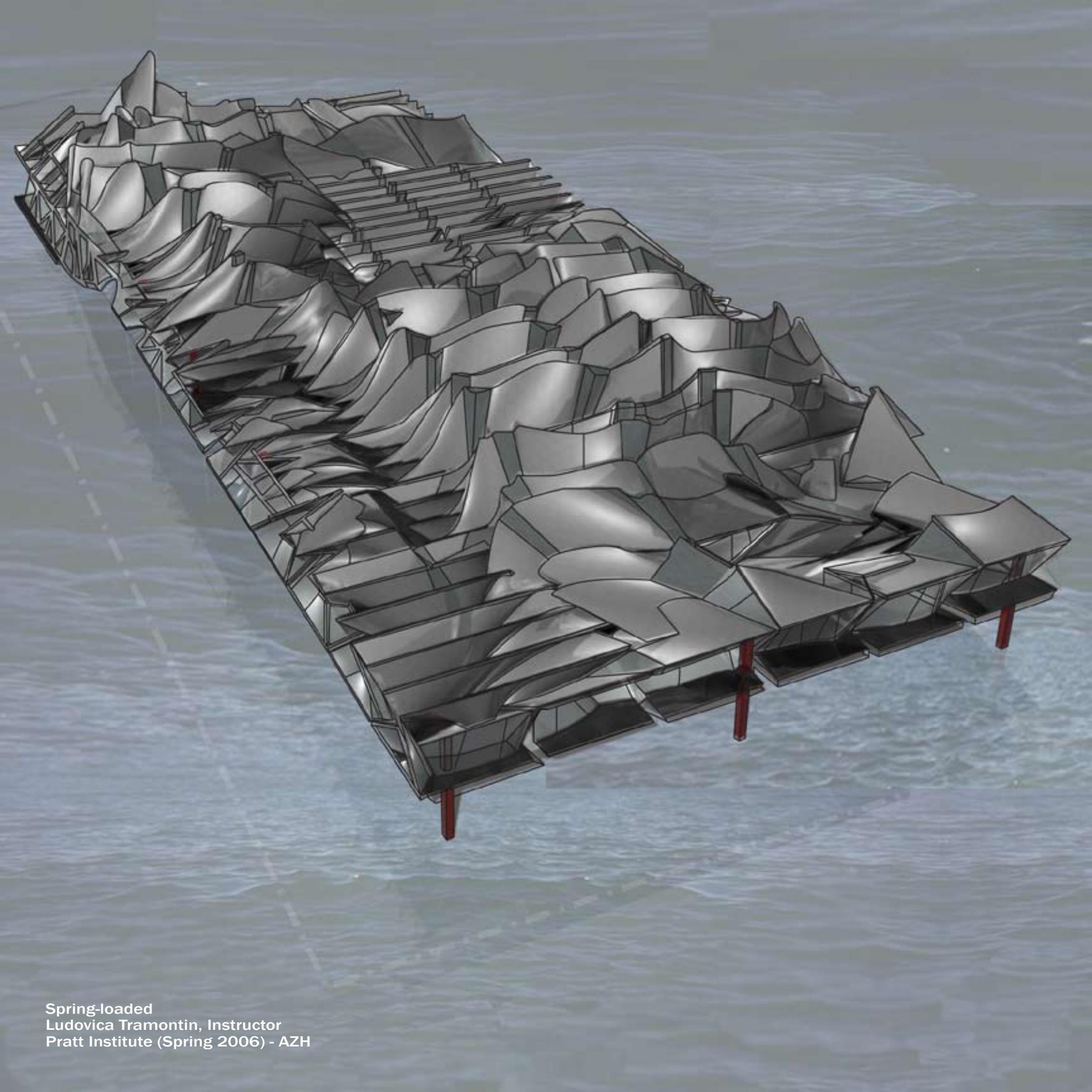
New York City, New York
1st January - 31st December





A machine of springs is made across the site - each strengthened in response to known environmental conditions (wind direction, 100-year storm, flooding, and topography). Panels "float" from columns and respond to these conditions, formally evolving from the tension in each spring.

