2018 | MAXIME FAURE.

*The Making of a Practice: A Contemporary Portrait of Urban Design as a Globalized Practice*

This research examines the legacy of urban design by bringing together urban design projects, models and urban thoughts, into a single research and travel project. In doing so, the investigation brings to the forefront the global relevance of the Harvard Graduate School of Design in shaping Urban Design frameworks across geographies, generations, scales and institutions. It seeks to act as a milestone to portrait Urban Design today and to question its role through the study of its academic goals and physical implementation.

2017 | MARIOS BOTIS

*Flows of Commercial Logistics: Urbanization in the Post-Industrial City of Online Retail*

This research examines the spatial and urban implications of commercial logistics—with an emphasis on the logistics of online commerce—and how these reshape the patterns of urbanization in the post-industrial city. The research proposal focuses on how the physical footprint and operation of logistic zones affect the form, organization and social life of the diverse geographic contexts where they are sited. Furthermore, the project will investigate and evaluate how the agency of design can contribute to the urban form of these important economic growth poles as they continue to rapidly grow and evolve.

2016 | KYRIAKI KASABALIS

*Digital Enclaves: Mapping the Impacts of Tech-Districts on the Form of the Post-Industrial City*

The study maps the evolution of tech-districts and their impact on the form of the post-industrial city. Specifically, it offers the discipline of urban design a new framework for evaluating the development of tech-districts, as a model of urbanism that is truly global in scope. The fieldwork tracks the transformation of the tech-districts on the basis of their design, location and level of planning in East Asia, Europe, and the United States.

2015 | CLAYTON STRANGE-LEE

*The Monotown: An Emerging Narrative of Reinvention*

This study charts the trajectory of the MONOTOWN as a model of urban development that is truly global in scope by studying a selection of its instantiations as they occur in their various contexts and guises amid an array of different cultures and geographies. In many places monotowns take the form of company towns, but to term them simply thus would exclude valuable examples and obscure their most salient characteristic: the contradiction inherent in their vulnerability as single-enterprise settlements coupled with the permanency of their physical form in their presumption to constitute (sometimes quite large) communities. By studying the design and evolution of the monotown as it occurs in a variety of geographies and contexts we can start to develop a narrative of potential strategies which will define its legacy and inscription on the landscape as either a constellation of creatively adaptable communities or the abandoned physical residue of failed national and corporate settlement policies.

2014 | FABIANA ALVEAR

*Housing Frameworks: Public/Private Structuring of the Territory*

This study reviews the models of low-income housing provision on the basis of their design, planning, and political frameworks of operation. There are two approaches to this issue: 1) the common Site and Services model and 2) the New Town/Satellite Town development. The research becomes a response to understand the consequences of the Right to Housing recognized in national constitutions and to begin to evaluate and critique the current strategies. By analyzing multiple applications of the described models, the study will develop a repository of global strategies through their successes and failures.

2013 | MELISSA ALEXANDER

*Accelerated & Compressed: A Platform for Speculations on American Urbanization in the Era of High Speed Rail*

As evidenced through the Interstate Highway System, transportation mode has dramatic implications for the built environment. This body of research is a platform from which to speculate on new models of American urbanization through the proposed implementation of a High Speed Rail system. As Albert Einstein said, "we can't solve problems by using the
same kind of thinking we used when we created them.” To address the problem of mobility in the US, we must look outside of our own the traditional transportation planning processes that are still dominated by the tools, methods and assumptions, political biases, procedural failures, and instilled human behaviors of our past and current planning processes.

2012 | CARLOS GARCIAVELEZ ALFARO

*Form and Pedagogy: The Design of the University City in Latin America*

Of the twentieth-century large-scale urban interventions inscribed into the Latin American city, the university campus is the most salient symbol of progress. The academy became an epicenter of twentieth-century architectural and urban experimentation and a unique urban development within major Latin American cities. This research examines the urban and architectural structure and legacy of the principal Latin American campuses built in the past sixty years. Through visits to select universities and the examination of original drawings and archival material, Carlos assembles a campus atlas that traces and details the historical and current state of the University City and links these individual campuses in a de facto Pan-American project.

2011 | VICTOR MUÑOZ SANZ

*Networked Utopia: A Global Survey of the Urban Legacy of the Bat’a Shoe Company’s Satellite Cities*

Networked Utopia is an exhaustive and global survey of the Bat’a’s company towns in the post-Fordist landscape of logistics. By traveling to the network of towns founded by the company between 1930 and 1945, it will be possible to document and evaluate the mechanism of adaptation of such utopian vision to multiple contexts and geographies, using photography, on site research, and interviews with local communities, governmental agencies, and the Bat’a representatives. Through this research, Victor hopes to develop a comprehensive evaluation of approach by checking in site if the models of urbanization that emerged as a by-product of capital survived the Fordist’s patterns of labor extraction and production.

