THE PROBLEM OF AGRICULTURE AND PRODUCTION:

“The sugarcane growing on that acreage is processed in the plant across the street (Hawaii), but only to the ‘raw sugar’ stage. It is then shipped to the C & H Sugar Refinery in Contra Costa County, not far from San Francisco. Here, it is refined into the white sugar that is such a ubiquitous part of our American diet. But that’s not the end of its journey: the sugar is then shipped cross-country to New York, where it is packaged into little individual paper packages of sugar to go on tabletops, which are then distributed all across the country, including Hawaii.”

“So if you drive a mile away from that sugarcane field and sit in a café, the sugar packets on your table have traveled about 10,000 miles: to California, to New York, and back again to Hawaii, instead of the one mile you have. This is not the exception, but rather the rule, in our current food system. Shipping foodstuffs long distances for processing and packaging, importing and exporting foods that don’t need to be imported or exported - these are standard practices in the food industry.”

“How Far Does Your Food Travel to Get to Your Plate?” www.cuesa.org
National Beef Closes Its Doors


... sugarbeets had been grown in the Imperial Valley since 1932 and shipped to factories along the Pacific coast.

But come May, National Beef in Brawley is closing. For Brandenburg and other cattleman, that spells a crisis. The next nearest slaughterhouse is 200 miles away, outside Phoenix. And, since that facility cannot handle all the Imperial Valley cattle, some would need to go to the next nearest plant—a thousand-mile journey to Texas.

Between the transportation costs, and the reduced quality of the meat after all that hard travel, Brandenburg estimates he’d lose about $130 a head in profit.

twin cities

San Diego-Tijuana

- New regional identity
- Sea port and tourist city
- Growth by 2050: 2,018,000
- City diagrams
- The new international sea port is the in-between zone and shared economic interest of San Diego and Tijuana

Calexico-Mexicali

- New regional identity
- Sea port
- Growth by 2050: 58,500
- City diagrams
- The city limits are defined by the edge of Mexicali and the 21 mile agriculture zone on the north which becomes and essential part of the city

Nogales-Nogales

- New regional identity
- Agriculture center
- Growth by 2050: 31,500
- City diagrams
- The city of Nogales becomes “trapped” inside the border and becomes a longitudinal in-between zone attached to the interstate highway

El Paso-Juarez

- New regional identity
- Industrial city/transportation hub
- Growth by 2050: 1,350,000
- City diagrams
- The existing in-between space is turned into a buffer zone between 2 countries that is filled with social and cultural content which transcends the gap

Del Rio-Acuna

- New regional identity
- National park city
- Growth by 2050: 53,000
- City diagrams
- The national park and watershed becomes an important part of city’s functioning. Nature is what connects Del Rio and Acuna
<table>
<thead>
<tr>
<th>City</th>
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CONTEXT
2000 km² feeds 600 000 people
FACTORIES
industrial zones
industrial zones

no context
factories in the city
factories in the city
reacting to context
contextual working as a unit
PROCESS
single linear element that allows variation
the typology of the edge differs from the existing typology
linear buildings
linear factory
linear process
raw material storage
factory complex

testing and packaging
BUILDING
stabilizers = cores
cores
factory + additional program
storage + parking

whole food market and auction hall

wheat processing

packaging and temporary storage

research center + fruit and vegetable processing

packaging and temporary storage

secondary product processing unit

outdoor and indoor market

final storage and packaging

storage + parking

dispatch

whole food market and auction hall

storage + parking
production facade
research center facade
storage facade
whole food market and auction hall