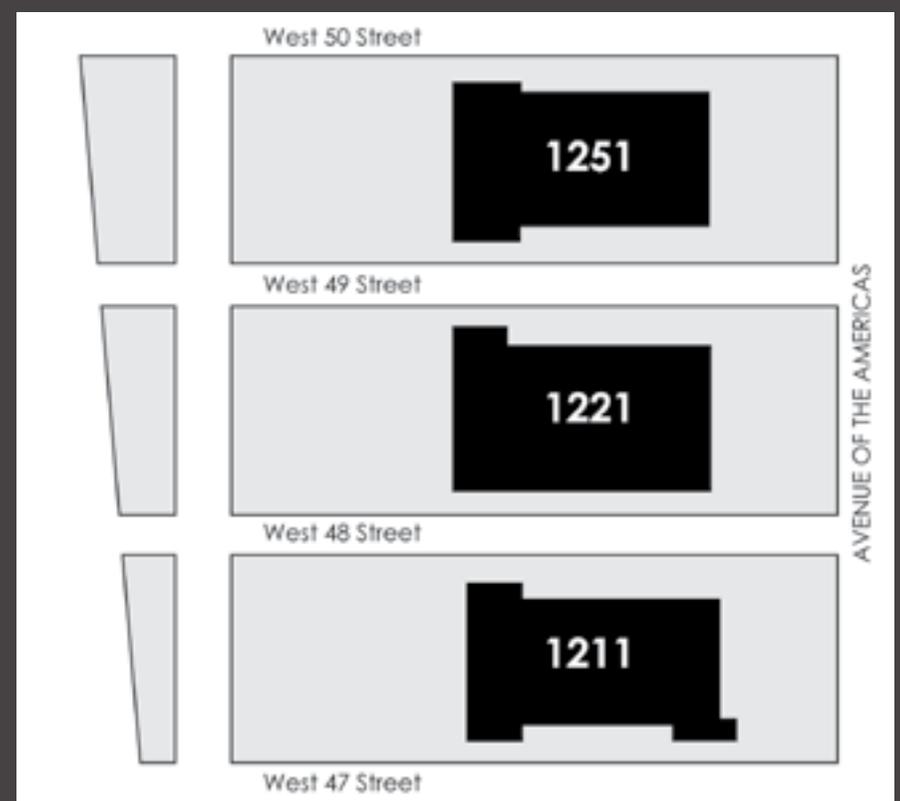
Contextually-responsive form. The building could rise above flood waters, the roof could drain stormwater, the architecture can respond to its environment sustainably.

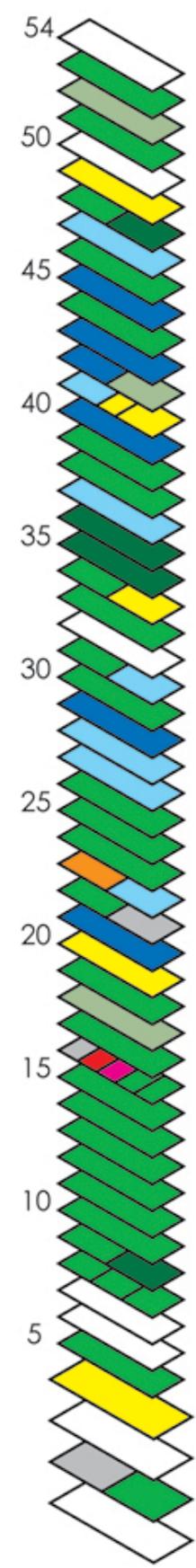
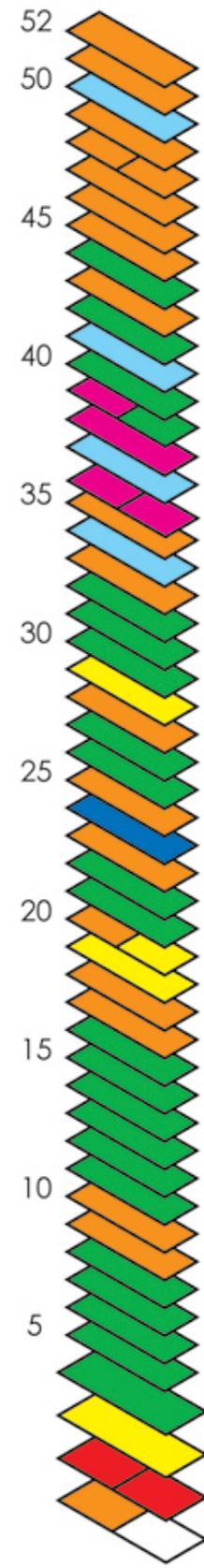
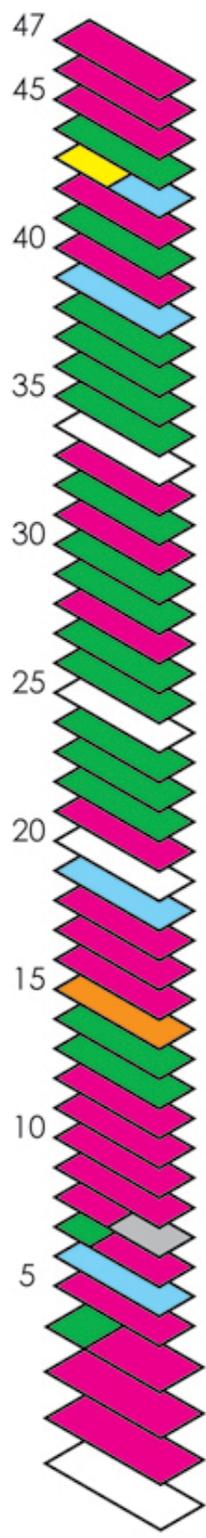


