<table>
<thead>
<tr>
<th>Phase</th>
<th>Program</th>
<th>Community Development</th>
<th>Ecological Assessment</th>
<th>Landscape Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1</td>
<td>Debris Management (local+volunteers)</td>
<td>- Education - Collection - Sorting - Processing - Storage Discussion - Site Plan</td>
<td>-Debris safety assessment for: -estuarine environment -contact with sea -land removal destination -Construction Methods</td>
<td>Pilgrimage: -use of the existing damaged infrastructure to provide access to pt C. Pilgrimage as struggle. -Definition of the path network from pt C. Coastline: -land removal, land fill, port infrastructure</td>
</tr>
<tr>
<td>Now</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 2</td>
<td>Construction (local+volunteers)</td>
<td></td>
<td>-landfill safety control</td>
<td>Pilgrimage: -new access and connection to C from the Shrine. Existing access becomes secondary or obsolete. -Transformation of the path network by the community. Coastline: -residential, commercial use north of Edo</td>
</tr>
<tr>
<td>Partial</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 3</td>
<td></td>
<td></td>
<td></td>
<td>Pilgrimage: -initial access erased. -path network keeps transforming, connecting, intersecting. (community) Coastline: -sealing the mountain but leaving the bypassroad and piers.</td>
</tr>
<tr>
<td>Complete</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose</td>
<td>Local Economic Revitalization Debris Removal Community Gathering=community center</td>
<td></td>
<td>Reduction of Environmental Risk</td>
<td>-Sensorial and experiential pilgrimage to enhance people's interactions with the mountain and the remembrance of it's past. -Coastline and lowlands redefinition to bring sea and people together preserving the existing marine diversity and intensifying portuary activity and market.</td>
</tr>
</tbody>
</table>
Education
- Learn how to sort debris
Collection
- Collect remaining debris, sort & carry them to temporary collection site (site b,c)
Sorting
- Sort debris in temporary collection site which have been collected up to now
Processing
- Sort debris further for recycle & reuse
- Remove toxic substance from debris
Storage
- Carry and store processed debris into storage site

Temporary Meeting Place
- Discuss what & how local people want to do in project site before construction.

Construction
- Start landfill when debris are stored to an extend
Question: Can we really make it what it was before, can we return it to its virgin state? And if so, is it responsible for us to do so? Where is its truth, its essence: 10, 50, 100 years ago?

Rice fields as an example of a manufactured landscape which enhances a natural characteristic of the area (watershed).

The proposed path is the artificial which will enhance, add to, or transform the landscape and people's interactions with it.

It's nothing else than a path. A minimal intervention that is temporary, mutable and transformable by the people, by nature and through time.

Look at how Japanese architecture enhances and intensifies people's experiences of landscape. Installations scattered along the path. Shoji screens as transparencies, wooden columns as trees. Possibility of using existing damaged elements. People can move and alter and transform.

Define the constraints for the people to build on. An informed choice respectful of landscape and heritage.

Sealing the mountain but leaving the bypass road and piers. Reading the built landscape as we occupy natural landscape.

Existing ramp
PHASE 1: NOW
Path AC: determined by the physical constraints of the post-tsunami site using the existing damaged infrastructure as the access to the hill. Pilgrimage as struggle.
A: turning point (one turns away from jinja)
AB: passage under the bridge, climbing the stairs, and emerging on the road at the start of the existing ramp.
ROAD: direct exposure to the debris management process.
BC: existing ramp to ascend the hill.

Path from C is determined by landscape and ecological constraints.

PHASE 2: PARTIAL
AS: Access follows the original pilgrimage route to the Shrine. No turn away at point A.
AB: may or not be used as a secondary access.
SD: using an existing path that leads to the edge of the scar.
ROAD: overlooking the landfill process from above.
DB: connection DY, DX or DC depending on the progression of the landfill process and community preferences.

Path from C is evolving according to people's needs and the defined landscape and ecological constraints.

PHASE 3: COMPLETE
The access to the hill can stay the same as in phase 2 (DC) or change.
AB: erased access
E5: possibility of a new access.

Path from C keeps transforming (add or take away connections, intersections)
Redrawing the coastline to bring sea and people together preserving the existing marine diversity and intensifying portuary activity and market.

North of Edo lowland landfill creating a safer, higher ground for x use.

Edo Road as a pedestrian coastal boulevard.

Questions:
- capacity:
  600 boats in Utatsu Bay
  nº in Isatoma?
  nº in Tomorihamma (2nd largest)
- original coastline
- artificial land material
- where does the removed land go to? are we creating more debris?
- safety assessment on debris for estuarine environment