2010 | LORETA CASTRO REGUERA

*Urban Floods: Learning from Cities in Lowlands*

The relationship between urban dwellers and water is a conflicting one: on the one hand, life unavoidably depends on the presence of and access to water; while on the other, urban dwellers are increasingly being exposed to water-related hazards. Such is the case of Mexico City, a 20 million-inhabitant megalopolis lying in a closed basin and prone to urban floods and drinking water shortages. Urban Floods: Learning form Cities in Lowlands shows several case studies of cities worldwide that have successfully dealt with this circumstance through a series of design strategies with the characteristic of being replicable. Loreta’s research shows how these tactics are pertinent in Mexico City in an enormous effort to transit into a sustainable water management system through the application of design.

2009 | MONICA FRANKLIN

Her research involves the new and developing electric car promises to be an important evolution in automotive technology. There are many electric car models being developed worldwide with slight variations in operation and applicability. Monica proposes to identify and study the different electric car networks in the varied contexts, with hopes of understanding how we might develop tactics to engage a currently under-conceptualized network.

2008 | GARY LEGGETT

His research investigates the Transoceanic Highway and the Evangelical Church of Brazil. They are both metonymic examples, operating in close proximity of each other, of the two largest forces currently controlling the social and economic development of Latin America: they define the discursive and dialectical nodes of development.

2007 | RICHARD BROENE

His research examines the vast majority of Turkish society lived in some 34,000 villages spread out across the rugged Anatolian landscape. His research explored the role of Turkey’s national highway system, which was largely designed and constructed with US assistance in Turkey between 1947-1960, as it relates to Turkey’s modernization. The study compares current villages across the different regions of Anatolian Turkey. To understand the nature of the socio-spatial transformations, the primary comparisons will include extensive mapping analysis of the current villages. The research will include comparisons of village morphology, commercial and housing typologies, public space, civic institutions and amenities, and the physical relationship of the village to its major roadway.
2006 | Konstantinos Papadimitrakopoulos

His research investigates illegal migrants and the typology of transit cities and towns along the coast of the Mediterranean. Through drawings, interviews, maps, photographs, and video, he documents the long-term and temporal effects the phenomenon of clandestine migrations has on every life and the urban tissue, identifying how the physical characteristic of the threshold (sea, land, fence) defines different types of passages and different kinds of urban conditions. Transit cities in Morocco, Spain, Libya, and Italy were the specific focus.

2005 | Daniel Sewell Adams

His research investigates the integration of large scale global industries into local communities, with a particular focus on shipping and the salt industry. Through the techniques of mapping and documentation, the influence and interrelationship of the salt industry in the landscape is pursued as a dynamic and often subtle set of perceptions – the practices of mapping attempting to unearth perceptions and relations which are governed as much by temporal and intangible characteristics as by the physical presence of the industry in the landscape.

2004 | Wynne Mun

His research investigates the potential of urban design to bridge the gulf between the broad policies that establish tax-incentive areas and the provincial architecture that arises. Through a series of mapping analyses and case studies developed from government documents, photographic documentation, constituent surveys, and urban geographical techniques of representation, he attempts to reconfigure the status of tax-incentive areas from two distinct vantage points: from the larger framework of global competition between dynamically changing cities and from the more specific understanding of the attributes of the provincial context that capitalizes on the dynamism of city regions.

2003 | Ian Chodikoff

His research investigates the relationship between migration, remittances, and urbanization between Italy and Senegal. The situation of the Senegalese is not unique. Across the globe, there are several forms of transnational behavior affecting the urban dynamics of cities. As is the case with the Senegalese, transnational migration has been responsible for considerable land speculation and urbanization in Senegal and places considerable stress on the government's ability to respond to the needs of education, infrastructure, affordable housing, and a coherent design strategy for its growing urban populations. Ian's research documents the Senegalese living both in Italy and the significant growth across several regions of Senegal. The intention of this research is to validate the beneficial effects of transnational migration and the importance for both developed and developing countries to understand how this symbiotic relationship relates to urban design and development.

2002 | Frank Ruchala, Jr.

His research examines the world's airports and the areas immediately around them as they begin to rival the traditional downtown as the focus of their urban regions. The goal of the study is to explore the blurring boundary between airport and city, and to gain a greater understanding of what this new "airport urbanism" may mean for the city and those who plan and design it. Airports at the forefront of the phenomenon in Asia, Europe, and North America were studied.

2001 | Yuriko Suzuki

Her research investigates how the revolution in digital communication technologies has affected the design and use of our physical environment. The travel traces the evolving building typologies and changing roles of civic places in Germany, Holland, England, Ireland, Japan, and the United States. The purpose of the study is to develop a blueprint not only for designing cities of tomorrow, but for transforming existing cities by integrating digital technology into the layout, program, and infrastructure design of the site.