Spring-loaded
Ludovica Tramontin, Instructor
Pratt Institute (Spring 2006) - AZH

HISTORICALLY RESPECTIVE Documentation

The history of Roma is rich and cannot be ignored. The study of historical context of site, such as this studio project on the impact of corporate history on the physical form, creates a new typology for the office tower. In Roma, a new vision will emerge in response to the history, present and future.



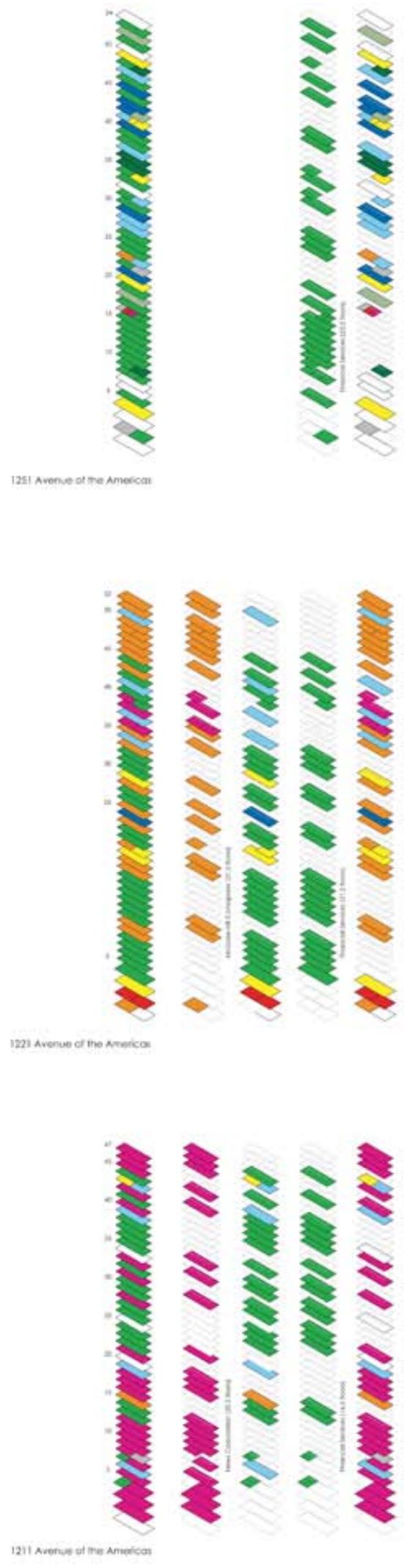
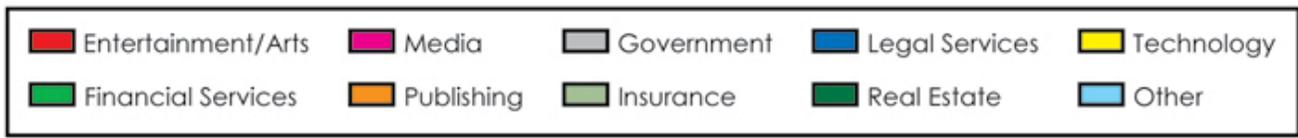


1211

1221

1251

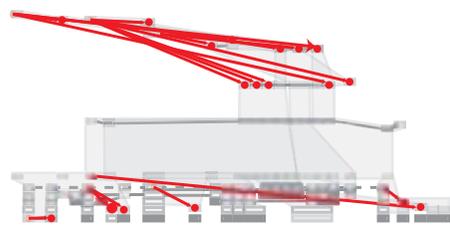
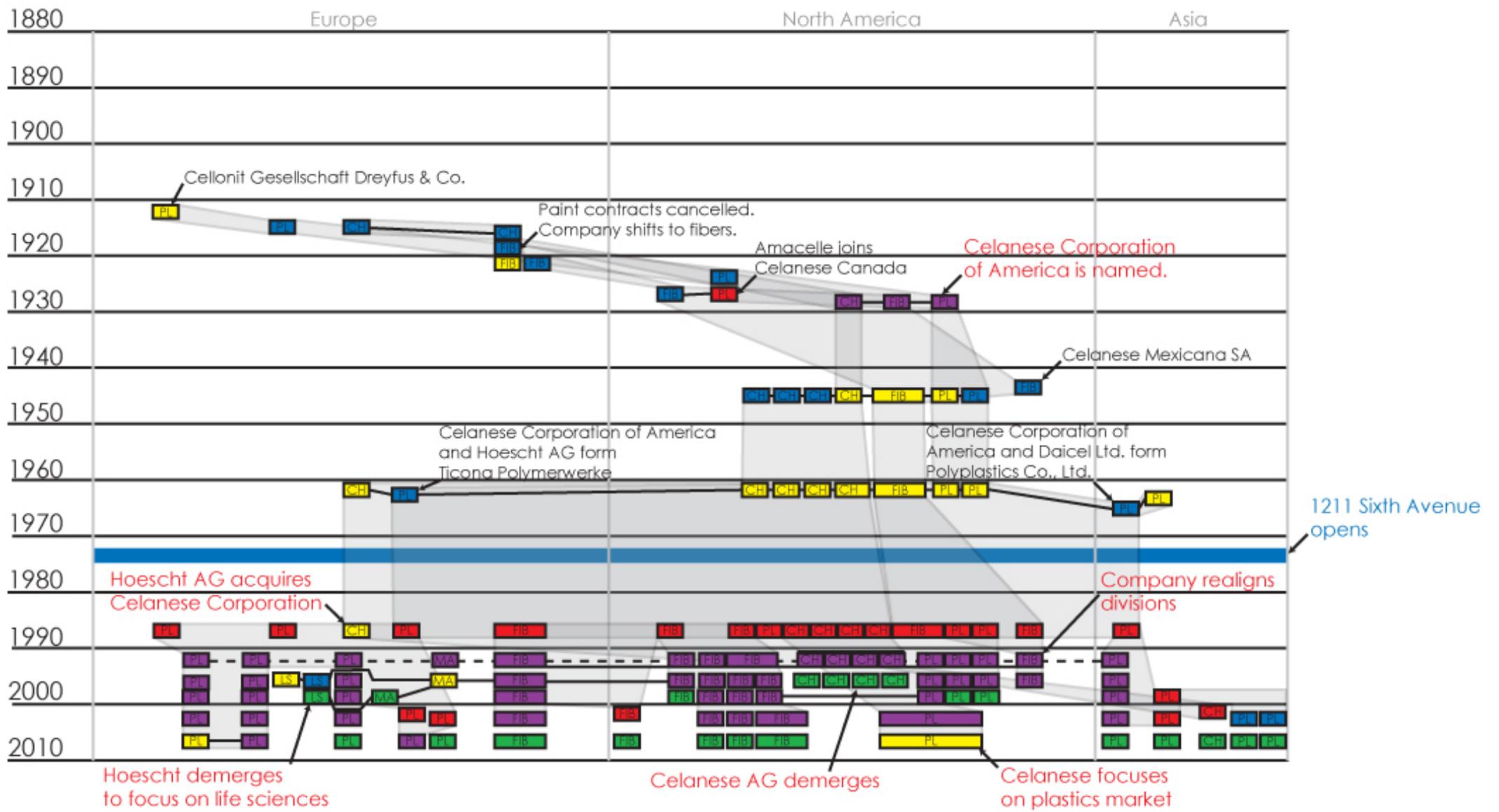
AVENUE OF THE AMERICAS