2000 | Marshall Brown

His research investigates how increasing pressure to participate in the so-called global economy now exacerbates the friction between European-influenced urbanism and traditional Islamic societies in North Africa. The urban landscapes of Morocco and Algiers are especially rich sources for studying the highly contested boundaries between traditional urban centers (medina and casbah); European villes nouvelles; the hybridized derb el hubus; and the highly problematic yet
persistent bidonvilles. He will construct visual timelines that map the evolution of Twentieth Century North African urban policy through its tangible effects upon the formal and spatial configurations of Moroccan and Algerian cities that will evidence how strategies of preservation and development have worked together in North Africa to produce simultaneously increasing levels of formal heterogeneity and social stratification in the city. The broader implication of the research may be the development of a theory about how neither preservation nor development are inherently positive or negative forces with respect to the evolution of urban culture in North Africa, as well as other contexts, including our own.

1999 | SARA ELLIOTT

Her research investigates large, industrial, adaptive re-use projects as economic development and regional urban revitalization strategies, along with the shift in perceptual identity that such projects must affect. European approaches were compared to American ones to determine the critical elements of community revitalization through strategic conversion, including design, program, and policy considerations. She traveled to Sweden, Germany, Spain, the Netherlands, and the United States.

1998 | STEVE WILSON

His research examines the urban effects of high-speed rail, with an emphasis on the qualitative effects of the resulting new developments around new high-speed rail stations and their relationship to the planning policies that shaped them. This will involve a critical evaluation of the surrounding urban environment before and after the stations, concentrating on a precise analysis of the physical and qualitative aspects of the new developments, the character of the public spaces they create, and the local infrastructure systems that support them. His research includes sites in Japan, France, Germany, and Spain.

1997 | MICHAEL PETRUS

1996 | DAVID BARNARD

His research evaluates the pieces of infrastructure installed by some of the recent Olympic host cities for the games and considers how successfully these cities benefited from this infusion of city pieces. After two weeks of performing in front of the world, these cities are left with the issue of reabsorbing the Olympic infrastructure back into the city. How a metropolis manages the integration of these event-specific components depends greatly upon the implementation and long-term design intent of these pieces. David's research will involve travel to Seoul, Barcelona, Montreal, Los Angeles, Moscow, and Mexico City.

1995 | JANNE CORNEIL

Her research involves the spatial and social organization of cities and regions where the economy is based primarily on networks of small and locally-based enterprises that are able to compete in international markets. Her research will take her to Modena, Northern Italy, and Taipei, Taiwan, to investigate the implications of a fine-grain, decentralized economy for urban policy and form.

1994 | KATHRYN CLARKE ALBRIGHT

Her research examines emblematic paradigms of the public realm present in seminal American suburbs and new towns which represent shifts over time in ideas and civic space and its associated sense of community. She visited Forest Hills Gardens, Coral Gables, Radburn, Irvine, Kentlands, and Laguna West, as well as community squares in London and Savannah, to document the form and constituent components of the public realm as civic.

1993 | KATHERINE DUNHAM

Her study involved an investigation of the urban housing patterns of low-income, working individuals who live in shared, non-family accommodations in large Asian and American cities. She looked at the formal and informal systems of high-density housing serving this increasingly large and economically important sector of the world's rapidly expanding urban populations.
1992 | JACQUELINE TATOM

Her program was to identify design principles that can potentially preserve the local character of the landscape along beltways and arterials at the periphery of several cities despite the universal engineering standards of highway design and the common economic pressures on land use experienced by cities as mass merchandising, industry, and single-family subdivisions implant themselves at their edges. She traveled to Milan, Barcelona, and Frankfort.

1991 | PEDRO MANUEL CARDONA ROIG

His program of study concerned recent urban developments in Barcelona and the policies involved in the making of urban public spaces in the city during the past 10 years (1981-1991). He also investigated recent urban developments in Western Europe and their relationships to the Barcelona precedent through direct interaction with the officials who were leading these developments.

1989 | VASILIOS A. TSAKALOS

His research entailed an extensive examination of contemporary American and Australian urban conditions. In particular, he studied the phenomenon of the American Australian “middle landscapes” that exist between urban centers and rural land. He visited 19 states and Washington, D.C., and compared the American middle landscape to seven major Australian cities.

1988 | GUY C. PERRY

He considered the relationship between airports and the landscapes and cultures in which they are set. His objective was to evaluate airports as thresholds to the cities and cultures to which they provide service. His research took him to Chicago, Moscow, Amsterdam, Singapore, Hong Kong, and Madrid.

1987 | WILLIAM N. MCILROY

His research involved the evolution of small outlying communities into a series of disparate, diverse, and ever-conflicting metropolitan landscapes. His study took him to three cities that have undergone rapid transformations: Tokyo, Japan; Shanghai, China; and Calcutta, India.