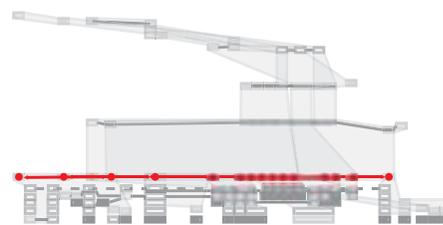
1251 Avenue of the Americas

1221 Avenue of the Americas

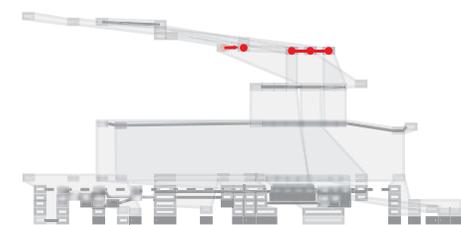
1211 Avenue of the Americas



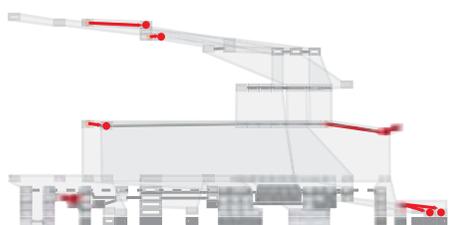
Extension



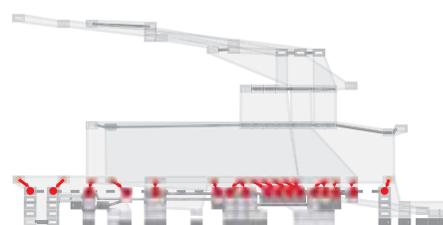
Absorption



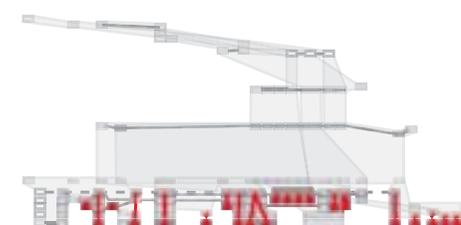
Compression



Expansion



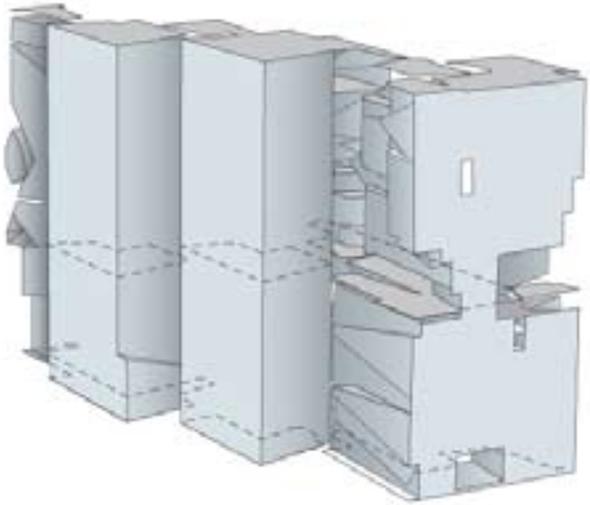
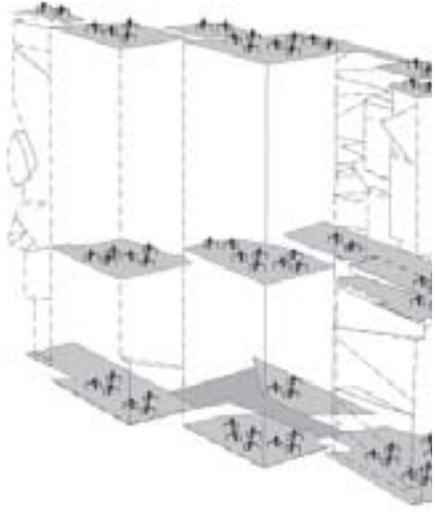
Conformation



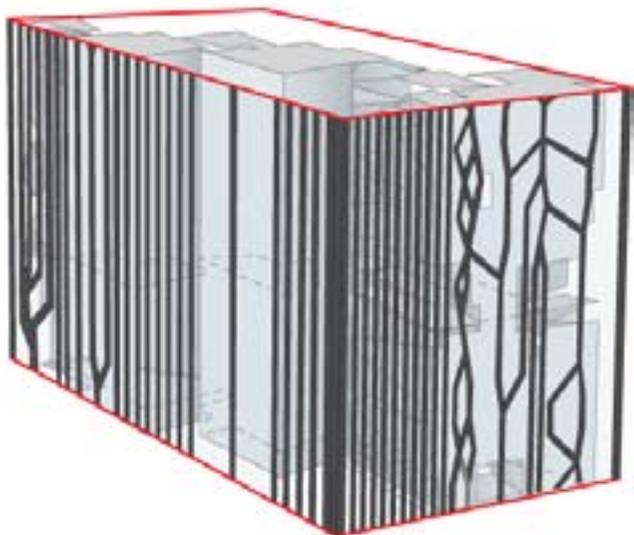
Dissolution

Balkanization: The Corporation

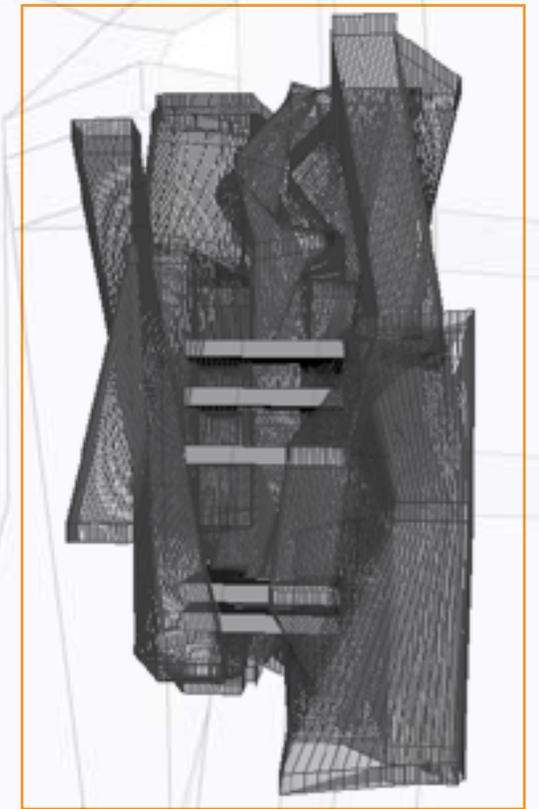
Srdjan Weiss, Instructor
Pratt Institute (Fall 2005)



Building Mass



Skin



Balkanizing the Office Tower
Srdjan Weiss, Instructor
Pratt Institute (Fall 2005) - AZH

The History of Corporation &
Skyscrapers

Example : Celanese Corporation (XYZ Tower)
1211 Ave. of the Americas, New York

Roma



What will the future Roma look like?



What is the next intervention?



Ashley Zarella Hand LEED AP, Assoc. AIA



EDUCATION

Pratt Institute *Master of Architecture* 2006
McGill University *Bachelor of Arts-Political Science* 2000

EMPLOYMENT

AECOM Design (formerly DMJM H&N) *Architectural Designer*
(Los Angeles, CA) Oct 2007 – Present
Eric Owen Moss Architects *Junior Designer*
(Culver City, CA) Oct 2006 – Oct 2007
Suisman Urban Design *Research Consultant*
(Santa Monica, CA) Aug 2006 – Oct 2006

GRANTS

American Institute of Architects Sustainable Design Assessment Team
Grant (Los Angeles, CA) 2009
Pratt Institute & U.S. HUD Grant *Land Assembly & Development* (New
Orleans, LA) Jun 2006 – Aug 2006

AWARDS, HONORS

Empower LA, First Annual Neighborhood Council
Peer Award for the Environment 2009
American Planning Association, CA Chapter
Award of Merit for Grassroots Initiative 2009
American Planning Association, LA Chapter
Planning Excellence Award for Grassroots Initiative 2009
Individual Excellence Award from DMJM Design
May 2008 and Sep 2008
Excellence in Academic Achievement Award, Dept. of Graduate
Architecture & Urban Design, Pratt Institute, May 2006
Student Leader of the Year Award, Pratt Institute,
Office of Student Activities, April 2006

PANELS

Bioneers: Revolution from the Heart of Nature Beaming
Conference Sustainable Communities Panelist Oct 2009
Valley Regional Congress of Neighborhood Councils
Outreach Best Practices Presenter Jun 2009
National Conversation on Climate Change,
County of Los Angeles Living Green Panelist Apr 2009

ELECTED & PROFESSIONAL AFFILIATIONS, ETC.

American Institute of Architects, Los Angeles Chapter
Practice Committee Member May 2009 – now
Downtown Los Angeles Neighborhood Council
Director, Area-Wide Work-Force, Private Sector elected Jun 2008
Sustainability Committee Chair & Founder Oct 2008 – now
NCARB IDP Auxiliary Coordinator Feb 2009 - now
USGBC LEED Accredited Professional Apr 2008 - now
American Institute of Architects Associate Jan 2008 – now
Pratt Institute Department of Architecture
Admissions Committee Jan 2006 – May 2006
Graduate Student Council
Co-Founder & Organizer May 2005 – May 2006
Pratt Institute Board of Trustees
Graduate Student Trustee Jul 2004 – Jun 2006

EDUCATION

Pratt Institute Master of Science, *City Regional Planning with Certificate of Physical Planning/Urban Design* 2006

University of Colorado-Boulder *Bachelor of Environmental Design* 2003

MASTER THESIS

Conceptual City Planning and the Teleportation City 2006

An examination of the historical context of utopian visions of the city and positing a new utopian ideal through conceptual city planning – a process of envisioning the ideal physical configuration of an entire region based on its local culture, geography, biota, and vision.

EMPLOYMENT

Los Angeles Dept. of Regional Planning *Sr. Regional Planner*
(Los Angeles, CA) Jun 2006 – present

The Architect's Newspaper *Editorial Assistant & Contributor*
(New York, NY & Los Angeles, CA) Aug 2004 – present

Harry S Truman Coordinating Council *Community Planner*
(Joplin, MO) Jun 2003 – Aug 2004

Campus Transportation Solutions *Research Assistant*
(Boulder, CO) Sep 2001 – Sep 2002

Boulder County Land Use Department *Intern*
(Boulder, CO) Jun 2001 – Dec 2001

ARTICLES

The Architect's Newspaper (selected)

“Metro Bashing Protest” (2008)

“LA Green” (2007)

“Village Guarded” (2006)

“Dorms Redefined” (2005)

“Trash Talk” (2004)

Prattler Pratt Institute (selected)

“Utopian City Plan” (2007)

“Breaking Musical Barriers” (2007)

“It's not a Prison” (2006)

PANELS, JURIES

Los Angeles Art Association “Fat City” Panelist 2008

31st Meeting of the Society for Utopian Studies Panelist 2006

AICP Exam Q & A Panelist 2009

American Planning Association Los Angeles Metro Chapter, Member
Jury Member 2008-2009

ELECTED & PROFESSIONAL AFFILIATIONS, ETC.

Downtown Los Angeles Neighborhood Council

Director, Area-Wide Workforce, Public Sector 2008-now

Sustainability Committee Member Oct 2008-now

Planning and Land Use Committee Member Jul 2008-now

Park[ing] Day LA Event Coordinator 2008

Skid Row Tree Planting Pilot Project Lead 2009

East Hollywood Neighborhood Council Planning & Beautification
Committee Co-Chair 2007-2008

American Institute of Certified Planners 2007

American Planning Association 1999

Boy Scouts of America, Eagle Scout 1997

Gunnar Hauser Hand AICP

